Technical Information

No. : 010 - 2026

22 May 2026

To : Whom It May Concern

Subject : Summary Report on IMO Meeting of Maritime Safety Committee 111th Session (MSC 111)

Summary

This Technical Information summarizes the result of 111th Session of the IMO Maritime Safety Committee (MSC 111) that was held from the 13 to 22 May 2026 at the IMO headquarters in London.

Information

1. This Technical Information provides a summary of selected matters discussed during the meeting which are considered relevant to BKI's activities, technical work, and regulatory interests.
2. The following agenda items were among those discussed during the meeting:

Agenda Number	Subject
3	Amendments to mandatory instruments
4	Goal-based new ship construction standards
5	Development of a goal-based instrument for maritime autonomous surface ships (MASS)
6	Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels
7	Measures to enhance maritime security
12	Ship design and construction (Report of the twelfth session of the Sub-Committee)
14	Carriage of cargoes and containers (Report of the eleventh session of the Sub-Committee)
15	Navigation, communications and search and rescue (Report of the twelfth session of the Sub-Committee)
17	Implementation of IMO instruments (Report of the eleventh session of the Sub-Committee)

3. Further information on the above resolutions can be found in the attached document.

More info
Inquiries concerning the subject of this Technical Information should be directed to:

Statutory Division
Yos Sudarso 38-40
Jakarta, 14320
Indonesia
Phone : +62 21 436 1899, 436 1901, 436 1903, 436 1904
Fax : +62 21 4390 1974
Email : sta@bki.co.id

Classification Business Operations Director

ARIEF BUDI PERMANA

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BRIEF INFORMATION ON IMO MEETING OF THE MARITIME SAFETY COMMITTEE (MSC) 111TH SESSION (MSC 111)

A. AMENDMENTS TO MANDATORY INSTRUMENTS (AGENDA ITEM 3)

Amendments to SOLAS chapters IV and V

The Committee recalled that MSC 110 had approved draft amendments to SOLAS regulations IV/5, V/4 and V/5 concerning the dissemination of maritime safety information (MSI) and search and rescue (SAR)-related information through all operational mobile satellite services recognized by IMO for use in the Global Maritime Distress and Safety System (GMDSS).

Following consideration at this session, the Committee adopted the aforementioned amendments, which are expected to enter into force on 1 January 2028.

In connection with these amendments, the Committee also adopted resolution MSC.509(105)/Rev.2 on Provision of Radio Services for the Global Maritime Distress and Safety System (GMDSS).

Amendments to SOLAS chapter V

The Committee recalled that MSC 110 had approved draft amendments to SOLAS Chapter V regulations 18, 19, 19-1 and its appendix to incorporate the VHF data exchange system (VDES) into the IMO regulatory framework, with a view to adoption at this session and entry into force on 1 January 2028.

At this session, the Committee adopted the aforementioned amendments, which are deemed to have been accepted on 1 July 2027 and are expected to enter into force on 1 January 2028.

In support of the implementation of VDES, the Committee also adopted an MSC resolution on the introduction of VDES into the IMO regulatory framework and an MSC resolution on Performance standards for shipborne VHF data exchange system (VDES). In addition, the Committee approved an MSC circular on Guidelines for the operational use of shipborne VHF data exchange system (VDES).

Amendments to the 2011 ESP Code

The Committee adopted amendments to the 2011 ESP Code introducing remote inspection techniques (RIT) as an alternative method for conducting close-up surveys of ship structures. RIT is defined as a means of surveying parts of a structure without requiring the surveyor to have direct physical access.

The adopted amendments introduce provisions covering the conduct of RIT surveys, the conditions for their use during periodic surveys after the third special survey, and follow-up actions where damage or deterioration identified through RIT requires further investigation through traditional survey methods.

The amendments also address survey preparation arrangements, including crew responsibilities, the inclusion of RIT equipment details in the survey programme, and the participation of RIT firms

in survey planning meetings prior to survey commencement. In addition, the amendments establish principles and procedures for the certification of RIT firms by Administrations.

These amendments are applicable to existing bulk carriers and oil tankers of 500 GT and above subject to compliance with the 2011 ESP Code, and are expected to enter into force on 1 January 2028.

Amendments to the 1994 and 2000 HSC Codes

The Committee adopted consequential amendments to the 1994 and 2000 HSC Codes in relation to the introduction of the VHF data exchange system (VDES), in conjunction with the associated amendments to SOLAS chapter V and its appendix. The amendments are expected to enter into force on 1 January 2028.

Amendments to the IMDG Code

The Committee adopted amendments 43-26 to the IMDG Code, previously approved by CCC 11, with voluntary application expected from 1 January 2027, subject to the agreement of the flag State, and mandatory application from 1 January 2028.

The adopted amendments include general editorial updates, revisions to column 17 of the Dangerous Goods List to provide additional examples of properties and observations relevant to crews, and updates to align the IMDG Code with the latest amendments to the UN Recommendations on the Transport of Dangerous Goods.

The amendments also introduce several new entries to the Dangerous Goods List, including provisions related to lithium metal batteries and sodium ion batteries installed in cargo transport units, together with amendments to a number of Special Provisions (SP), including new SP 410 to SP 413.

In addition, the amendments introduce new requirements for the design, construction, inspection and testing of FRP service equipment for portable tanks, revisions to the segregation requirements for radioactive materials under table 7.1.4.5.18, and amendments concerning the transport of flammable liquids within non-explosion proof refrigerating systems.

In connection with these amendments, the Committee also approved MSC.1/Circ.1588/Rev.4 on Revised emergency response procedures for ships carrying dangerous goods (EmS Guide), incorporating the newly agreed entries and associated guidance for fire and spill incidents.

Amendments to the IP Code

The Committee adopted amendments to Part IV/2 of the IP Code concerning subdivision and stability requirements for ships carrying industrial personnel. The amendments revise the mass of each industrial person used in stability calculations from 75 kg to 90 kg, in order to provide a more realistic representation of persons onboard and to align with regulation V/2.2 of the IP Code. The amendments are expected to enter into force on 1 January 2028.

These amendments apply to new ships subject to the IP Code, including cargo ships and high-speed cargo craft of 500 GT and above engaged on international voyages and carrying more than 12 industrial personnel, as follows:

1. ships for which the building contract is placed on or after 1 January 2028;

2. in the absence of a building contract, ships the keel of which is laid or which are at a similar stage of construction on or after 1 July 2028; or
3. ships delivered on or after 1 January 2032.

Amendments to the LSA Code

The Committee adopted amendments to the LSA Code introducing new paragraph 4.7.7 concerning the design requirements for arrangements used to conduct simulated launches of free-fall lifeboats.

The amendments require that arrangements for testing the release system under load, without launching the lifeboat into the water in accordance with paragraph 4.7.6.4, are to be designed with a safety factor of at least 6, based on the calculated maximum working load with a full complement of persons and equipment, taking into account the ultimate strength of the materials used as well as static and relevant dynamic loads.

In addition, components exposed to the marine environment, except for falls and temporarily installed equipment, are required to be constructed from corrosion-resistant materials suitable for marine environments without the need for coatings or galvanizing.

Furthermore, the amendments also harmonize the application provisions of the LSA Code through the introduction of an application table in the Preamble of the Code, in accordance with MSC.1/Circ.1500/Rev.3, in order to provide a more consistent approach to the implementation of new requirements. The amendments further incorporate equipment-specific installation provisions reflecting the application provisions contained in resolutions MSC.459(101), MSC.535(107) and MSC.554(108).

The amendments are expected to enter into force on 1 January 2028 and are applicable to free-fall lifeboats installed on or after 1 January 2031.

In connection with the above amendments to the LSA Code, the Committee also adopted consequential amendments to resolution MSC.81(70) concerning Revised recommendation on testing of life-saving appliances.

The amendments revise Part 1, paragraph 6.9 on release mechanism tests and Part 2, paragraph 6.1 on launching appliances using falls and winches, in order to ensure that arrangements used to test the release system under load without launching the free-fall lifeboat into the water comply with the amended prototype, production and installation test requirements.

Amendments to resolution MSC.402(96)

The Committee adopted amendments to paragraphs 6.2.3 and 6.2.7 of resolution MSC.402(96) on Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear. The amendments are expected to enter into force on 1 January 2028 and apply to free-fall lifeboats installed on or after 1 January 2031.

The adopted amendments introduce requirements under paragraph 6.2 concerning annual thorough examination and operational testing, requiring free-fall lifeboats to be provided with arrangements for testing the release system under load without launching the lifeboat into the water.

In addition, amendments were made to paragraph 6.2.7 concerning the operational testing of the free-fall lifeboat release function, in order to align with the new paragraph 4.7.7 of the LSA Code.

In connection with the above amendments to the LSA Code and resolution MSC.402(96), the Committee also approved consequential amendments to several related MSC circulars, namely:

1. MSC.1/Circ.1205/Rev.2 on Revised guidelines for developing operation and maintenance manuals for lifeboat systems;
2. MSC.1/Circ.1529 on Unified interpretations of paragraph 4.4.7.6 of the LSA Code, as amended by resolution MSC.320(89);
3. MSC.1/Circ.1578 on Guidelines on safety during abandon ship drills using lifeboats; and
4. MSC.1/Circ.1630/Rev.4 on Revised standardized life-saving appliance evaluation and test report forms (survival craft).

Amendments to the 1988 Load Lines Protocol

The Committee adopted amendments to regulation 25 of the 1988 Load Line Protocol aimed at enhancing crew safety on exposed decks during severe weather conditions.

The amendments require guard rails or bulwarks to be fitted around exposed decks and exposed sea access holes, such as the edges of moonpools, that are accessible to the crew during navigation. The height of such guard rails or bulwarks is required to be at least 1 metre above the deck, unless a lower height is approved by the Administration where necessary for the normal operation of the ship.

In addition, chains may be fitted between fixed stanchions and/or bulwarks, where required for normal ship operations, provided that such arrangements are detachable and tightened as much as reasonably practicable.

The amendments apply to new ships of 24 m or more in length engaged on international voyages, the keels of which are laid, or which are at a similar stage of construction, on or after 1 January 2028.

B. GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS (AGENDA ITEM 4)

Rectification Audit of Biro Klasifikasi Indonesia (BKI)

The Committee considered the final report of the rectification audit of Biro Klasifikasi Indonesia (BKI), which had been conducted to address non-conformities identified during the initial verification audit of BKI.

Based on the final report of the GBS Audit Team, it was concluded that all 10 non-conformities had been rectified, while two new observations were identified for further follow-up by BKI.

Subsequently, the Committee approved the report of the rectification audit of BKI and confirmed that the 10 non-conformities stemming from the initial verification audit had been rectified, subject to the terms and conditions contained in the audit report and the two new observations identified by the Audit Team being addressed.

The Committee also invited BKI to submit confirmation to the next session demonstrating that the two observations identified during the rectification audit have been recognized and will be addressed in accordance with the relevant provisions of the Revised GBS Guidelines.

Fourth Maintenance Audit of 14 Recognized Organizations and IACS Common Structural Rules

The Committee considered and approved the final report of the Fourth GBS Maintenance of Verification Audit covering 14 recognized organizations and the IACS Common Structural Rules for Bulk Carriers and Oil Tankers.

Subsequently, the Committee confirmed the continued GBS compliance of all recognized organizations and the IACS Common Structural Rules for Bulk Carriers and Oil Tankers.

The Committee also invited all recognized organizations and IACS to submit confirmation to the next session demonstrating that the resulting observations have been recognized and will be addressed in accordance with the relevant provisions of the Revised GBS Guidelines.

In addition, the Committee agreed to re-establish the GBS Working Group at the next session to further consider matters related to the GBS audit process and possible improvements to the Revised GBS Guidelines at the technical level. Interested parties were also invited to submit proposals related to GBS for consideration at the next session.

C. DEVELOPMENT OF A GOAL-BASED INSTRUMENT FOR MARITIME AUTONOMOUS SURFACE SHIPS (MASS) (AGENDA ITEM 5)

The Committee adopted resolution MSC on Adoption of the International Code of Safety for Maritime Autonomous Surface Ships (MASS Code), marking an important milestone in the development of the international regulatory framework for Maritime Autonomous Surface Ships (MASS). The MASS Code is expected to take effect on 1 July 2026.

The MASS Code is intended to supplement existing IMO instruments, particularly SOLAS, by addressing aspects related to autonomous and remotely operated ship functions that are not adequately covered under the current regulatory framework. The Code applies to cargo ships subject to SOLAS chapter I, including associated Remote Operations Centres (ROCs), where autonomous or remote operations are implemented.

The Code covers, inter alia:

1. approval and certification processes for MASS and Remote Operations Centres (ROCs);
2. MASS Safety Certificates and MASS-ROC Certificates, including associated records, survey requirements, provisional certification arrangements and operational restrictions;
3. risk assessment and approval processes for autonomous and remotely operated functions;
4. operational concepts (ConOps), operational envelope, fallback states and contingency arrangements;
5. connectivity, remote operations, cybersecurity and data management;
6. alert management, software principles and system reliability;
7. safety management, maintenance and minimum safe manning arrangements;
8. training and watchkeeping arrangements for onboard crew and remote operators; and
9. application of the ISPS Code to Remote Operations Centres (ROCs) operating MASS.

The Code also addresses the role of Remote Operations Centres (ROCs), including provisions allowing Administrations to consider the application of the 1978 STCW Convention and STCW Code for assigned roles within the ROC. The Code further permits an Administration to designate a ROC as a location directly associated with the navigational bridge and part of the machinery space.

With respect to future development of the mandatory MASS Code, the Committee noted differing views regarding the proposed timeline, with several delegations expressing the view that adoption in 2030 and entry into force in 2032 may be unrealistic and suggesting that implementation could be deferred to 2036.

Nevertheless, the Committee agreed to continue working towards the target year of 2030 for adoption of the mandatory MASS Code, while recognizing that the timeline may need to be revisited at a later stage, if necessary.

D. DEVELOPMENT OF A SAFETY REGULATORY FRAMEWORK TO SUPPORT THE REDUCTION OF GHG EMISSIONS FROM SHIPS USING NEW TECHNOLOGIES AND ALTERNATIVE FUELS (AGENDA ITEM 6)

Amendments to SOLAS chapter II-1 and the IGF Code

The Committee approved draft amendments to SOLAS regulations II-1/2, II-1/56 and II-1/57, together with consequential draft amendments to the IGF Code, with a view to adoption at MSC 112 and expected entry into force on 1 July 2028.

The amendments aim to clarify the application of the IGF Code to gaseous fuels, including fuels such as ammonia that do not have a flashpoint measurable by the closed cup test method referenced under SOLAS. In this regard, a new definition of "gaseous fuel" was introduced to cover fuels that are in a gaseous state within the temperature range applicable to the closed cup flashpoint test.

The amendments further confirm that the IGF Code applies to ships using gaseous fuels in addition to low-flashpoint fuels. However, the IGF Code will not apply to gas carriers using non-cargo gaseous fuels where the design and arrangement comply with the IGC Code.

In addition, the approved amendments introduce new definitions for "IGF Code" and "low-flashpoint fuel", including consequential amendments to the corresponding definition under the IGF Code, update regulation 55 on alternative design and arrangements to include references to gaseous fuels, and amend regulation 56 concerning application requirements for gas carriers using products listed in chapter 19 of the IGC Code, as well as gaseous fuels or low-flashpoint fuels not listed therein.

Amendments to the IGC Code

The Committee approved draft amendments to the IGC Code, with a view to adoption at MSC 112 and expected entry into force on 1 July 2028.

The approved amendments include, inter alia:

1. revisions related to welded tank joints for Type A and B independent tanks;
2. amendments to fire safety arrangements, including emergency fire pump capacity calculations;
3. additional requirements for cargo manifold connections, including manual valves in conjunction with emergency shutdown (ESD) valves;
4. ventilation and gas detection requirements for LPG and ethane fuel systems;
5. requirements for integrated automation and safety systems, including centralized monitoring and hazard identification;
6. revisions concerning the application of certain design and construction requirements, including closing devices with gaskets, fatigue design, high-level alarms, hazard identification for integrated systems, pressure relief system outlets, and numerical calculations for ventilation capacity; and
7. amendments to the model form of the International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk contained in appendix 2 of the IGC Code.

In addition, amendments were approved in relation to the "one ship, one code" principle, clarifying that ships subject to the IGC Code may use products listed in chapter 19 of the Code as fuel, subject to the applicable requirements under chapter 16. For fuels not listed in chapter 19, approval by the Administration will be required, taking into account guidelines to be developed by IMO.

To facilitate implementation, the amendments introduce a three-date application system under new paragraph 1.1.2.2.1, whereby the expression "ships constructed on or after 1 July 2028" means ships:

1. for which the building contract is placed on or after 1 July 2028;
2. in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2029; or
3. the delivery of which is on or after 1 July 2032.

Interim guidelines for use of ammonia cargo as fuel

The Committee approved MSC circular on Interim guidelines for use of ammonia cargo as fuel, intended to support the application of chapter 16 of the IGC Code concerning the use of cargo as fuel. The Interim guidelines establish fuel-specific goals, functional requirements, and supplementary guidance to ensure an equivalent level of safety when ammonia cargo is used as fuel.

The approved Interim guidelines include provisions related to:

1. the safe arrangement of ammonia fuel piping systems, including the use of double-wall piping and clear identification markings;
2. installation of fixed ammonia gas detection systems to identify potential ammonia leakage;
3. ventilation arrangements for ammonia fuel preparation spaces to reduce the accumulation of leaked ammonia gas;
4. Ammonia Release Mitigation Systems (ARMS) to collect and handle ammonia releases during emergency situations; and
5. protection of machinery spaces using ammonia fuel, including gas-safe arrangements and gas-tight boundaries to prevent the spread of ammonia leakage.

In addition, the Interim guidelines clarify that the "safe haven" concept under the IGC Code is not applied to ammonia fuel.

The Committee further clarified that the Interim guidelines were developed specifically for ammonia cargo carriers using ammonia cargo as fuel, in support of the related amendments to the IGC Code which will enter into force on 1 July 2026. Application of the Interim guidelines to gas carriers carrying ammonia solely for use as fuel was considered to require further consideration and may be addressed through future revisions.

The approved circular supports the related amendments to the IGC Code concerning the use of cargo as fuel (resolution MSC.566(109)), which are expected to enter into force on 1 July 2026.

Interim guidelines for the safety of ships using hydrogen as fuel

The Committee approved MSC circular on Interim guidelines for the safety of ships using hydrogen as fuel. The Interim guidelines are intended to support the safe design, construction, and operation of ships using liquefied and/or compressed hydrogen as fuel and are aligned, where applicable, with the IGF Code.

The Interim guidelines adopt a goal-based approach with functional requirements to address the safety challenges associated with the properties of hydrogen while supporting innovation and equivalent levels of safety.

The approved Interim guidelines include provisions related to:

1. risk assessment of hazards associated with hydrogen (H_2) and liquefied hydrogen (LH_2) systems, including vacuum systems;
2. location and safety philosophy of hydrogen containment systems and associated fuel preparation areas;
3. use of gas dispersion, radiation, and explosion analysis as part of the design concept, engineering process, and risk assessment to support mitigation measures;
4. functional requirements for hydrogen containment and piping systems;
5. bunkering arrangements, fire safety, inerting, and ventilation systems; and
6. control and monitoring systems, material considerations, testing, and operational aspects for ships using hydrogen as fuel.

E. MEASURES TO ENHANCE MARITIME SECURITY (AGENDA ITEM 7)

Revised guidelines on maritime cyber risk management

The Committee concurrently approved the revised Guidelines on maritime cyber risk management (MSC-FAL.1/Circ.3/Rev.4), following the approval by FAL 50.

The revised guidelines include additional reference to the IAPH Cyber Resilience Guidelines for Emerging Technologies in the Maritime Supply Chain under section 4.3 of the MSC-FAL Guidelines. The revision aims to support the enhancement of maritime cyber risk management, particularly in relation to emerging technologies and digital systems within the maritime supply chain.

F. SHIP DESIGN AND CONSTRUCTION (AGENDA ITEM 12)

Explanatory Notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty (MSC.1/Circ.1369)

The Committee approved MSC.1/Circ.1369/Rev.1 on Explanatory Notes for safe return to port and orderly evacuation and abandonment after a fire or flooding casualty, revising the previous interim explanatory notes contained in MSC.1/Circ.1369.

The revised explanatory notes introduce amendments and additional guidance related to system operability, steering and propulsion redundancy, as well as documentation and verification requirements. The revision also provides improved criteria for determining which systems are required to support evacuation and abandonment activities or remain operational following a fire or flooding casualty.

The Explanatory Notes apply to passenger ships, as defined in SOLAS regulation II-1/2.5, having a length of 120 m or more or containing three or more main vertical zones (MVZ), where:

1. the building contract is placed on or after 1 January 2028;
2. in the absence of a building contract, the keel is laid or the ship is at a similar stage of construction on or after 1 July 2028; or
3. the ship is delivered on or after 1 January 2032.

Guidelines on the use of remote inspection techniques (RIT) for ESP Code surveys

The Committee approved MSC circular on Guidelines on the use of remote inspection techniques (RIT) for ESP Code surveys.

The approved Guidelines support the implementation of the amendments to the 2011 ESP Code adopted at this session, which allow the use of RIT as an alternative means for conducting close-up surveys and thickness measurements during ESP Code surveys.

The Guidelines establish a framework for the planning, conduct, and acceptance of remote inspection techniques, particularly in situations where certain structural areas cannot be fully accessed through permanent means of access.

Amendments to the 2011 ESP Code

The Committee approved draft amendments to paragraph 5.4.2 of parts A and B of annex A of the 2011 ESP Code, with a view to harmonizing fracture detection procedures between the two annexes of the Code and introducing the option of "other equivalent means" for fracture detection.

The draft amendments are expected to be finalized at MSC 113 and adopted at MSC 114.

Amendments to the Technical provisions for means of access for inspections

The Committee approved draft amendments to the Technical provisions for means of access for inspections (resolution MSC.133(76), as amended by resolution MSC.158(78)), with a view to adoption at MSC 112 and expected entry into force on 1 January 2028.

The approved amendments aim to resolve inconsistencies between the Technical provisions for means of access for inspections and the 2011 ESP Code, particularly following the introduction of remote inspection techniques (RIT) for ESP Code surveys.

Guidelines for use of fibre reinforced plastics (FRP) within ship structures

The Committee approved MSC.1/Circ.1574/Rev.1 on Revised interim guidelines for use of fibre reinforced plastic (FRP) elements within ship structures: fire safety. The revised interim guidelines support the safe application of FRP elements in ship structures from the fire safety perspective, pending the development of more comprehensive mandatory requirements.

In conjunction with the approval of the revised guidelines, the Committee also noted that recycling and broader sustainability aspects related to the use of FRP in ship structures should be further considered under MEPC and PPR discussions, rather than within the scope of the current FRP fire safety guidelines.

The Committee further noted that discussions related to possible amendments to SOLAS, the 2010 FTP Code, and other IMO instruments to support the wider use of FRP are still at an early stage. In this regard, no specific additional instruments or regulations were identified for amendment at this stage, while the SSE Sub-Committee continues its consideration of relevant revisions to the 2010 FTP Code.

Revocation of MSC.1/Circ.1689

The Committee considered the proposal to revoke MSC.1/Circ.1689 concerning escape arrangements from machinery spaces, following the conclusion that no safety concerns had been identified in the application of the existing SOLAS regulations II-2/13.4.1.1 and 13.4.2.1.

Following discussion, the Committee agreed to revise the existing interpretation and approved MSC.1/Circ.1689/Rev.1 on Escape arrangements from the lower part of machinery spaces (SOLAS regulations II-2/13.4.1 and 13.4.2).

The revised circular clarifies that the term "lower part of the space" may be regarded as either:

1. the lowest deck level; or
2. a platform or passageway,

without requiring the interpretation to mean "whichever is lowest" among them.

The revised circular is intended to support clearer and more consistent implementation of SOLAS requirements related to escape arrangements in machinery spaces.

Amendments to the 2009 MODU Code

The Committee adopted an MSC resolution on amendments to the 2009 MODU Code containing revisions to chapter 6 in order to clarify requirements related to electrical equipment that is required to remain operational following an emergency shutdown.

The amendments are intended to provide clearer interpretation and more consistent implementation of the electrical system requirements applicable to mobile offshore drilling units (MODUs), particularly for equipment necessary to support essential functions after emergency shutdown conditions.

G. CARRIAGE OF CARGOES AND CONTAINERS (AGENDA ITEM 14)

Draft MSC circular on unified interpretations of the IGC Code

The Committee approved an MSC circular on Unified interpretations of the IGC Code related to membrane containment systems on gas carriers.

The unified interpretations provide clarification on several technical aspects associated with secondary barriers and cargo containment systems, inter alia:

1. interpretation of "any envisaged leakage of liquid cargo" from the primary barrier;
2. criteria for secondary barriers being "capable of being periodically checked";
3. interpretation of "full secondary liquid-tight barrier";
4. verification of the "effectiveness" of secondary barriers, including testing, thermographic examination, acoustic emission testing, and monitoring arrangements; and
5. interpretation of the terms "other suitable means" and "another suitable method" within inspection and survey plans.

The unified interpretations are intended to support more consistent application of the IGC Code requirements related to the integrity, inspection, and monitoring of cargo containment systems on gas carriers.

MSC resolution on a new consolidated version of the Revised Interim Recommendations for carriage of liquefied hydrogen in bulk

The Committee adopted an MSC resolution on the consolidated version of the Revised Interim Recommendations for carriage of liquefied hydrogen in bulk.

The revised recommendations were developed to support the safe carriage of liquefied hydrogen (LH_2) in bulk, taking into account the rapid development of the hydrogen industry and the technical challenges associated with transporting hydrogen at extremely low temperatures.

The revised recommendations include provisions related to:

1. independent cargo tanks using vacuum insulation;
2. independent cargo containment systems using hydrogen gas for insulation;
3. introduction of requirements for membrane-type cargo containment systems for larger cargo capacities; and
4. design and safety requirements for vacuum-insulated membrane cargo tanks, including vacuum control and emergency response arrangements.

H. NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE (AGENDA ITEM 15)

Amendments to the Worldwide Radionavigation System (resolution A.1046(27))

Global Navigation Satellite Systems (GNSS) remain the primary source of positioning, navigation and timing (PNT) information for ships. To improve navigation accuracy and integrity, particularly in coastal waters and port approaches, augmentation systems such as DGNSS, SBAS and RAIM are increasingly utilized.

In this regard, MSC adopted amendments to the Worldwide Radionavigation System (resolution A.1046(27)) to include relevant provisions for augmentation systems. The amendments are expected to enter into force on 1 January 2028.

Guidelines for software maintenance of shipboard computer-based navigation and communication equipment and systems

Recognizing the increasing reliance on computer-based navigation and communication systems, the Committee approved an MSC circular on Guidelines for software maintenance of shipboard computer-based navigation and communication equipment and systems.

The guidelines aim to support standardized and secure software maintenance practices and include provisions related to:

1. planning and execution of software maintenance activities;
2. cybersecurity and safety measures throughout the maintenance process;
3. use of electronic service reports and onboard software logs;
4. training and certification of service personnel; and
5. remote maintenance activities.

Guidelines on carriage and use of electronic nautical publications (ENP) system

In response to the increasing use of electronic nautical publications (ENP) in place of conventional paper publications, the Committee approved an MSC circular on Guidelines on carriage and use of electronic nautical publications (ENP) system. The guidelines were developed to support uniform implementation of SOLAS regulations related to voyage planning, display and monitoring using electronic publications.

The guidelines include provisions related to:

1. hardware and software arrangements for ENP systems;
2. backup arrangements and power supply;
3. safe carriage and operational use of digital nautical publications onboard ships; and
4. use of ENP systems without overriding existing ECDIS performance standards.

Procedure for responding to DSC distress alerts by ships.

The Committee approved a revised Procedure for responding to DSC distress alerts by ships (MSC.1/Circ.1657/Rev.1), updating the existing guidance to improve consistency with the relevant provisions of ITU-R Recommendations M.541-11 and M.585-9 concerning DSC operational procedures and the assignment and use of maritime mobile service identities.

I. IMPLEMENTATION OF IMO INSTRUMENTS (AGENDA ITEM 17)

Unified interpretation of "completion date of the survey"

The Committee, having concurred with the decision of MEPC 84, approved MSC-MEPC.5/Circ.3/Rev.1 on the Revised unified interpretation of the date of completion of the survey and verification on which the certificates are based.

The revised unified interpretation clarifies the meaning of the "completion date of the survey" for statutory certification purposes. The revision reflects current implementation practices whereby certificates are generally issued following the completion of initial or renewal surveys, which are the survey types covering all applicable statutory items.

The revision is also intended to promote greater harmonization in survey and certification practices among Administrations and recognized organizations.

J. PROVISIONAL LIST OF RESOLUTIONS ADOPTED AND APPROVED BY MSC 111

1. Resolution on Amendments to Chapters IV and V, and the Appendix of the International Convention for the Safety of Life at Sea (SOLAS), 1974
2. Resolution on Amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code)
3. Resolution on Amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code)
4. Resolution on Amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code)
5. Resolution on Amendments to the International Maritime Dangerous Goods (IMDG) Code
6. Resolution on Amendments to the International Code of Safety for Ships Carrying Industrial Personnel (IP Code)
7. Resolution on Amendments to the International Life-Saving Appliance (LSA) Code
8. Resolution on Amendments to the Requirements for Maintenance, Thorough Examination, Operational Testing, Overhaul and Repair of Lifeboats and Rescue Boats, Launching Appliances and Release Gear (resolution MSC.402(96))
9. Resolution on Amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (1988 Load Lines Protocol)
10. Resolution MSC.509(105)/Rev.2 on Provision of Radio Services for the Global Maritime Distress and Safety System (GMDSS)
11. Resolution on Introduction of VHF Data Exchange System (VDES) into the IMO Regulatory Framework
12. Resolution on Performance Standards for Shipborne VHF Data Exchange System (VDES)
13. Resolution on the International Code of Safety for Maritime Autonomous Surface Ships (MASS Code)
14. Revised Road Map for Developing a Goal-Based Code for MASS
15. Resolution on Revised Guidelines on the Prevention of Access by Stowaways and the Allocation of Responsibilities to Seek the Successful Resolution of Stowaway Cases
16. Resolution on Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009 (2009 MODU Code)
17. Resolution on Mandatory Ship Reporting System "In the Adriatic Sea" (ADRIREP)
18. Resolution MSC.314(88)/Rev.1 on Mandatory Ship Reporting System "In the Sound between Denmark and Sweden" (SOUNDREP)
19. Resolution MSC.332(90)/Rev.1 on Mandatory Ship Reporting System "In the Storebælt (Great Belt) Traffic Area" (BELTREP)
20. Resolution on Amendments to the Worldwide Radionavigation System (resolution A.1046(27))

21. Resolution MSC.379(93)/Rev.1 on Performance Standards for Shipborne BeiDou Satellite Navigation System (BDS) Receiver Equipment
22. Resolution on Amendments to the Revised Recommendation on Testing of Life-Saving Appliances (resolution MSC.81(70))
23. Draft Amendments to Chapter II-1 of the International Convention for the Safety of Life at Sea (SOLAS), 1974
24. Draft Amendments to Chapter V of the International Convention for the Safety of Life at Sea (SOLAS), 1974
25. Draft Amendments to the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF Code)
26. Draft Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)
27. Draft Resolution MSC.263(84)/Rev.2 on Performance Standards and Functional Requirements for the Long-Range Identification and Tracking of Ships (LRIT)

K. PROVISIONAL LIST OF CIRCULARS APPROVED BY MSC 111

1. MSC.1/Circ.1681 - Voluntary early implementation of the amendments to chapter 16 of the IGC Code
2. MSC.1/Circ.[...] – Guidelines for the onboard operational use of shipborne VHF data exchange system (VDES)
3. MSC.1/Circ.1588/Rev.4 – Revised emergency response procedures for ships carrying dangerous goods (EmS Guide)
4. MSC.1/Circ.1205/Rev.2 – Revised guidelines for developing operation and maintenance manuals for lifeboat systems
5. MSC.1/Circ.1529/Rev.1 – Unified interpretations of paragraphs 4.4.7.6 and 4.7.7 of the LSA Code, as amended by resolutions MSC.320(89) and MSC....
6. MSC.1/Circ.1578/Rev.1 – Revised guidelines on safety during abandon ship drills using lifeboats
7. MSC.1/Circ.1630/Rev.4 – Revised standardized life-saving appliance evaluation and test report forms (survival craft)
8. MSC.1/Circ.[...] – Guidelines on the use of remote inspection techniques for ESP Code surveys
9. MSC.1/Circ.[...] – Interim Guidelines for the safety of ships using hydrogen as fuel
10. MSC.1/Circ.[...] – Interim Guidelines for the safety of ships using ammonia as fuel
11. MSC.1/Circ.1689/Rev.1 – Escape arrangements from the lower part of machinery spaces (SOLAS regulations II-2/13.4.1 and 13.4.2)
12. MSC.1/Circ.1163/Rev.14 – Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, confirmed by the Maritime Safety Committee to have communicated information which demonstrates that full and complete effect is given to the relevant provisions of the Convention
13. MSC.1/Circ.1164/Rev.31 – Promulgation of information related to reports of independent evaluation submitted by Parties to the 1978 STCW Convention confirmed by the Maritime Safety Committee to have communicated information which demonstrates that Parties are giving full and complete effect to the relevant provisions of the Convention

14. MSC.1/Circ.797/Rev.43 – List of competent persons maintained by the Secretary-General pursuant to section A-I/7 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code
15. MSC.1/Circ.[...] – Unified interpretations of the IGC Code
16. MSC.1/Circ.[...] – Guidelines for software maintenance of shipboard computer-based navigation and communication equipment and systems
17. MSC.1/Circ.[...] – Guidelines on carriage and use of electronic nautical publications (ENP) system
18. MSC.1/Circ.1657/Rev.1 – Procedure for responding to DSC distress alerts by ships
19. MSC.1/Circ.[...] – Casualty analysis process and procedure on casualty investigation reports and data-based studies
20. MSC-MEPC.5/Circ.3/Rev.1 – Revised unified interpretation of the date of completion of the survey and verification on which the certificates are based
21. MSC-FAL.1/Circ.3/Rev.4 – Revised Guidelines on maritime cyber risk management