

IMO MSC 111

Meeting summary

16 June 2026



The 111th session of the IMO's Maritime Safety Committee (MSC 111) was held 13 – 22 May at the IMO headquarters, supplemented by hybrid (remote) participation. LISCR participated in the following group in addition to the plenary:

Group	Subject
WG 1	Maritime Autonomous Surface Ships (MASS)
WG 2	Safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels
WG 3	Financial architecture of Long Range Identification and Tracking (LRIT)

Decisions of other IMO bodies

Situation in the Arabian Sea, the Sea of Oman and the Gulf region, particularly in and around the Strait of Hormuz

Resolution on Safety and Security of Navigation and Seafarers in the Strait of Hormuz Region

MSC 111 considered the situation affecting shipping and seafarers in the Arabian Sea, Sea of Oman and Gulf region, including implications for maritime safety, security and freedom of navigation.

Many delegations emphasized the importance of protecting seafarers and maintaining the safety and security of international navigation.

Following consideration of a draft resolution, MSC 111 adopted the MSC resolution MSC.582(111) on *Actions to Ensure the Safety and Security of Navigation and of Seafarers in the Arabian Sea, Sea of Oman and the Gulf Region, Particularly in and around the Strait of Hormuz, Resulting from the Unlawful Activities of the Islamic Republic of Iran*. The resolution emphasizes the protection of seafarers and freedom of navigation, calls for practical measures to support ships and crews affected by the situation, encourages international cooperation and information-sharing, and requests the Secretary-General to continue monitoring developments and report to the Committee as appropriate.

Guidance on Training and Certification of Seafarers Affected by the Situation in the Strait of Hormuz Region

MSC 111 considered the proposal by the Secretariat on guidance on training and certification of seafarers affected by the situation in the Arabian Sea, Sea of Oman and Gulf region.

MSC 111 approved the MSC.1/Circ.1698 on *Guidance on training and certification of seafarers affected by the situation in the Arabian Sea, the Sea of Oman and the Gulf region, particularly in and around the Strait of Hormuz*. The circular provides a pragmatic framework for the application of STCW requirements under exceptional circumstances.

Adoption of amendments to mandatory instruments

MSC 111 adopted the following mandatory instruments. They will enter into force on 1 January 2028.

Amendments to SOLAS chapters IV and V in relation to the requirement for dissemination of maritime safety information (MSI) and SAR-related information (Resolution MSC.583(111))

The amendments clarify that coastal States are required to disseminate MSI through all recognized Mobile Satellite Services (RMSS), reflecting the expansion of GMDSS service providers beyond Inmarsat.

Resolution MSC.509(105)/Rev.2 on *Provision of radio services for the Global Maritime Distress and Safety System (GMDSS)* is revised accordingly to align with these amendments.

Amendments to SOLAS chapter V in relation to the introduction of the VHF data exchange system (VDES) (Resolution MSC.583(111))

Amendments to SOLAS chapter V and related instruments introduce provisions to accommodate the VHF Data Exchange System (VDES) as an alternative to AIS, enabling enhanced maritime digital communications with higher data capacity and improved two-way exchange capabilities. Associated performance standards for shipborne VDES equipment and guidance for installation are developed to support implementation, while consequential implications for existing instruments are addressed by allowing references to “AIS” to be read as “AIS or VDES”. Subsequently, the amendments to the following instruments were also adopted:

- The International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code) (Resolution MSC.585(111)); and
- The International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code) (Resolution MSC.586(111)).

And the following supplementary instruments were adopted:

- Resolution MSC.592(111) on Introduction of the VHF Data Exchange System (VDES) into the IMO regulatory framework;
- Resolution MSC.593(111) on *Performance standards for shipborne VHF data exchange system (VDES)*; and
- MSC.1/Circ.1699 on Guidelines for the onboard operational use of shipborne VHF data exchange system (VDES).

Operational Testing of Free-Fall Lifeboat Release Systems (Amendments to the LSA Code etc.)

Amendments introduce requirements in the LSA Code for arrangements to enable simulated operational testing of free-fall lifeboat release systems under load without launching the lifeboat, supported by provisions for the type approval of dedicated simulation test devices, thereby addressing safety and practical constraints associated with full-scale testing. Consequential amendments were made to align related instruments, including specific 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*, as well as updates to associated

guidance and testing documentation. The amendments apply to new installations on or after 1 January 2031, while entry into force is set for 1 January 2028.

The following instruments are updated accordingly to ensure a consistent framework:

- Resolution MSC.589(111) on amendments to the LSA Code (arrangements for simulated testing of free-fall lifeboat release systems);
- Resolution MSC.594(111) on amendments to *the Revised Recommendation on Testing of Life-Saving Appliances* (resolution MSC.81(70));
- Resolution MSC.590(111) on amendments to Resolution MSC.402(96) on *Operational testing, maintenance and examination requirements updated to incorporate simulated testing*;
- MSC.1/Circ.1205/Rev.2 on *Operation and maintenance manuals for lifeboat systems updated accordingly*;
- MSC.1/Circ.1529/Rev.1 on *Updated unified interpretations of relevant LSA Code provisions*;
- MSC.1/Circ.1578/Rev.1 on *Updated guidance on safety during abandon ship drills*; and
- MSC.1/Circ.1630/Rev.4 on *Revised standardized life-saving appliance evaluation and test report forms to accommodate simulation-based testing*.

With regard to the inclusion of the application history table (a chronological list of amendments and their application dates), MSC 111 could not conclude the matter and deferred it to MSC 112.

The International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code) and Guidelines on the use of remote inspection techniques (RIT) for ESP Code surveys

MSC 111 adopted amendments to the 2011 ESP Code by resolution MSC.584(111) to permit the use of remote inspection techniques (RIT) to for the use of close-up surveys, including requirements for the certification of RIT firms, operational limitations and safeguards to ensure that the level of inspection remains equivalent to traditional survey methods. These amendments reflect agreed principles on the scope, limitations and surveyor oversight of RIT.

It should be noted that RIT does not constitute a “remote survey”. The framework assumes the attendance of a surveyor on board. Accordingly, the requirement for close-up survey under the ESP Code, i.e. examination within close visual inspection range and normally within reach of hand, remains the reference standard, and arrangements using RIT should ensure that an equivalent level of inspection is achieved.

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

MSC 111 also approved MSC.1/Circ.1700 on *Guidelines on the Use of Remote Inspection Techniques (RIT) for ESP Code Surveys*, providing a non-mandatory framework covering the full inspection lifecycle, including planning, certification, operation, limitations and reporting. The guidelines establish requirements for the certification of RIT systems and firms, the use of real-time inspection capability (including video livestreaming), and strict conditions and limitations for RIT application, including cases where traditional close-up surveys remain necessary. They further include provisions on risk assessment, pre-inspection verification, confirmatory surveys, and requirements for data capture, data integrity and documentation, with the objective of ensuring that inspections using RIT achieve at least the same level of assurance as conventional survey methods.

The International Maritime Dangerous Goods (IMDG) Code

The amendments adopted by resolution MSC.587(111) introduce a major safety-focused overhaul of provisions governing the carriage of vehicles, including a restructuring of the regime through revised SP 961 and SP 962 and the introduction of new SP 980. They also establish a mandatory consignor safety assessment prior to shipment, set clear prohibition criteria for damaged or unsafe vehicles, and formally incorporate hybrid battery technologies into the Code. In addition, new UN entries for lithium metal and sodium ion batteries installed in cargo transport units are introduced, and the existing “lithium or sodium ion battery mark” is simplified to a broader “battery mark,” reinforcing a more coherent and robust framework for vehicle transport safety.

Beyond vehicles, the amendments include a range of technical and harmonisation updates, such as clarified treatment of certain explosives and revised definitions for infectious substances, alongside updates to organic peroxide listings and new provisions covering technologies such as liquid organic hydrogen carriers (LOHCs) and MRI scanners. These are supported by extensive Dangerous Goods List revisions and strengthened packing and tank requirements, including the introduction of a pressure volume product limit, new packing provisions, transitional measures for portable tanks, and alignment with GHS Rev.11, as well as improved consistency in terminology across the Code.

Emergency response procedures for ships carrying dangerous goods (EmS Guide) (MSC.1/Circ.1588/Rev.4)

Following the amendments to the IMDG Code, the corresponding fire and spillage response procedures in the EmS Guide were updated, with new entries created for UN numbers 2348, 2862, and 3561 to 3564.

The International Code of Safety for Ships Carrying Industrial Personnel (IP Code)

The amendments adopted by resolution MSC.588(111) introduce a revision to the subdivision and stability provisions under the IP Code, increasing the assumed mass of industrial personnel to 90 kg for stability calculations.

The International Convention on Load Lines, 1966 (1988 Load Lines Protocol)

The amendments to Regulation 25 adopted by resolution MSC.591(111) require guard rails or bulwarks to be fitted around all exposed decks and accessible sea-access openings, generally with a minimum height of 1 metre, while permitting a lesser height where operationally justified. The provisions further standardize guard rail arrangements by requiring at least three courses with defined spacing limits and clarifying their positioning on ships with rounded gunwales. In addition, the amendments update existing provisions to allow the use of chains between fixed stanchions or bulwarks, provided these are properly tightened and detachable, offering flexibility for normal ship operations while maintaining safety.

Goal-Based New Ship Construction Standards

Maintenance audit of recognized organizations and IACS rules

MSC 111 approved the report of the fourth maintenance audit and confirmed the continued compliance of all recognized organizations and the IACS Common Structural Rules. Relevant organizations were invited to address identified observations and report progress.

GBS audit process and future work

MSC 111 noted updated information on common observations and the outcomes of the third GBS workshop, highlighting its value for improving the audit process. There was broad agreement that further technical consideration was needed. In discussion, delegations also emphasized the importance of harmonization, clarity and efficiency in the GBS verification framework, and raised the need for greater clarity on the binding status of GBS Audit Team recommendations. Accordingly, MSC 111 agreed to re-establish the GBS Working Group at MSC 112.

Maritime Autonomous Surface Ships (MASS)

MSC 111 recalled previous work and intersessional progress on the development of the non-mandatory MASS Code, noting general support for its finalization while highlighting key considerations, including consistency with UNCLOS, the importance of the human element, the need to avoid unintended regulatory burdens, and concerns regarding a just and equitable transition to ensure continued employment opportunities for seafarers, particularly from developing countries.

Adoption of the MASS Code

MSC 111 adopted *the International Code of Safety for Maritime Autonomous Surface Ships (MASS Code)* by resolution MSC.595(111). The key features of the Code are:

- **Supplementing existing IMO instruments (in particular SOLAS):** The Code does not replace existing requirements but applies where conventional rules are insufficient for autonomous or remotely operated functions;
- **Covering both safety and security aspects:** Integrates safety, operational and security considerations within a single framework;
- **Goal-based approach:** Structured around Goals, Functional Requirements and Expected Performance, allowing flexible, technology-neutral solutions rather than prescriptive technical rules;
- **Three-layer structure;**
 - **Part I – Introduction:** Purpose, principles, scope and definitions;
 - **Part II – Principles:** High-level, prescriptive provisions applicable to all MASS (e.g. certification, risk assessment, operations);
 - **Part III – Goals/FR/EP:** Goal-based requirements for specific ship functions (e.g. navigation, connectivity, remote operations);
- **Application to autonomous and remote operations:** The Code applies to ships where autonomous or remotely operated functions cannot be adequately addressed by existing instruments, including associated Remote Operations Centres (ROCs); and
- **Technology-neutral and non-mandatory framework:** The Code is designed to enable innovation while ensuring safety, and intended as a basis for future transition to a mandatory Code following further experience.

Experience building phase

In addition, MSC 111 agreed to continue the Experience-Building Phase (EBP), extend the target completion year to 2030 and revise the associated roadmap.

Safety regulatory framework to support the reduction of GHG emissions using new technologies and alternative fuels

While the Marine Environment Protection Committee (MEPC) leads on the overall reduction of greenhouse gas emissions from ships, including lifecycle assessment of fuels and the development of regulatory measures, the Maritime Safety Committee (MSC) is responsible for ensuring that the use of new fuels and technologies on board does not compromise safety.

“One Ship, One Code” Policy – SOLAS and IGF Code Amendments

MSC 111 continued consideration of draft amendments to SOLAS chapter II-1 and the IGF Code aimed at implementing the “one ship, one code” principle for gas carriers, ensuring that ships are subject to a single, coherent regulatory regime. The work builds on MSC 110, which reaffirmed that gas carriers using chapter 19 IGC Code cargoes as fuel should remain subject to the IGC Code, while recognizing that additional arrangements are required for alternative fuels not covered by that Code.

MSC 111 reviewed proposals to clarify the applicability of the IGF Code to gas carriers using newer gaseous or low-flashpoint fuels (e.g. hydrogen, methanol). While there was broad support for maintaining the “one ship, one code” approach to avoid overlapping or conflicting requirements, concerns were raised regarding potential unintended regulatory consequences, particularly where proposed drafting could introduce approval requirements beyond the intended scope of SOLAS or create ambiguity in application.

Against this background, MSC 111 approved draft amendments to SOLAS chapter II-1 and the IGF Code related to the “one ship, one code” policy for gas carriers, including clarification of terminology (e.g. “gaseous fuel” and “low-flashpoint fuel”). The approved amendments will be circulated with a view to adoption by MSC 112 for entry into force on 1 July 2028.

MSC 111 also approved corresponding draft amendments to the IGC Code, ensuring alignment across the SOLAS, IGF and IGC regulatory frameworks in support of consistent implementation of the “one ship, one code” principle. In particular, where gas carriers use alternative fuels not covered by the IGC Code, MSC 111 clarified that the ship remains subject to the IGC Code, with fuel arrangements subject to approval by the Administration, taking into account IMO guidelines, rather than the direct application of the IGF Code.

Draft amendments to the IGC Code

Background

Work on the draft amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) has progressed over several sessions. At MSC 110, substantial progress was made by a drafting group; however, the amendments were not finalized, and a number of outstanding technical and drafting issues were identified. MSC 110 (June 2025) therefore referred the work back to the Sub-Committee on Carriage of Cargoes and Containers (CCC), including the establishment of an Experts Group at CCC 11 to further refine the proposals.

At CCC 11, the Experts Group completed its detailed review and the Sub-Committee agreed on a consolidated set of draft amendments, incorporating a wide range of technical updates and corrections. These were submitted to MSC 111 for approval.

Key Discussion Points at MSC 111

Discussions at MSC 111 focused primarily on practical implementation aspects, particularly the scope of application and application criteria. These are subject to final adoption by MSC 112:

(a) Application to new vs existing ships: Strong support for ensuring that new technical requirements apply only to new ships, avoiding unintended retroactive effects: Concerns were raised that certain provisions (e.g. pressure relief valve arrangements) could impose significant design changes if applied to existing ships, and therefore should be explicitly limited to new ships.

(b) Application criteria: MSC 111 agreed to apply the three-date system as follows:

- for which the building contract is placed on or after 1 July 2028; or
- in the absence of a building contract, the keel is laid (or similar stage) on or after 1 January 2029; or
- the delivery of which is on or after 1 July 2032

The dates are tentative and will be finalized by MSC 112.

Interim guidelines for use of ammonia cargo as fuel

MSC 111 approved MSC.1/Circ.1702 on *Interim Guidelines for the Use of Ammonia Cargo as Fuel*, establishing a safety framework for gas carriers using ammonia cargo as fuel. The guidelines supplement relevant provisions of the IGC Code and set out requirements for ammonia fuel supply and distribution systems, including:

- Piping arrangements, materials and marking;
- Ventilation, gas detection, alarm and emergency shutdown functions; and
- The design and arrangement of machinery spaces using ammonia, including double-walled or ducted fuel lines.

The guidelines further provide for ammonia release mitigation arrangements, including systems for the collection and treatment of released ammonia and contaminated water, and address operational aspects such as bunkering, purging, gas-freeing and emergency shutdown.

Interim guidelines for the safety of ships using hydrogen as fuel

MSC 111 approved MSC.1/Circ.1701 on *Interim Guidelines for the Safety of Ships Using Hydrogen as Fuel*, establishing a safety framework for the use of hydrogen as fuel. The guidelines adopt a goal-based approach aligned with the IGF Code and set out requirements for:

- Hydrogen fuel storage, supply and distribution systems, including piping arrangements, materials and tank configurations;
- Ventilation, gas detection, pressure relief and emergency shutdown systems;
- Fire protection and hazardous area classification, including measures to address explosion risks and invisible hydrogen flames; and
- Fuel storage arrangements, including open-deck locations for tanks and fuel preparation equipment.

The guidelines further define requirements for hazardous area zoning and address operational aspects such as bunkering, inerting, purging and gas-freeing, and documentation and crew competency requirements. The guidelines are intended as interim measures, reflecting the limited operational experience with hydrogen as a marine fuel.

Measures to enhance maritime security

Revised Guidelines on the Prevention of Access by Stowaways and the Allocation of Responsibilities

MSC 111 noted that FAL 50 had adopted resolution FAL.20(50) on *the Revised Guidelines on the Prevention of Access by Stowaways and the Allocation of Responsibilities to Seek the Successful Resolution of Stowaway Cases*. FAL 50 also invited MSC 111 to consider consequential amendments to the revised guidelines previously adopted under resolution MSC.448(99).

Subsequently, MSC 111 adopted Resolution MSC.448(99)/Rev.1 on amendments to *the Revised Guidelines on the Prevention of Access by Stowaways and the Allocation of Responsibilities to Seek the Successful Resolution of Stowaway Cases*.

Revised guidelines on maritime cyber risk management

Following the approval by FAL 50, MSC 111 subsequently co-approved MSC-FAL.1/Circ.3/Rev.4) on *the revised Guidelines on maritime cyber risk management*.

Review of the ISPS Code

MSC 111 considered a document, which argued that the ISPS Code had not been substantially revised since its adoption despite evolving maritime security challenges, and highlighted the need for a review to address growing risks such as transnational organized crime and other illicit activities. In discussion, many delegations supported reviewing and strengthening the Code in light of a significantly changed and more complex threat landscape, emphasizing enhanced cooperation, alignment with other IMO bodies and international instruments, preservation of the Code's risk-based and flexible approach, possible elevation of certain recommendatory provisions to mandatory status, and the need for capacity-building and protection of seafarers. Other delegations expressed concerns, noting that the Code was originally designed for counter-terrorism, remained effective and sufficiently flexible, and that issues such as illicit trafficking might be better addressed through other instruments and ongoing work, rather than a full review.

Following the debate, MSC 111 noted broad support for further consideration of how the ISPS Code could be leveraged to enhance maritime security, agreed to invite the Legal Committee to include MSC as an associated organ in its work on measures to address maritime security threats, and encouraged interested parties to submit proposal on this matter.

Piracy and armed robbery against ships

Developments Since MSC 110

MSC 111 noted continued developments in piracy and armed robbery against ships since MSC 110, including a rise in reported incidents in 2025 (up 17% globally), with the most affected areas being the Straits of Malacca and Singapore, West Africa and the Indian Ocean, alongside a renewed increase in attacks in the Gulf of Aden and Indian Ocean regions. The Committee also took note of ongoing regional capacity-building efforts under the Djibouti Code of Conduct (and Jeddah Amendment) and the Yaoundé Code of Conduct, including strengthened information-sharing, establishment of maritime coordination centres and enhanced cooperation frameworks supported by international partners. While

recognising improvements in some regions, particularly the Gulf of Guinea, concerns were expressed about evolving threats and their impact on seafarer safety. In response, MSC 111 urged Member States to improve reporting of incidents, maintain and update relevant security information in the GISIS database, support regional initiatives through financial and technical assistance, and ensure full implementation of SOLAS chapter XI-2, the ISPS Code and BMP Maritime Security measures.

Unsafe mixed migration by sea

MSC 111 noted that, following concurrent approval by FAL 50 of the MSC-FAL circular *on Guidelines concerning the recovery of deceased persons and of death after recovery*, the work on the output “Unsafe Mixed Migration” had been completed and closed. The Committee further noted the publication of a revised edition of *Rescue at Sea: A guide to principles and practice in the context of refugees and migrants movements*, providing updated practical guidance for relevant stakeholders.

Financial architecture of LRIT

Amendments to the SOLAS Convention regulation V/19-1

MSC 111 agreed to introduce a free-of-charge regime for standard periodic LRIT position reports provided to entitled coastal States, in order to improve utilization and effectiveness of the LRIT system. On this basis, MSC 111 approved draft amendments to SOLAS regulation V/19-1 to implement the new policy, with a view to adoption by MSC 112 and entry into force on 1 January 2032. While this approach received broad support, some delegations expressed concerns regarding removing the core principle of cost sharing, potential financial and technical implications, including the need for further system performance testing and possible burden-shifting to flag States.

Draft Amendments to Resolution MSC.263(84)/Rev.1 on LRIT Performance standards and cost model

In addition, MSC 111 approved in principle a corresponding revision of the LRIT Performance standards and functional requirements (resolution MSC.263(84)/Rev.1), to give effect to the new financial architecture, including the revised cost model under which standard six-hourly LRIT position reports are provided free of charge to coastal States, while charges are retained for on-demand and enhanced services. Several delegations reserved their positions on both the SOLAS amendments and the associated revision of performance standards.

Outcome of the twelfth session of the Sub-Committee on Ship Design and Construction (SDC 12)

Revised Explanatory Notes for Safe Return to Port and Evacuation (MSC.1/Circ.1369/Rev.1)

MSC 111 approved MSC.1/Circ.1369/Rev.1 on *Revised Explanatory Notes for Safe Return to Port and Orderly Evacuation after Fire or Flooding*, updating the previous circular (MSC.1/Circ.1369). The revised Explanatory Notes provide non-mandatory, life-cycle-based guidance to support the implementation of SOLAS regulations II-1/8-1.2, II-2/21 and II-2/22, covering the design, assessment, testing, operation and verification of passenger ship systems following fire or flooding casualties.

The revision clarifies the criteria for systems required either to remain operational or to support evacuation and abandonment, including application to key safety-critical systems such as navigation and essential ship systems, and confirms the operational status of certain systems following a casualty. It also enhances guidance on system operability, redundancy in steering and propulsion, and restoration capability, together with strengthened documentation and verification requirements, thereby improving consistency and clarity in the application of the SOLAS safe return to port framework.

Amendments to the Technical Provisions for Means of Access for Inspections

MSC 111 approved draft amendments to the *Technical Provisions for Means of Access for Inspections* (resolution MSC.133(76), as amended by MSC.158(78)) to resolve an identified inconsistency with the 2011 ESP Code regarding the use of portable ladders for close-up surveys. While the ESP Code limits portable means of access to a height of 5 metres for statutory surveys, the Technical Provisions permitted the use of portable ladders up to the upper bracket of cargo hold side shell frames throughout the ship's service life; as both instruments are mandatory and intended to support close-up inspection, this had resulted in conflicting requirements in application. The amendments therefore align the Technical Provisions with the ESP Code by restricting the use of portable ladders to not more than 5 metres, with a view to adoption by MSC 112.

Guidelines for Use of Fibre Reinforced Plastics (FRP) within Ship Structures

MSC 111 approved MSC.1/Circ.1574/Rev.1 on *Revised interim guidelines for the use of fibre reinforced plastic (FRP) elements within ship structures, with a focus on fire safety*, and noted that SDC 12 had agreed not to include recycling-related matters in the revised Guidelines, emphasizing that such sustainability aspects should instead be considered by the Marine Environment Protection Committee (MEPC) and the Sub-Committee on Pollution Prevention and Response (PPR), and further agreed that, at this stage, it would be premature to identify specific amendments to SOLAS, the 2010 FTP Code or other IMO instruments to support FRP use, while also noting ongoing consideration by the Sub-Committee on Ship Systems and Equipment (SSE) of relevant revisions to the 2010 FTP Code.

The revised Guidelines provide a structured framework to support the approval of fibre reinforced plastic (FRP) elements within ship structures under SOLAS regulation II-2/17. They set out the scope and limitations of FRP applications, clarifying that the Guidelines focus on fire safety aspects and are not to be used for assessing elements contributing to global hull strength. The Guidelines describe the characteristics and classification of FRP materials, establish a performance-based fire safety assessment approach aligned with SOLAS objectives, and provide guidance on demonstrating equivalence through engineering analysis and fire testing, including consideration of ignition, fire growth, smoke and toxicity, fire containment, firefighting and structural integrity.

Nuclear Power and Propulsion

MSC 111 noted discussions on nuclear liability and compensation issues in the context of revising SOLAS chapter VIII and the Nuclear Code and invited the LEG and FAL Committees to consider relevant aspects. The Committee also noted that SDC 12 had not recommended establishing an IMO/IAEA Joint Working Group at this stage. MSC 111 further considered a proposal to include security risks in the revision, but views differed and no agreement was reached. MSC 111 therefore invited further submissions and instructed the Correspondence Group on GHG Safety under SDC 12 to continue scoping the revision.

Means of Escape from Spaces below the Bulkhead Deck

MSC 111 agreed that, in view of the demonstrated absence of safety concerns arising from the application of existing SOLAS regulations II-2/13.4.1.1 and 13.4.2.1, the output on escape arrangements from the lower part of machinery spaces could be considered completed. MSC 111 further noted that, following discussions at SDC 12, interested delegations were invited to submit proposals for a new output to address any identified safety concerns related to inclined ladders forming part of escape routes.

In this context, MSC 111 considered whether to revoke or retain MSC.1/Circ.1689 in light of the conclusion that no safety concerns had been identified under existing SOLAS regulations, and, despite initial support for revocation, agreed instead to revise the circular in order to retain useful guidance for consistent implementation and port State control inspections. MSC 111 approved a revised version of the circular (MSC.1/Circ.1689/Rev.1), incorporating amendments to reflect the confirmed absence of safety concerns and deleting part of paragraph 5 to avoid introducing new interpretations beyond existing SOLAS provisions and unified interpretations.

Amendments to the 2009 MODU Code

MSC 111 adopted the Resolution MSC.596(111) on amendments to chapter 6 of the 2009 MODU Code, clarifying the requirements for electrical equipment that must remain operational following an emergency shutdown. The amendments address an identified inconsistency whereby emergency shutdown arrangements could result in the de-energization of most electrical equipment on deck due to the presence of hazardous atmospheres, thereby potentially rendering essential systems inoperable.

Outcome of the twelfth session of the Sub-Committee on Human Element, Training and Watchkeeping (HTW 12)

Comprehensive Review of the 1978 STCW Convention and Code

MSC 111 noted that phase 2 (revision) of the comprehensive review of the 1978 STCW Convention and Code had been initiated by the Sub-Committee, and that the associated work plan had been updated to reflect the progress made.

Interim Guidelines on Training for Seafarers on Ships using Alternative Fuels and New Technologies

STCW Circulars

MSC 111 approved interim training guidance and invited MEPC 85 to note, as follows:

- STCW.7/Circ.26 on *interim guidelines for seafarers on ships using methyl/ethyl alcohol as fuel*: establishing a two-level training framework focused on handling flammable liquid fuel systems, including bunkering, hazard control (flammability, toxicity and electrostatic risks) and alcohol-specific fire-fighting and emergency response; and
- STCW.7/Circ.27 on *interim guidelines for seafarers on ships using ammonia as fuel*: establishing a two-level training framework addressing toxic and pressurised gas fuel systems, including storage arrangements, dispersion and phase-change hazards (e.g. BLEVE), release mitigation and health protection measures specific to ammonia exposure.

Training for IGC Code ships (ammonia cargo as fuel)

MSC 111 agreed that separate training guidelines are not necessary at this stage. The existing ammonia guidance (STCW.7/Circ.27) is considered broad enough to cover such ships, with flexibility for Administrations.

Other circulars approved by MSC 111

- MSC.1/Circ.1163/Rev.14 on 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;
- MSC.1/Circ.1164/Rev.31 on 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; and
- MSC.1/Circ.797/Rev.43 on List of competent persons maintained by the Secretary-General pursuant to section A-I/7 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code.

Outcome of the 11th session of the Sub-Committee on Carriage of Cargoes and Containers (CCC 11)

MSC circular on unified interpretations of the IGC Code

MSC 111 approved MSC.1/Circ.1703 on Unified interpretations of the IGC Code. The interpretation revised the existing interpretation of paragraphs 4.4.1, 4.5, 4.6.2.1 and 4.6.2.4 of the 2014 revision to the IGC Code, and paragraphs 4.7.1, 4.7.3, 4.7.4.1 and 4.7.7 of the 1983 IGC Code, focusing on secondary barrier testing and effectiveness in membrane containment systems, particularly those using gluing technology. The interpretation provides definitions of “envisaged leakage”, clarifies “capable of being periodically checked”, defines “full/complete” secondary barriers, and specifies how “effectiveness” may be verified (tightness, thermographic, acoustic or other approved methods), while also addressing the handling of defects and “other suitable means”.

Standardized Templates for Reporting Lost or Drifting Containers

MSC 111 noted the invitation by CCC 11 to consider templates for reporting lost or drifting containers, considered a document supporting the use of standardized templates for mandatory reporting by masters, recognised broad support for their benefits in improving data consistency, reducing administrative burden, enhancing safety and reporting efficiency, and agreed to request the Secretariat to revise CCC.1/Circ.7 on *Requirements for reporting the loss of containers to the Organization pursuant to SOLAS regulations V/31 and V/32* by aligning it with the proposed templates.

Interim Recommendations for Liquefied Hydrogen Carriage

MSC 111 adopted Resolution MSC.597(111) containing a consolidated version of *the Revised Interim Recommendations for carriage of liquefied hydrogen in bulk*. The revision introduces new part D with safety requirements for membrane-type systems using vacuum-insulated spaces. These provisions cover structural integrity, barrier tightness, insulation performance, vacuum monitoring, leakage detection, pressure control, material compatibility, and emergency procedures.

Outcome of the 12th session of the Sub-Committee on Navigation, Communication and Search and Rescue (NCSR 12)

Adoption and Amendment of Ships' Routeing and Ship Reporting Systems

MSC 111 considered proposals on ships' routeing and ship reporting systems in accordance with resolution A.858(20), and took the following actions:

- Endorsed SN.1/Circ.272/Add.3 updating information on the "South Åland Sea" traffic separation scheme: the revision updates water depth information and changes the geodetic datum used on the chart for the South Åland Sea deep-water route;
- Adopted a new area to be avoided "Off the coast of Réunion" and approved SN.1/Circ.346 for implementation after six months;
- Adopted Resolution MSC.598(111) revising the mandatory ship reporting system "In the Adriatic Sea" (ADRIREP), superseding resolution MSC.139(76) to be implemented six months after adoption. The amendments include automated electronic reporting and expanded coverage to additional States;
- Adopted revised mandatory ship reporting systems for SOUNDREP and BELTREP through resolutions MSC.314(88)/Rev.1 and MSC.332(90)/Rev.1, including provisions on the presentation of information on the liability certificate, both to be implemented after six months.

Amendments to the Worldwide Radionavigation System

MSC 111 adopted Resolution MSC.599(111) to amend existing resolution on *the Worldwide Radionavigation System* (resolution A.1046(27)), revising its annex to include requirements for augmentation systems, invited the Assembly to endorse this action, and agreed that formal recognition of augmentation systems by the Organization is not required.

Performance standards for shipborne BeiDou Satellite Navigation System (BDS) receiver equipment

MSC 111 adopted resolution MSC.379(93)/Rev.1 on Performance standards for shipborne BeiDou Satellite Navigation System (BDS) receiver equipment.

Other Matters

MSC 111 addressed a range of additional procedural and technical matters as follows:

New circulars approved

- MSC.1/Circ.1704 on *Guidelines for software maintenance of shipboard computer-based navigation and communication systems*: The guidelines established a framework for the maintenance of shipboard computer-based equipment, including software update planning and execution, use of qualified service providers, onboard recordkeeping and traceability requirements, and cybersecurity safeguards, while allowing voluntary application to a wider range of shipboard systems;
- MSC.1/Circ.1705 on *Guidelines on carriage and use of electronic nautical publications (ENP) systems*: The guidelines established a framework for the carriage and use of electronic nautical publications as an alternative to hard-copy publications, including implementation requirements and suitable backup arrangements. They further clarified that the guidelines do not apply where nautical publication data is provided through ECDIS; and

- MSC.1/Circ.1657/Rev.1 on *Revised Procedure for responding to DSC distress alerts by ships*: The revision focuses on resolving discrepancies between the circular and Recommendation ITU-R M.541-11, which outlines operational procedures for digital selective calling equipment in the maritime mobile service. The revised circular also takes into account ITU-R Recommendation M.585-9, which specifies the priority and handling of maritime safety communications using DSC.

Actions endorsed from NCSR Sub-Committee:

- Approval COMSAR.1/Circ.61 on *Guidance for entering and updating information on search and rescue services into the Global SAR Plan and on how to get access to the information for operational use*;
- Approval and transmission of liaison statements to ITU on WRC-27 matters; and
- Revocation of COMSAR/Circ.3 on Relations between NAVAREA Coordinators and Rescue Coordination Centres.

Outcome of the 13th session of the Sub-Committee on Pollution Prevention and Response (PPR 13)

Amendments to the IBC Code

MSC 111 agreed to draft amendments to the IBC Code to incorporate entries from List 1 of the MEPC.2 circular relating to the provisional categorization of liquid substances, which are valid for all countries and have no expiry date.

Outcome of the 11th session of the Sub-Committee on Implementation of IMO Instruments (III 11)

Lessons learned from marine casualties

MSC 111, having concurred with the decision of MEPC 84, endorsed the issuance of III.3/Circ.14 on *Lessons learned from marine casualties*.

Observations on the quality of investigation reports

MSC 111, having concurred with the decision of MEPC 84, endorsed the issuance of III.3/Circ.15 on *Casualty analysis and statistics – Observations on the quality of casualty investigation reports*.

Casualty analysis and procedures

MSC 111 approved MSC.1/Circ.1706 on *Casualty analysis process and procedure on casualty investigation reports and data-based studies*.

Validation of Model Course 3.09 (Port State Control)

MSC 111 noted that the work under output 6.2 (“Validated model training courses”) on the revision of Model Course 3.09 on Port State Control had been completed, as reported by III 11.

Remote survey/audit guidelines

MSC 111 approved, in concurrence with MEPC 84, MSC-MEPC.5/Circ.17 on *Guidance for assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications*, noting that the work had been completed, while recognising that the guidance may require future review in light of the planned development of a coding system within the HSSC Survey Guidelines to indicate the eligibility of remote surveys for specific items.

Unified interpretation of “completion date of the survey”

MSC 111 approved, in concurrence with MEPC 84, MSC-MEPC.5/Circ.3/Rev.1 on the *Revised unified interpretation of the date of completion of surveys and verifications on which statutory certificates are based*.

The revised interpretation confirms that this date refers to the last initial or renewal survey and verification visit during which all required items have been examined, regardless of whether they were found satisfactory or had minor deficiencies or non-conformities. This clarification aligns with current practice, reinforces that only initial and renewal surveys cover all statutory items, and promotes greater harmonization in survey and certification procedures.

Any other business

Matters related to IQARB and IMO/IACS Cooperation

MSC 111 noted recent developments of the International Quality Assessment Review Body (IQARB), including information on its activities and factual statements issued to IACS members, and agreed on the need to establish an IMO observer to IQARB under agreed terms of reference, while requesting continued updates from the Secretariat and inviting the Council to consider associated budget provisions.

Further information

For further information please contact: imo@liscr.com

Annex

Provisional list of approved/adopted circular/resolution (number will be assigned by the IMO later)

ID	Title
MSC.582(111)	Actions to Ensure the Safety and Security of Navigation and of Seafarers in the Arabian Sea, Sea of Oman and the Gulf Region, Particularly in and around the Strait of Hormuz, Resulting from the Unlawful Activities of the Islamic Republic of Iran
MSC.583(111)	Amendments to Chapters IV and V, and the Appendix of the International Convention for the Safety of Life at Sea, 1974
MSC.584(111)	Amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code)
MSC.585(111)	Amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code)
MSC.586(111)	Amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code)
MSC.587(111)	Amendments to the International Maritime Dangerous Goods (IMDG) Code
MSC.588(111)	Amendments to the International Code of Safety for Ships Carrying Industrial Personnel (IP Code)
MSC.589(111)	Amendments to the International Life-Saving Appliances (LSA) Code
MSC.590(111)	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))
MSC.591(111)	Amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (1988 Load Lines Protocol)
MSC.509(105)/Rev.2	Provision of Radio Services for the Global Maritime Distress and Safety System (GMDSS)
MSC.592(111)	Introduction of VHF Data Exchange System (VDES) into the IMO Regulatory Framework
MSC.593(111)	Performance Standards for Shipborne VHF Data Exchange System (VDES)
MSC.594(111)	Amendments to the Revised Recommendation on Testing of Life-Saving Appliances (resolution MSC.81(70))
MSC.595(111)	International Code of Safety for Maritime Autonomous Surface Ships (MASS Code)
MSC.448(99)/Rev.1	Revised Guidelines on the Prevention of Access by Stowaways and the Allocation of Responsibilities to Seek the Successful Resolution of Stowaway Cases
MSC.596(111)	Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009 (2009 MODU Code)
MSC.597(111)	The Revised Interim Recommendations for Carriage of Liquefied Hydrogen in Bulk
MSC.598(111)	Mandatory Ship Reporting System "In the Adriatic Sea" (ADRIREP)
MSC.314(88)/Rev.1	Mandatory Ship Reporting System "In the Sound between Denmark and Sweden" (SOUNDREP)
MSC.332(90)/Rev.1	Mandatory Ship Reporting System "In the Storebælt (Great Belt) Traffic Area" (BELTREP)
MSC.599(111)	Amendments to the Worldwide Radionavigation System (resolution A.1046(27))
MSC.379(93)/Rev.1	Performance Standards for Shipborne BeiDou Satellite Navigation System (BDS) Receiver Equipment
MSC.1/Circ.1698	Guidance on training and certification of seafarers affected by the situation in the Arabian Sea, the Sea of Oman and the Gulf region, particularly in and around the Strait of Hormuz
MSC.1/Circ.1699	Guidelines for the onboard operational use of shipborne VHF data exchange system (VDES)
MSC.1/Circ.1588/Rev.4	Revised emergency response procedures for ships carrying dangerous goods (EmS Guide)
MSC.1/Circ.1205/Rev.2	Revised guidelines for developing operation and maintenance manuals for lifeboat systems
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.589(111), respectively
MSC.1/Circ.1578/Rev.1	Revised guidelines on safety during abandon ship drills using lifeboats
MSC.1/Circ.1630/Rev.4	Revised standardized life-saving appliance evaluation and test report forms (survival craft)

MSC.1/Circ.1700	Guidelines on the use of remote inspection techniques for ESP Code surveys
MSC.1/Circ.1701	Interim Guidelines for the safety of ships using hydrogen as fuel
MSC.1/Circ.1702	Interim Guidelines for the safety of ships using ammonia cargo as fuel
MSC.1/Circ.1369/Rev.1	Revised Explanatory Notes for Safe Return to Port and Orderly Evacuation after Fire or Flooding,
MSC.1/Circ.1574/Rev.1	Revised interim guidelines for the use of fibre reinforced plastic (FRP) elements within ship structures, with a focus on fire safety
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)
STCW.7/Circ.26	Interim guidelines on training for seafarers on ships using methyl/ethyl alcohol as fuel
STCW.7/Circ.27	Interim guidelines on training for seafarers on ships using ammonia as fuel
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
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
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
MSC.1/Circ.1703	Unified interpretations of the IGC Code
CCC.1/Circ.7/Rev.1	Requirements for reporting the loss of containers to the Organization pursuant to SOLAS regulations V/31 and V/32
SN.1/Circ.272/Add.3	Updating information on the "South Åland Sea" traffic separation scheme
SN.1/Circ.346	Routeing measures other than traffic separation schemes
MSC.1/Circ.1704	Guidelines for software maintenance of shipboard computer- based navigation and communication equipment and systems
MSC.1/Circ.1705	Guidelines on carriage and use of electronic nautical publications (ENP) system
MSC.1/Circ.1657/Rev.1	Procedure for responding to DSC distress alerts by ships
COMSAR.1/Circ.61	Guidance for entering and updating information on search and rescue services into the Global SAR Plan and on how to get access to the information for operational use
COMSAR/Circ.3 (Revocation)	Relations between NAVAREA Coordinators and Rescue Coordination Centres
III.3/Circ.14	Lessons learned from marine casualties
III.3/Circ.15	Casualty analysis and statistics – Observations on the quality of casualty investigation reports
MSC.1/Circ.1706	Casualty analysis process and procedure on casualty investigation reports and data-based studies
MSC-MEPC.5/Circ.17	Guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications
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
MSC-FAL.1/Circ.3/Rev.4	Guidelines on maritime cyber risk management
MSC-MEPC.1/Circ.5/Rev.8	Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies