



**REPORT OF THE MARITIME SAFETY COMMITTEE
ON ITS 111TH SESSION**

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LIST OF CIRCULARS APPROVED BY MSC 111

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.1369/Rev.1	Explanatory Notes for safe return to port and orderly evacuation and abandonment after a fire or flooding casualty
MSC.1/Circ.1700	Guidelines on the use of remote inspection techniques for ESP Code surveys
MSC.1/Circ.1574/Rev.1	Revised interim guidelines for use of fibre reinforced plastic (FRP) elements within ship structures: fire safety
MSC.1/Circ.1701	Interim Guidelines for the safety of ships using hydrogen as fuel
MSC.1/Circ.1702	Interim Guidelines for use of ammonia cargo as fuel
MSC.1/Circ.1689/Rev.1	Escape arrangements from the lower part of machinery spaces (SOLAS regulations II-2/13.4.1.1 and 13.4.2.1)
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
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
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

1 INTRODUCTION – ADOPTION OF THE AGENDA

1.1 The 111th session of the Maritime Safety Committee was held from 13 to 22 May 2026, chaired by Mr. Theofilos Mozas (Greece).

1.2 The session was attended by Members and Associate Members; representatives from the United Nations Programmes, specialized agencies and other entities; observers from intergovernmental organizations with agreements of cooperation; and observers from non-governmental organizations in consultative status, as listed in document MSC 111/INF.1.

Use of hybrid meeting capabilities

1.3 The Committee noted that the plenary sessions would be conducted in person, supplemented by hybrid meeting capabilities, taking into account the relevant decisions of C 133 (C 133/D, paragraph 3.8).

1.4 In this regard, the Committee agreed that, as per the current rules of procedure of the Committee and the *Interim guidance to facilitate remote sessions of the Committees during the COVID-19 pandemic* (MSC-LEG-MEPC-TCC-FAL.1/Circ.1), a Member State would be considered "present" for the purposes of rule of procedure 28(1) if they were either physically present in the Main Hall, or were registered and participating remotely online using the hybrid system.

Opening address of the Secretary-General

1.5 The Secretary-General welcomed participants and delivered his opening address, the full text of which can be downloaded from the IMO website at the following link:
<https://www.imo.org/en/mediacentre/secretarygeneral/pages/msc-111-opening-remarks.aspx>

Adoption of the agenda and related matters

1.6 The Committee adopted the agenda (MSC 111/1/Rev.1) and agreed to be guided in its work, in general, by the annotations contained in document MSC 111/1/1 and by the provisional timetable (MSC 111/1/1, annex, as amended).

Credentials

1.7 The Committee noted that the credentials of 126 delegations attending the session were in due and proper form.

2 DECISIONS OF OTHER IMO BODIES

2.1 The Committee, having agreed that the outcome of other committees would be further considered, as appropriate, under the respective agenda items of this session, considered the relevant decisions of TC 75, C 134 and MEPC/ES.2 (MSC 111/2), C 135 and A 34 (MSC 111/2/1), and urgent matters from C/ES.36 and FAL 50 (MSC 111/WP.12), LEG 113 and MEPC 84, as described hereunder.

Outcome of TC 75

2.2 With regard to Domestic Ferry Safety matters discussed by TC 75, as referred to in document TC 75/16, paragraph 3.42, the Committee agreed to consider this matter under agenda item 21 (Any other business) (see paragraphs 21.22 and 21.23).

Outcome of MEPC/ES.2

2.3 The Committee was informed that the second extraordinary session of the Marine Environment Protection Committee, held from 14 to 17 October 2025, had agreed to adjourn the session for a period of one year and that no report had been approved prior to the adjournment.

Outcomes of C 134, C 135 and A 34***Strategic plan and resolution A.998(25)***

2.4 With regard to the invitation of C 134 to other organs of the Organization to consider incorporating the additional amendments, editorial corrections and clarifications specified in paragraph 6 of the report of the Working Group on the Strategic Plan (document C 134/WP.4) into their respective documents on organization and method of work, the Committee agreed to consider this matter under agenda item 18 (Application of the Committees' method of work) (see paragraphs 18.2 to 18.5).

2.5 With regard to the invitation of C 134 to other organs of the Organization to review resolution A.998(25) on *Need for capacity-building for the development and implementation of new, and amendments to existing, instruments*, along with Procedures for assessing the implications of capacity-building requirements when developing new, or amending existing, mandatory instruments, as set out in annex 5 to document C 134/WP.4, to determine whether updates to the resolution and annex are warranted, the Committee agreed to consider this matter under agenda item 18 (Application of the Committees' method of work) (see paragraph 18.6).

Consolidated audit summary reports (CASRs)

2.6 The Committee considered the request by A 34 to MSC and MEPC to consider the CASRs containing lessons learned from 11 mandatory audits completed in 2022, 2023 and 2024 (Circular Letter No.5057) and, in due time, to advise the Council of the outcome of their consideration. In this regard, the Committee agreed to follow previous practice and, concurrently with MEPC 84 (MEPC 84/WP.1/Rev.1, paragraph 2.11), instructed the III Sub-Committee to consider the CASRs completed in 2022, 2023, and 2024 and report to the Committees on the outcome of its consideration.

IMO Number Scheme

2.7 The Committee, having noted the adoption by A 34 of resolutions A.1215(34) on *Integrated IMO Identification Number Scheme* and A.1216(34) on *Apportionment of expenses among Member States*, agreed to revoke resolution MSC.160(78) as invited by resolution A.1215(34).

2.8 Subsequently, the Committee noted the remaining decisions of C 134, C 135 and A 34, as set out in documents MSC 111/2 and MSC 111/2/1.

Outcome of FAL 50 (urgent matters)

2.9 The Committee, having noted the urgent matters emanating from FAL 50 reported in paragraphs 3 to 16 of document MSC 111/WP.12, agreed to consider further the outcome of FAL 50 related to agenda items 5 (see paragraph 5.3), 7 (see paragraphs 7.1 to 7.6), 9 (see paragraphs 9.1 to 9.3), 18 (see paragraphs 18.2 to 18.6), 19 (see paragraphs 19.24 and 19.25), and 21 (see paragraphs 21.12 to 21.19) under the respective agenda items of this session.

Outcome of LEG 113 (urgent matters)

2.10 The Committee, having noted the urgent matters emanating from the outcome of LEG 113 related to agenda items 5 (see paragraph 5.3), 7 (see paragraph 7.7), 18 (see paragraphs 18.4 and 18.5) and 21 (see paragraphs 21.15 to 21.19), agreed to consider them under the respective agenda items of this session.

Outcome of MEPC 84 (urgent matters)

2.11 The Committee, having noted the urgent matters emanating from the outcome of MEPC 84 related to agenda items 18 and 19, agreed to consider them under the respective agenda items of this session.

Outcome of C/ES.36

2.12 The Committee noted the outcome of C/ES.36 with regard to the impacts on shipping and seafarers of the situation in the Arabian Sea, the Sea of Oman and the Gulf region, particularly in and around the Strait of Hormuz. In this regard, the Committee noted that C/ES.36 had, inter alia, agreed on a declaration expressing serious concerns and condemnation of recent developments in the region and their negative impact on shipping and seafarers, and urging the IMO committees to consider ways to enhance the efforts of Member States and observer organizations in supporting affected seafarers and commercial vessels, as well as the implications of this situation for the implementation of the Organization's instruments.

2.13 In this connection, the Committee was informed that FAL 50, having considered the situation in the Arabian Sea, the Sea of Oman and the Gulf region, particularly in and around the Strait of Hormuz, and its impact on seafarers and commercial vessels, had noted the general support for the related proposal of the United Arab Emirates (FAL 50/J/6).

2.14 The Committee was also informed that LEG 113, having considered the outcomes of C/ES.36 and FAL 50 and the proposals presented by the United Arab Emirates (LEG 113/J/5/Rev.1) and the Islamic Republic of Iran (LEG 113/J/6), had noted the general support for the proposal of the United Arab Emirates and the concerns expressed by some delegations that emphasized the importance of addressing acts affecting maritime safety and navigation in an objective and impartial manner, irrespective of the party responsible.

2.15 The Committee was further informed that MEPC 84, having considered the proposals submitted by the United Arab Emirates (MEPC 84/2/8) and the Islamic Republic of Iran (MEPC 84/2/9 and MEPC 84/2/10), and following a roll-call vote, adopted resolution MEPC.406(84) on *Actions to ensure the protection of the marine environment 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*.

2.16 Subsequently, the Committee had for its consideration documents:

- .1 MSC 111/WP.13/Rev.1 (Albania et al.) superseding document MSC 111/2/2, proposing a draft resolution following the Council's decision at its thirty-sixth extraordinary session to urge IMO committees to consider ways to enhance the efforts of Member States and observer organizations in supporting affected seafarers and commercial vessels, as well as the implications of this situation for the implementation of the Organization's instruments;

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- .2 MSC 111/WP.17 (United Arab Emirates) superseding document MSC 111/INF.18, providing information related to the proposal for an MSC resolution;
 - .3 MSC 111/WP.14 (Islamic Republic of Iran) drawing the attention of the Maritime Safety Committee to the serious safety implications of the United States measure officially entitled "U.S. to Blockade Ships Entering or Exiting Iranian Ports" and related coercive restrictions affecting commercial shipping entering or departing Iranian ports, coasts and maritime approaches, including in and around the Strait of Hormuz;
 - .4 MSC 111/WP.15 (Islamic Republic of Iran) drawing the attention of the Maritime Safety Committee to piracy-style seizures, armed seizures, diversion, appropriation and confiscation undertaken by the United States against commercial vessels and cargoes, including incidents involving **M/T TIFANI, M/T MAJESTIC, M/T TOUSKA** and other vessels carrying Iranian cargoes, and referring to public statements by senior United States officials, including statements by the President of the United States characterizing such conduct as "piracy" and as acting "like pirates", as well as statements by United States domestic prosecutorial authorities acknowledging the seizure and confiscation of Iranian oil cargoes; and
 - .5 MSC 111/WP.16 (Islamic Republic of Iran) drawing the attention of the Maritime Safety Committee to the serious implications of the war aggression carried out by the United States and the Israeli regime against the Islamic Republic of Iran on 28 February 2026 for maritime safety, security of navigation, seafarer welfare, search and rescue, emergency response, port operations, maritime safety infrastructure and the continuity of international maritime transport in the Persian Gulf, the Sea of Oman and the Strait of Hormuz.

MSC resolution on actions to ensure the safety and security of navigation and of the seafarers in the Arabian Sea, the 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

2.17 During the consideration of the documents, the Committee noted the following views shared by a large number of the delegations that intervened:

- .1 the protection and well-being of seafarers was paramount, with emphasis placed on the human cost of the conflict for seafarers, and expressed grave concern for the thousands of seafarers currently stranded on vessels unable to leave the region, as well as for crews detained following ship seizures and for their affected families;
- .2 the rights and freedoms of navigation and, specifically, the right of transit passage as fundamental pillars of international law as reflected in UNCLOS;
- .3 the global economic and security implications of the disruptions in the Strait of Hormuz which threaten global supply chains and energy security, and the multiplied effects on small island developing States;
- .4 de-escalation through peaceful negotiation and dialogue as a means to resolve the situation; and

- .5 support for and appreciation of the initiatives of the Secretary-General, including the voluntary framework for the safe evacuation and the mechanism for information exchange to counter misinformation.

2.18 The delegation of the United Arab Emirates categorically rejected documents MSC 111/WP.14 and MSC 111/WP.16 as misleading, baseless and deceptive, and stated that the Islamic Republic of Iran's responsibility for unlawful actions in the Strait of Hormuz was well established and continued to endanger the health and well-being of seafarers, and noted that over 1,500 ships and 20,000 seafarers had been stranded as a result of actions attributed to the Islamic Republic of Iran. The full statement of the delegation of the United Arab Emirates is set out in annex 38.

2.19 The delegations of Australia, Bahrain, Canada, Chile, Cook Islands, Cyprus (supported by the delegations of Austria, Belgium, Bulgaria, Czechia, Croatia, Finland, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Montenegro, Poland, Portugal, Slovakia, Slovenia, Spain and Sweden), France, Denmark, Egypt, Germany, Honduras, India, Israel, Japan, Kuwait, Malta, Morocco, New Zealand, Netherlands (Kingdom of the), Norway, Palau, Panama, Qatar, Republic of Korea, Saudi Arabia, Singapore, Tonga, Ukraine, the United Kingdom, the United States and Yemen made statements expressing support for the draft resolution proposed in document MSC 111/WP.13/Rev.1. During the discussion, the Committee noted, inter alia, additional views expressed by these delegations:

- .1 the use of "false flagged vessels" transiting the region was concerning;
- .2 any sea mines should be removed and unimpeded passage restored in accordance with international law;
- .3 the use of sea mines, drones and missiles, as well as the imposition of an unlawful "toll system" in international straits, was alarming;
- .4 attacks and threats to international navigation should end immediately;
- .5 rejected any reported attempt by the Islamic Republic of Iran to impose a "toll system" or discriminatory measures on vessels passing through the international strait; and
- .6 the Islamic Republic of Iran's attacks and its "de facto closure" of the Strait of Hormuz as having caused a global energy supply shock.

2.20 As requested, the statements made by the delegations of Australia, Bahrain, Japan, Kuwait, Indonesia, Israel, Luxembourg, Malaysia, Malta, Netherlands (Kingdom of the), Palau, the Philippines, Poland, Saudi Arabia, Tonga, the United Kingdom and Ukraine are set out in annex 38.

2.21 With regard to the draft resolution, the delegations of China and the Russian Federation made statements expressing that the draft resolution exceeded the technical mandate of IMO. As requested, the statement made by the delegation of the Russian Federation is set out in annex 38. These delegations also made, inter alia, the following comments:

- .1 parts of the draft resolution were unbalanced, especially language demanding certain actions, and that such actions should instead be determined by the UN General Assembly or the Security Council;

- .2 no single country should be blamed exclusively for such a complex geopolitical crisis, and that repeated resolutions and condemnations aimed at one country are ineffective and potentially escalatory, arguing they distract from practical efforts to assist stranded seafarers;
- .3 the root cause of the current crisis lies far beyond the Strait of Hormuz, and its potential solution lies far beyond the mandate of IMO, and in particular, the Maritime Safety Committee; and
- .4 a call on all parties involved to resolve the conflict as quickly as possible through diplomatic means.

2.22 The Committee was informed of the following incidents:

- .1 the Panama-flagged vessel **MSC Francesca** (IMO 9401116) was involved in a maritime security incident when it was intercepted by the armed forces of the Islamic Republic of Iran and ordered to anchor near the Iranian coast; the ship remained in position awaiting further instructions; its crew was safe but effectively detained by the Islamic Republic of Iran;
- .2 on 2 May 2026, the tug **Volans** and barge **Badr**, while transiting the Gulf of Oman, were subjected to external impacts resulting in the tragic loss of life of a Tanzanian seafarer. The delegation of the United Republic of Tanzania expressed appreciation to Oman and the United Arab Emirates for their assistance, conveyed condolences to the bereaved family, and underscored the importance of safeguarding seafarers, ensuring the safety of navigation and the protection of maritime transport, while calling for restraint and continued international cooperation. The full statement by the delegation of the United Republic of Tanzania is set out in annex 38; and
- .3 on 14 May 2026, the Honduras-flagged vessel **M/V Hui Chuan**, with 17 crew members on board of various nationalities (Nepal, Myanmar, Viet Nam and Sri Lanka), was detained by Iranian forces for unknown reasons. Honduras had not received any official communication from Iranian authorities and had no other information about the ship or the crew.

2.23 The delegation of the Islamic Republic of Iran also referred to incidents affecting Iranian ships, seafarers, cargoes and maritime safety infrastructure, as described in documents MSC 111/WP.14, MSC 111/WP.15 and MSC 111/WP.16.

2.24 With regard to document MSC 111/WP.14, the delegation of Cuba expressed deep concern over unilateral coercive measures, including naval blockades, which undermined the fundamental principles of freedom of trade and navigation, hindered fuel supplies, pressured insurance companies, and led to sanctions against commercial vessels. The delegation reaffirmed the inalienable right of all States to conduct maritime trade in a peaceful and predictable environment, free from external interference, and urged the Committee to note the operational risks highlighted and strengthen international cooperation in full respect of international law and the United Nations Convention on the Law of the Sea. The full statement is set out in annex 38.

2.25 With regard to the draft resolution, the delegation of the Islamic Republic of Iran made an additional statement, expressing inter alia, its firm objection to the selective, politically motivated and non-neutral draft MSC resolution contained in document MSC 111/WP.13/Rev.1, and proposing amendments to the title and operative paragraphs 1, 11 and 14 of the draft resolution, with a view to removing political attribution, demand language, referral of contested allegations to other United Nations bodies and selective reporting. The full text of the statement is set out in annex 38.

2.26 The delegations of China and the Russian Federation shared the concerns expressed by the Islamic Republic of Iran and supported in general the amendments proposed by the latter.

2.27 The Chair concluded that many delegations had called for de-escalation through dialogue and diplomatic routes, had welcomed the Secretary-General's initiatives to support seafarers and to establish safe and secure corridors for navigation and, having observed overwhelming support for the draft resolution, proposed its adoption.

2.28 Subsequently, the delegation of the Islamic Republic of Iran requested a vote by roll call under rule 36 and rule 38 of the Rules of Procedure of the Committee. Following the request, a roll call vote was conducted with the question "Whether Member States agree to adopt the draft resolution as currently drafted in document MSC 111/WP.13/Rev.1 without any amendments".

2.29 As required by rule 38 of the Rules of Procedure of the Committee, the vote cast by each Member is set out in annex 1. A total of 121 Member States with credentials in order and not under Article 61 of the IMO Convention were entitled to vote. Of these, 59 affirmative votes and 2 negative votes were cast, with 33 abstentions. Twenty-seven Member States were not present at the meeting when the vote took place. The required simple majority for adoption of the decision was therefore 31 votes. Consequently, the Committee adopted 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*, as set out in annex 2.

2.30 Following the adoption of resolution MSC.582(111), the delegation of the Islamic Republic of Iran made a statement in which it, inter alia, took note of the outcome of the vote; expressed regret at the adoption of what it described as a selective and politically motivated resolution that failed to reflect the full factual and legal context of the maritime security situation; stated that the text did not address the root causes of the situation, including actions by the United States and the Israeli regime, nor the impact on Iranian vessels, seafarers and maritime infrastructure; reaffirmed the Islamic Republic of Iran's commitment to maritime safety and security; rejected what it characterized as double standards and politicization of the Committee's work, and requested that its objection, legal position and full statement be reflected in and annexed to the report of the Committee. The full text of the statement is set out in annex 38.

2.31 The Committee noted the intervention by the Secretary-General, who expressed condolences for seafarers who lost their lives; reaffirmed his engagement with all relevant parties to secure assurances on the welfare of seafarers on seized vessels, prioritizing their safety and release, together with that of the vessels; confirmed that the work on the evacuation framework would continue with a view to its operationalization as soon as safely possible; welcomed information-sharing within the Organization to address misinformation and commended assistance provided to stranded seafarers, encouraging continued support; urged flag States, States of nationality, shipowners and operators to support seafarers and their families and facilitate crew changes where feasible; stressed the importance of diplomatic engagement and de-escalation, reaffirming that the protection of seafarers and freedom of navigation remain paramount, and confirmed that he would continue to report on developments in the region.

Guidance on training and certifications 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

2.32 The Committee, having considered the proposal from the Secretariat in document MSC 111/2/3, providing draft 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, and having noted the general support for the proposal, approved 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*.

General statements

Negative effects on international shipping, seafarers and the marine environment in the Black Sea and the Sea of Azov, including in and around the Kerch Strait

2.33 With regard to events having negative effects on international shipping, seafarers and the marine environment in the Black Sea and the Sea of Azov, including in and around the Kerch Strait, the delegation of Ukraine reported a sharp deterioration in maritime security in the Black Sea, Sea of Azov and the Kerch Strait, due to intensified Russian attacks on ports, vessels and infrastructure, including over 500 UAV strikes in April affecting merchant ships, grain facilities and civilian areas, with casualties and major damage; noted the continued operation of its maritime corridor handling significant cargo volumes despite the conflict; warned of illegal grain exports and unsafe "shadow fleet" practices linked to the Russian Federation; urged stricter international oversight and enforcement under IMO frameworks; called for stronger protection of maritime safety and trade; and demanded an end to the Russian Federation's aggression and continued international support for Ukraine's efforts to maintain freedom of navigation and global food security. The full text of the statement is set out in annex 38.

2.34 The delegation of Cyprus reiterated its strong support for Ukraine's sovereignty and territorial integrity, calling for continued international support and unity in condemning aggression and defending the rules-based international order.

2.35 The delegations of Australia, Canada, Estonia, New Zealand, Norway and Poland expressed support for the statements made by the delegations of Ukraine and Cyprus. The full text of statements made by the delegations of Cyprus, the United Kingdom and the European Commission is set out in annex 38.

2.36 In response to the statement of the delegation of Ukraine, the delegation of the Russian Federation referred to Ukrainian attacks on civilian vessels and port infrastructure, in particular the incident on 3 March 2026 involving the Russian-flagged LNG carrier **Arctic Metagas** near Malta struck by unmanned boats and drones while en route to China, resulting in fire, loss of control and evacuation of the crew, with two injured. The incident was an unprecedented violation of international maritime and humanitarian law and reflected a broader Ukrainian campaign targeting shipping in the Mediterranean and Black Seas. While the Russian Federation as the flag State bore no liability, the shipowner undertook rescue and monitoring actions in cooperation with Libyan authorities. The delegation of the Russian Federation thanked Libya for assisting the crew and emphasized that obligations to assist persons in distress at sea under SOLAS, SAR, and UNCLOS applied irrespective of sanctions, and claimed that unilateral Western sanctions had hindered salvage efforts. In view of the above, the delegation of the Russian Federation called on the Committee to condemn both the attack and the illegal unilateral sanctions creating real threats to human life at sea and called on Member States to cooperate in order to ensure the safety of navigation and environmental protection. The full text of the statement is set out in annex 38.

*Hantavirus outbreak on the cruise ship **Hondius***

2.37 The Committee was informed by the delegation of Spain that following the Hantavirus outbreak on the Dutch cruise ship **Hondius**, Spain had granted it refuge in Granadilla (Tenerife), and coordinated an international effort with the WHO and the European Commission to repatriate 127 individuals. This complex operation had involved 10 repatriation flights and the provision of essential medical supplies and fuel to the vessel before the cruise ship departed for Rotterdam with a reduced crew of 26. Furthermore, expressing profound gratitude, the delegation of the Kingdom of the Netherlands confirmed that the ship had arrived safely in Rotterdam, where the remaining crew members were transferred to specialized quarantine cabins. Both delegations highlighted the success of this mission as a prime example of international cooperation and multilateralism in the face of a global health crisis.

3 AMENDMENTS TO MANDATORY INSTRUMENTS

General

3.1 Contracting Governments to the 1974 SOLAS Convention were invited to consider and to adopt proposed amendments to:

- .1 SOLAS chapters IV and V, and the appendix (Certificates), in accordance with the provisions of article VIII of the Convention;
- .2 the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code), in accordance with the provisions of article VIII and regulation XI-1/2 of the Convention;
- .3 the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code), in accordance with the provisions of article VIII and regulation X/1.1 of the Convention;
- .4 the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code), in accordance with the provisions of article VIII and regulation X/1.2 of the Convention;
- .5 the International Maritime Dangerous Goods (IMDG) Code, in accordance with the provisions of article VIII and regulation VII/1.1 of the Convention;
- .6 the International Code of Safety for Ships Carrying Industrial Personnel (IP Code), in accordance with the provisions of article VIII and regulation XV/1.2 of the Convention;
- .7 the International Life-Saving Appliance (LSA) Code, in accordance with the provisions of article VIII and regulation III/3.10 of the Convention; and
- .8 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)), in accordance with the provisions of article VIII and regulation III/3.25 of the Convention.

3.2 More than one third of the Contracting Governments to the 1974 SOLAS Convention were present during the consideration and adoption of the aforementioned amendments by the expanded Maritime Safety Committee, in accordance with the provisions of articles VIII(b)(iii) and VIII(b)(iv) of the Convention. The proposed amendments to the Convention and Codes, and an MSC resolution mandatory under the former had been circulated, in accordance with SOLAS article VIII(b)(i), to all IMO Members and Contracting Governments to the Convention by Circular Letters No.5063 of 29 September 2025 and No.5080 of 7 October 2025.

3.3 Parties to the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (1988 Load Lines Protocol) were invited to consider and adopt proposed amendments to regulation 25 of the 1988 Load Lines Protocol. More than one third of the Parties to the 1988 Load Lines Protocol were present during the consideration and adoption of said amendments by the expanded Maritime Safety Committee, in accordance with the provisions of articles VI(2)(c) and VI(2)(d) of the Protocol. The proposed amendments to the Protocol had been circulated, in accordance with article VI(2)(a) of the Protocol, to all IMO Member States and Parties to the Protocol by Circular Letter No.5063 of 29 September 2025.

3.4 In conjunction with the adoption of the aforementioned amendments, the Committee was invited to consider and to adopt/approve, as appropriate:

- .1 draft resolution MSC.509(105)/Rev.2 on provision of radio services for the Global Maritime Distress and Safety System (GMDSS);
- .2 draft MSC resolution on introduction of the VHF Data Exchange System (VDES) into the IMO regulatory framework;
- .3 draft MSC resolution on performance standards for the shipborne VHF data exchange system (VDES);
- .4 draft MSC resolution on amendments to the *Revised recommendation on testing of life-saving appliances* (resolution MSC.81(70)); and
- .5 draft MSC circulars on:
 - .1 guidelines for the onboard operational use of the shipborne VHF data exchange system (VDES);
 - .2 revised emergency response procedures for ships carrying dangerous goods (EmS Guide) (MSC.1/Circ.1588/Rev.4);
 - .3 revised guidelines for developing operation and maintenance manuals for lifeboat systems (MSC.1/Circ.1205/Rev.2);
 - .4 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.1529/Rev.1);
 - .5 revised guidelines on safety during abandon ship drills using lifeboats (MSC.1/Circ.1578/Rev.1); and
 - .6 revised standardized life-saving appliance evaluation and test report forms (survival craft) (MSC.1/Circ.1630/Rev.4).

Proposed amendments to the 1974 SOLAS Convention (expanded Committee under SOLAS article VIII)

Draft amendments to SOLAS chapters IV and V in relation to the requirement for dissemination of maritime safety information (MSI) and SAR-related information

3.5 The Committee recalled that MSC 110 had approved draft amendments to SOLAS regulations IV/5, V/4 and V/5 in relation to the requirement for dissemination of maritime safety information (MSI) and SAR-related information through all operational mobile satellite services recognized by the Organization for use in the Global Maritime Distress and Safety System (GMDSS), with a view to adoption at this session and entry into force on 1 January 2028 (MSC 110/21, paragraph 15.2).

3.6 Having noted that no comments on the draft amendments had been submitted, the Committee confirmed their contents, as set out in annex 1 to document MSC 111/WP.5, subject to editorial improvements, if any.

Date of entry into force of the proposed amendments

3.7 The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2027 and enter into force on 1 January 2028, in accordance with article VIII of the Convention and the *Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1481).

Draft amendments to SOLAS chapter V in relation to the introduction of the VHF data exchange system (VDES)

3.8 The Committee recalled that MSC 110 had approved draft amendments to SOLAS chapter V and the appendix to introduce the VHF data exchange system (VDES), with a view to adoption at this session and entry into force on 1 January 2028 (MSC 110/21, paragraph 15.4).

3.9 In this regard, the Committee considered document MSC 111/3/3 (Republic of Korea), commenting on the draft amendments to SOLAS regulation V/19 relating to the VHF data exchange system (VDES).

3.10 Having agreed with the amendments and the modifications in general, the Committee confirmed their contents, as set out in annex 1 to document MSC 111/WP.5, subject to editorial improvements, if any.

Date of entry into force of the proposed amendments

3.11 The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2027 and should enter into force on 1 January 2028, in accordance with article VIII of the Convention and the *Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1481).

Proposed amendments to the 2011 ESP Code, the 1994 and 2000 HSC Codes, the IMDG Code, the IP Code and the LSA Code; and resolution MSC.402(96), mandatory under the 1974 SOLAS Convention (expanded Committee under SOLAS article VIII)***Draft amendments to the 2011 ESP Code***

3.12 The Committee recalled that MSC 110 had approved draft amendments to the 2011 ESP Code, to permit the use of remote inspection techniques (RIT), with a view to adoption at this session and entry into force on 1 January 2028 (MSC 110/21, paragraph 11.7).

3.13 Having noted that no comments on the draft amendments had been submitted, the Committee confirmed their contents, as set out in annex 2 to document MSC 111/WP.5, subject to editorial improvements, if any.

Date of entry into force of the proposed amendments

3.14 The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2027 and enter into force on 1 January 2028, in accordance with article VIII of the Convention and the *Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1481).

Draft amendments to the 1994 and 2000 HSC Codes

3.15 The Committee recalled that MSC 110 had approved consequential draft amendments to the 1994 and 2000 HSC Codes, in relation to the introduction of the VHF data exchange system (VDES), with a view to adoption at this session and entry into force on 1 January 2028, in conjunction with the adoption of the associated amendments to SOLAS chapter V and the appendix (see paragraph 3.8) (MSC 110/21, paragraph 15.5).

3.16 Having noted that no comments on the draft amendments had been submitted, the Committee confirmed their contents, as set out in annexes 3 and 4, respectively, to document MSC 111/WP.5, subject to editorial improvements, if any.

Date of entry into force of the proposed amendments

3.17 The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2027 and enter into force on 1 January 2028, in accordance with article VIII of the Convention and the *Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1481).

Draft amendments to the IMDG Code

3.18 The Committee recalled that the draft amendments (43-26) to the IMDG Code had been agreed by CCC 11, finalized by E&T 41 and subsequently circulated in accordance with SOLAS article VIII(b)(i) and the agreed amendment procedure for the IMDG Code (MSC 75/24, paragraph 7.36.3), with a view to adoption at this session.

3.19 The Committee also recalled that amendments to the IMDG Code were exempted from the four-year amendment cycle (MSC.1/Circ.1481, paragraph 3.4).

3.20 Having noted that no comments on the draft amendments had been submitted, the Committee confirmed their contents, as set out in annex 5 to document MSC 111/WP.5, subject to editorial improvements, if any.

Date of entry into force of the proposed amendments

3.21 The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2027 and enter into force on 1 January 2028, in accordance with article VIII of the Convention, and that Contracting Governments to the SOLAS Convention might apply the amendments from 1 January 2027 on a voluntary basis.

Draft amendments to the IP Code

3.22 The Committee recalled that MSC 110 had approved draft amendments to part IV of the IP Code in relation to the industrial personnel weight for stability calculations, with a view to adoption at this session and entry into force on 1 January 2028 (MSC 110/21, paragraph 11.4).

3.23 Having noted that no comments on the draft amendments had been submitted, the Committee confirmed their contents, as set out in annex 6 to document MSC 111/WP.5, subject to editorial improvements, if any.

Date of entry into force of the proposed amendments

3.24 The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2027 and should enter into force on 1 January 2028, in accordance with article VIII of the Convention and the *Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1481).

Draft amendments to the LSA Code

3.25 The Committee recalled that MSC 110 had approved draft amendments to the LSA Code in relation to the application provisions therein and arrangements to test the release system under load without launching the free-fall lifeboat into the water, with a view to adoption at this session and entry into force on 1 January 2028 (MSC 110/21, paragraph 3.66).

3.26 Having noted that no comments on the draft amendments had been submitted, the Committee confirmed their contents, as set out in annex 7 to document MSC 111/WP.5, subject to editorial improvements, if any.

Date of entry into force of the proposed amendments

3.27 The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2027 and enter into force on 1 January 2028, in accordance with article VIII of the Convention and the *Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1481).

Draft amendments to resolution MSC.402(96)

3.28 The Committee recalled that MSC 110 had approved draft amendments to paragraphs 6.2.3 and 6.2.7 of 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)) emanating from the draft amendments to the LSA Code on simulated launching of free-fall lifeboats (see paragraph 3.25), with a view to adoption at this session and entry into force on 1 January 2028 (MSC 110/21, paragraph 14.10).

3.29 Having noted that no comments on the draft amendments had been submitted, the Committee confirmed their contents, as set out in annex 8 to document MSC 111/WP.5, subject to editorial improvements, if any.

Date of entry into force of the proposed amendments

3.30 The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2027 and enter into force on 1 January 2028, in accordance with article VIII of the Convention and the *Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1481).

Proposed amendments to the 1988 Load Lines Protocol (expanded Committee under Protocol article VI)***Draft amendments to the 1988 Load Lines Protocol***

3.31 The Committee recalled that MSC 110 had approved draft amendments to regulation 25 of the 1988 Load Lines Protocol regarding the requirement for the setting of guard rails on the deck structure, with a view to adoption at MSC 111 and entry into force on 1 January 2028 (MSC 110/21, paragraph 11.13).

3.32 Having noted that no comments on the draft amendments had been submitted, the Committee confirmed their contents, as set out in annex 9 to document MSC 111/WP.5, subject to editorial improvements, if any.

Date of entry into force of the proposed amendments

3.33 The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2027 and enter into force on 1 January 2028, in accordance with the provisions of article VI of the Protocol.

Non-mandatory instruments

Draft resolution MSC.509(105)/Rev.2 on provision of radio services for the GMDSS

3.34 The Committee recalled that MSC 110 had approved, in principle, draft resolution MSC.509(105)/Rev.2 on provision of radio services for the Global Maritime Distress and Safety System (GMDSS), emanating from the draft amendments to the 1974 SOLAS Convention in relation to the requirement for dissemination of maritime safety information (MSI) and SAR-related information through all operational mobile satellite services recognized by the Organization for use in the Global Maritime Distress and Safety System (GMDSS), with a view to adoption at this session, together with the adoption of the associated draft amendments to SOLAS regulations IV/5, V/4 and V/5 (see paragraph 3.5) (MSC 110/21, paragraph 15.3).

3.35 Having noted that no comments on the draft resolution had been submitted, the Committee confirmed its contents, as set out in annex 10 to document MSC 111/WP.5, subject to editorial improvements, if any.

Draft new MSC resolutions in relation to the adoption of the associated amendments to SOLAS chapter V to introduce the VHF data exchange system (VDES)

3.36 The Committee recalled that MSC 110 had approved, in principle, draft new MSC resolutions on:

- .1 introduction of the VHF data exchange system (VDES) into the IMO regulatory framework; and
- .2 performance standards for shipborne VHF data exchange system (VDES),

emanating from the draft amendments to the 1974 SOLAS Convention in relation to the introduction of the VHF data exchange system (VDES) in the Convention, with a view to adoption at this session, together with the adoption of the associated draft amendments to SOLAS chapter V and the appendix (see paragraph 3.8) (MSC 110/21, paragraph 15.6).

3.37 Having noted that no comments on the draft resolutions had been submitted, the Committee confirmed their contents, as set out in annexes 11 and 12 to document MSC 111/WP.5, subject to editorial improvements, if any.

Draft amendments to the Revised recommendation on testing of LSA (resolution MSC.81(70))

3.38 The Committee recalled that MSC 110 had approved, in principle, consequential draft amendments to the *Revised recommendation on testing of life-saving appliances* (resolution MSC.81(70)), related to the draft amendments on simulated launching of free-fall lifeboats, with a view to adoption at this session, in conjunction with the adoption of the associated draft amendments to the LSA Code and resolution MSC.402(96) (see paragraphs 3.25 and 3.28) (MSC 110/21, paragraph 14.11).

3.39 Having noted that no comments on the draft amendments had been submitted, the Committee confirmed their contents, as set out in annex 13 to document MSC 111/WP.5, subject to editorial improvements, if any.

Associated draft MSC circulars

3.40 The Committee recalled that MSC 110 had agreed, in principle, to the draft MSC circular on guidelines for the onboard operational use of a shipborne VHF data exchange system (VDES), with a view to approval at this session, together with the adoption of the associated draft amendments to SOLAS chapter V and the appendix (see paragraph 3.8) (MSC 110/21, paragraph 15.6).

3.41 The Committee noted that, as instructed by CCC 11, E&T 43 had finalized draft consequential amendments to the *Revised emergency response procedures for ships carrying dangerous goods* (MSC.1/Circ.1588/Rev.3), emanating from the draft amendments (43-26) to the IMDG Code (see paragraph 3.18), with a view to approval at this session (CCC 11/16, paragraph 6.19, and E&T 43/WP.1/Rev.2, paragraph 4.2 and annex 6).

3.42 In addition, the Committee recalled that MSC 110 had agreed to the consequential draft amendments to the following MSC circulars in relation to the draft amendments to the LSA Code and resolution MSC.402(96) on simulated launching of free-fall lifeboats:

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

with a view to approval at this session, in conjunction with the adoption of the associated draft amendments to the LSA Code and resolution MSC.402(96) (see paragraphs 3.25 and 3.28) (MSC 110/21, paragraph 14.12).

3.43 Having noted that no comments on the aforementioned draft MSC circulars had been received, the Committee confirmed their contents, as set out in annexes 16 to 19 to document MSC 111/WP.5, as appropriate, subject to editorial improvements, if any.

Information on the consequential amendments to the Code of Safety for Fishermen and Fishing Vessels, 2005, concerning pilot transfer arrangements

3.44 The Committee noted the information provided in document MSC 111/INF.9 (Secretariat), informing the Committee about the subsequent approval of the consequential draft amendments to the Code of Safety for Fishermen and Fishing Vessels, 2005, by the International Labour Organization (ILO), as a result of the amendments to SOLAS regulation V/23 concerning pilot transfer arrangements adopted by resolution MSC.572(110), which completed the formal process of approval by the three Organizations (Food and Agriculture Organization, ILO and IMO).

Assessment of capacity-building implications of the draft amendments to mandatory instruments

3.45 The Committee noted that:

- .1 NCSR 12 had conducted an initial assessment of capacity-building implications for the draft amendments to SOLAS chapters IV and V, and the appendix (Certificates), as set out in annexes 5 and 10 to document NCSR 12/20; and
- .2 E&T 43, as instructed by CCC 11, had conducted an initial assessment of capacity-building implications for the draft amendments to the IMDG Code, as set out in annex 7 to document E&T 43/WP.1/Rev.2.

3.46 Having also noted that, due to the recent approval of the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (Committees' method of work) (MSC-MEPC.1/Circ.5/Rev.6), which included revised Procedures for assessing the implications of capacity-building requirements when developing new, or amending existing, mandatory instruments, no assessment had been provided by the SDC and SSE Sub-Committees in relation to the draft amendments considered for adoption at this session, the Committee instructed the Drafting Group to:

- .1 consider the assessment of capacity-building implications set out in annexes 5 and 10 to document NCSR 12/20, and annex 7 to document E&T 43/WP.1/Rev.2, and advise the Committee with a view to endorsement, as appropriate;
- .2 assess the implications for capacity-building of the amendments to the following mandatory instruments submitted for adoption at this session, against the revised procedures for assessing capacity-building implications set out in annex 2 of the Committees' method of work (MSC-MEPC.1/Circ.5/Rev.6):
 - .1 draft amendments to the 2011 ESP Code (MSC 111/WP.5, annex 2);
 - .2 draft amendments to the IP Code (MSC 111/WP.5, annex 6);
 - .3 draft amendments to the LSA Code (MSC 111/WP.5, annex 7);
 - .4 draft amendments to resolution MSC.402(96) (MSC 111/WP.5, annex 8); and
 - .5 draft amendments to annex B of the 1988 Load Lines Protocol (MSC 111/WP.5, annex 9); and
- .3 if applicable, provide a description of the potential capacity-building implications of amended instruments along with recommendations for a course of action, for consideration and action by the Technical Cooperation Committee, as appropriate.

Establishment of the Drafting Group

3.47 Subsequently, the Committee established the Drafting Group on Amendments to Mandatory Instruments and instructed it, taking into account the comments made and decisions taken in plenary, to:

- .1 prepare, for consideration by the Committee with a view to adoption or approval, as appropriate, the final text of the:
 - .1 draft amendments to SOLAS chapters IV and V, and the appendix (Certificates), taking into account document MSC 111/3/3, including the associated MSC resolution;
 - .2 draft amendments to the 2011 ESP Code, including the associated MSC resolution;
 - .3 draft amendments to the 1994 and 2000 HSC Codes, including the associated MSC resolutions;
 - .4 draft amendments to the IMDG Code, including the associated MSC resolution;
 - .5 draft amendments to the IP Code, including the associated MSC resolution;
 - .6 draft amendments to the LSA Code, including the associated MSC resolution;
 - .7 draft amendments to resolution MSC.402(96), including the associated MSC resolution;
 - .8 draft amendments to annex B to the 1988 Load Lines Protocol, including the associated MSC resolution;
 - .9 draft resolution MSC.509(105)/Rev.2 on the provision of radio services for the Global Maritime Distress and Safety System (GMDSS);
 - .10 draft MSC resolution on the introduction of the VHF data exchange system (VDES) into the IMO regulatory framework;
 - .11 draft MSC resolution on performance standards for the shipborne VHF data exchange system (VDES);
 - .12 draft amendments to the *Revised recommendation on testing of life-saving appliances* (resolution MSC.81(70)), including the associated MSC resolution;
 - .13 draft 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)), including the associated MSC resolution;
 - .14 draft MSC circulars on:
 - .1 guidelines for the onboard operational use of the shipborne VHF data exchange system (VDES);
 - .2 revised emergency response procedures for ships carrying dangerous goods (EmS Guide), to be disseminated as MSC.1/Circ.1588/Rev.4;

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- .3 revised guidelines for developing operation and maintenance manuals for lifeboat systems, to be disseminated as MSC.1/Circ.1205/Rev.2;
 - .4 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, to be disseminated as MSC.1/Circ.1529/Rev.1;
 - .5 revised guidelines on safety during abandon ship drills using lifeboats, to be disseminated as MSC.1/Circ.1578/Rev.1;
 - .6 revised standardized life-saving appliance evaluation and test report forms (survival craft), to be disseminated as MSC.1/Circ.1630/Rev.4; and
 - .7 guidelines on the use of remote inspection techniques (RIT) for ESP Code surveys, based on annex 2 to document SDC 12/18, with a view to approval by the Committee in conjunction with the adoption of the associated draft amendments to the 2011 ESP Code (see paragraphs 3.12 to 3.14 and 12.6);
- .2 consider the assessment of capacity-building implications set out in annexes 5 and 10 to document NCSR 12/20, and annex 7 to document E&T 43/WP.1/Rev.2, and advise the Committee with a view to endorsement, as appropriate;
 - .3 assess the implications for capacity-building of the amendments to the following mandatory instruments submitted for adoption at this session, against the revised procedures for assessing capacity-building implications set out in annex 2 of the Committees' method of work (MSC-MEPC.1/Circ.5/Rev.6):
 - .1 draft amendments to the 2011 ESP Code (MSC 111/WP.5, annex 2);
 - .2 draft amendments to the IP Code (MSC 111/WP.5, annex 6);
 - .3 draft amendments to the LSA Code (MSC 111/WP.5, annex 7);
 - .4 draft amendments to resolution MSC.402(96) (MSC 111/WP.5, annex 8); and
 - .5 draft amendments to annex B of the 1988 Load Lines Protocol (MSC 111/WP.5, annex 9); and
 - .4 if applicable, provide a description of the potential capacity-building implications of new or amended instruments along with recommendations for a course of action, for consideration and action by the Technical Cooperation Committee, as appropriate.

Report of the Drafting Group

3.48 Having considered the report of the Drafting Group (MSC 111/WP.8), the Committee approved it in general and took action as outlined below.

Adoption of amendments to the 1974 SOLAS Convention

3.49 The expanded Committee, including delegations of 125 Contracting Governments to the 1974 SOLAS Convention, considered the final text of the proposed amendments to chapters IV and V, and the appendix (Certificates) of the Convention, prepared by the Drafting Group (MSC 111/WP.8, annex 1), and unanimously adopted them by resolution MSC.583(111), as set out in annex 3.

3.50 In adopting resolution MSC.583(111), the expanded Committee determined, in accordance with article VIII(b)(vi)(2)(bb) of the 1974 SOLAS Convention, that the adopted amendments should be deemed to have been accepted on 1 July 2027 (unless, prior to that date, objections were communicated to the Secretary-General, as provided for in article VIII(b)(vi)(2) of the Convention) and enter into force on 1 January 2028, in accordance with the provisions of article VIII thereof and the *Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1481).

Adoption of amendments to relevant instruments mandatory under the 1974 SOLAS Convention***Draft amendments to the 2011 ESP Code, the 1994 and 2000 HSC Codes, the IMDG Code, the IP Code and the LSA Code; and resolution MSC.402(96)***

3.51 The expanded Committee, including delegations of 125 Contracting Governments to the 1974 SOLAS Convention, considered the final text of the proposed amendments to:

- .1 the 2011 ESP Code (MSC 111/WP.8, annex 2);
- .2 the 1994 and 2000 HSC Codes (MSC 111/WP.8, annexes 3 and 4, respectively);
- .3 the IP Code (MSC 111/WP.8, annex 6); and
- .4 resolution MSC.402(96) (MSC 111/WP.8, annex 8),

prepared by the Drafting Group, and unanimously adopted them by resolutions MSC.584(111), MSC.585(111), MSC.586(111), MSC.588(111) and MSC.590(111), as set out in annexes 4 to 6, 8 and 10, respectively.

3.52 In adopting resolutions MSC.584(111), MSC.585(111), MSC.586(111), MSC.588(111) and MSC.590(111), the expanded Committee determined, in accordance with article VIII(b)(vi)(2)(bb) of the 1974 SOLAS Convention, that the adopted amendments should be deemed to have been accepted on 1 July 2027 (unless, prior to that date, objections were communicated to the Secretary-General, as provided for in article VIII(b)(vi)(2) of the Convention) and enter into force on 1 January 2028, in accordance with the provisions of article VIII thereof and the *Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1481).

Draft amendments to the LSA Code

3.53 The Committee, having noted the Group's discussion that, due to the mandatory nature of the preamble of the LSA Code, introducing application provisions as drafted in document MSC 111/WP.5, annex 7, could have unintended consequences for existing ships and corresponding life-saving appliances on board, agreed that:

- .1 further detailed and careful consideration in relation to the introduction of a new application provision table in the Code would be needed before adopting the new mandatory application table;
- .2 the addressing of the application provisions of the Code should be considered at the next session of the Committee under this agenda item, with a possible establishment of an expert group, taking into account that this was a policy issue; and
- .3 requested the Secretariat to submit a document to MSC 112, which should be used as a base document for discussion at MSC 112.

3.54 Subsequently, the expanded Committee, including delegations of 125 Contracting Governments to the 1974 SOLAS Convention, considered the final text of the proposed amendments to the LSA Code, except for paragraph 3 in the preamble, including the draft new application provision table therein, prepared by the Drafting Group (MSC 111/WP.8, annex 7), and unanimously adopted them by resolution MSC.589(111), as set out in annex 9.

3.55 In adopting resolution MSC.589(111), the expanded Committee determined, in accordance with article VIII(b)(vi)(2)(bb) of the 1974 SOLAS Convention, that the adopted amendments should be deemed to have been accepted on 1 July 2027 (unless, prior to that date, objections have been communicated to the Secretary-General, as provided for in article VIII(b)(vi)(2) of the Convention) and enter into force on 1 January 2028, in accordance with the provisions of article VIII thereof and the *Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1481).

Draft amendments to the IMDG Code

3.56 The expanded Committee, including delegations of 125 Contracting Governments to the 1974 SOLAS Convention, considered the final text of the proposed amendments to the IMDG Code, prepared by the Drafting Group (MSC 111/WP.8, annex 5), and unanimously adopted them by resolution MSC.587(111), as set out in annex 7.

3.57 In adopting resolution MSC.587(111), the expanded Committee determined, in accordance with article VIII(b)(vi)(2)(bb) of the 1974 SOLAS Convention, that the adopted amendments should be deemed to have been accepted on 1 July 2027 (unless, prior to that date, objections were communicated to the Secretary-General, as provided for in article VIII(b)(vi)(2) of the Convention) and should enter into force on 1 January 2028, in accordance with the provisions of article VIII of the Convention.

3.58 The Committee agreed, as stated in operative paragraph 4 of resolution MSC.587(111), that Contracting Governments could apply the aforementioned amendments in whole or in part on a voluntary basis from 1 January 2027, pending their entry into force on 1 January 2028.

Adoption of amendments to the 1988 Load Lines Protocol

3.59 The expanded Committee, including delegations of 101 Parties to the 1988 Load Lines Protocol, considered the final text of the proposed amendments to regulation 25 of the Protocol, prepared by the Drafting Group (MSC 111/WP.8, annex 9), and unanimously adopted them by resolution MSC.591(111), as set out in annex 11.

3.60 In adopting resolution MSC.591(111), the expanded Committee determined, in accordance with article VI(2)(f)(ii)(bb) of the 1988 Load Lines Protocol, that the adopted amendments should be deemed to have been accepted on 1 July 2027 (unless, prior to that date, objections were communicated to the Secretary-General, as provided for in article VI(2)(f)(ii) of the Protocol) and enter into force on 1 January 2028, in accordance with the provisions of article VI thereof.

Adoption/approval of amendments to non-mandatory instruments

3.61 Having considered the final text of the proposed draft:

- .1 resolution MSC.509(105)/Rev.2 on provision of radio services for the Global Maritime Distress and Safety System (GMDSS) (MSC 111/WP.8, annex 10);
- .2 MSC resolution on introduction of the VHF data exchange system (VDES) into the IMO regulatory framework (MSC 111/WP.8, annex 11);
- .3 MSC resolution on performance standards for shipborne VHF data exchange system (VDES) (MSC 111/WP.8, annex 12); and
- .4 MSC resolution on amendments to the *Revised recommendation on testing of life-saving appliances* (resolution MSC.81(70)) (MSC 111/WP.8, annex 13),

prepared by the Drafting Group, the Committee adopted them by resolutions MSC.509(105)/Rev.2, MSC.592(111), MSC.593(111) and MSC.594(111), as set out in annexes 12 to 15, respectively.

3.62 Having also considered the final text of the proposed draft MSC circulars prepared by the Drafting Group (MSC 111/WP.8, annexes 14 to 20), the Committee approved:

- .1 MSC.1/Circ.1699 on *Guidelines for the onboard operational use of shipborne VHF data exchange system (VDES)*;
- .2 MSC.1/Circ.1588/Rev.4 on *Revised emergency response procedures for ships carrying dangerous goods (EmS Guide)*;
- .3 MSC.1/Circ.1205/Rev.2 on *Revised guidelines for developing operation and maintenance manuals for lifeboat systems*;
- .4 MSC.1/Circ.1529/Rev.1 on *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*;
- .5 MSC.1/Circ.1578/Rev.1 on *Revised guidelines on safety during abandon ship drills using lifeboats*;
- .6 MSC.1/Circ.1630/Rev.4 on *Revised standardized life-saving appliance evaluation and test report forms (survival craft)*; and
- .7 MSC.1/Circ.1700 on *Guidelines on the use of remote inspection techniques for ESP Code surveys*.

Uniform wording for referencing IMO instruments

3.63 Having noted the discussion of the Drafting Group on referencing IMO instruments in the draft amendments above, the Committee reminded the sub-committees to ensure that *Uniform wording for referencing IMO instruments* (resolution A.911(22)) was applied when drafting amendments and new instruments under their remit, and encouraged its use for non-mandatory instruments, as far as practicable.

Assessment of capacity-building implications

3.64 Having considered the parts of the Drafting Group's report (MSC 111/WP.8, paragraphs 25 to 29) addressing the capacity-building implications of the amendments adopted at this session, the Committee:

- .1 endorsed the assessment of capacity-building implications related to the draft amendments to SOLAS chapters IV and V, and the appendix, and the IMDG Code, as set out in annexes 5 and 10 to document NCSR 12/20, and annex 7 to document E&T 43/WP.1/Rev.2;
- .2 agreed that the assessment set out in annex 10 to document NCSR 12/20 was valid for the draft amendments to the 1994 and 2000 HSC Codes, given that those were the consequential amendments emanating from the draft amendments to SOLAS chapter V and the appendix to introduce the VHF data exchange system (VDES); and
- .3 agreed that there were no capacity-building implications identified in relation to the draft amendments to:
 - .1 the 2011 ESP Code (MSC 111/WP.8, annex 2);
 - .2 the IP Code (MSC 111/WP.8, annex 6);
 - .3 the LSA Code (MSC 111/WP.8, annex 7);
 - .4 resolution MSC.402(96) (MSC 111/WP.8, annex 8); and
 - .5 annex B of the 1988 Load Lines Protocol (MSC 111/WP.8, annex 9).

Authorization of the Secretariat

3.65 The Committee authorized the Secretariat, when preparing the authentic texts of the amendments adopted at this session, to make any editorial corrections that might be identified, including updating references to renumbered paragraphs, and to bring to the attention of the Committee any errors or omissions which required action by the Contracting Governments to the 1974 SOLAS Convention and the Parties to the 1988 Load Lines Protocol, as appropriate.

3.66 The Committee requested the Secretariat to ensure that the final text of the amendments contained in the annexes to this report be presented as clean text (i.e. not showing track changes).

4 GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS

GBS Audits

4.1 The Committee recalled that the following combined GBS Audit had been undertaken in the course of 2025:

- .1 rectification audit of Biro Klasifikasi Indonesia (BKI), addressing non-conformities stemming from the initial verification audit (MSC 109/4 (Secretary-General)) and corresponding Corrective Action Plan (MSC 109/4/7 (Secretariat)); and
- .2 fourth GBS maintenance of verification audit, covering rule changes reported for the 2022-24 cycle.

Rectification Audit of Biro Klasifikasi Indonesia (BKI)

4.2 The Committee considered document MSC 111/4 (Secretary-General), containing the GBS Audit Team's final report on the Rectification Audit of Biro Klasifikasi Indonesia (BKI), concluding that the 10 non-conformities had been rectified and that two new observations had been identified.

4.3 While noting general support for the conclusions of the report of the rectification audit of BKI, and acknowledging the GBS Audit Team's professionalism and dedication, the Committee also noted an expression of concern by one delegation regarding the rectification of a specific BKI non-conformity (BKI/2024/NC/03) related to the application of standard wave data (IACS recommendation 34). The delegation questioned the rectification agreed by the GBS Audit Team, even if the newer version of that IACS recommendation (Rev.2) appeared to be still in use without a documented consequence assessment. To this end, the same delegation requested clarification from the GBS Audit Team, while suggesting that the subject non-conformity should remain open until it is clear that BKI rules are fully reverted to the use of IACS Rec.34 Rev.1.

4.4 The Committee further noted views expressed:

- .1 emphasizing that the guidance remains practical, transparent, and proportionate for all recognized organizations given the importance of harmonization, clarity, and efficiency in the GBS verification framework; and
- .2 highlighting the need for clarity on the binding status of GBS Audit Team recommendations to ensure the robustness and transparency of classification rules in supporting SOLAS safety objectives.

4.5 Subsequently, the Committee approved the report of the rectification audit of BKI, and:

- .1 confirmed that the 10 non-conformities stemming from the BKI initial verification audit had been rectified, subject to the terms and conditions presented in the rectification audit report, and to the new observations identified by the Audit Team being addressed;
- .2 invited BKI to submit a confirmation to the next session demonstrating that the resulting two observations have been recognized and will be addressed, in accordance with the relevant provisions of the Revised GBS Guidelines; and

- .3 invited the Secretary-General to request the GBS Audit Team for clarification of the audit conclusions and recommendations regarding BKL non-conformity BKL/2024/NC/03, to be submitted to the next session, for information.

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

4.6 The Committee considered document MSC 111/4/1 (Secretary-General), containing the final report of the Fourth GBS Maintenance of Verification Audit of 14 recognized organizations and IACS Common Structural Rules for Bulk Carriers and Oil Tankers.

4.7 Subsequently, the Committee approved the report of the Fourth GBS Maintenance of Verification Audit of 14 recognized organizations and IACS Common Structural Rules for Bulk Carriers and Oil Tankers, and:

- .1 confirmed the continued GBS-compliance of all recognized organizations and IACS Common Structural Rules for Bulk Carriers and Oil Tankers; and
- .2 invited:
- .1 BKL, in accordance with the Revised GBS Guidelines, to submit a Corrective Action Plan to address the non-conformity identified; and
- .2 all recognized organizations and IACS to submit a confirmation to the next session demonstrating that the resulting observations had been recognized and would be addressed, in accordance with the relevant provisions of the Revised GBS Guidelines.

Status report addressing GBS audit observations

4.8 The Committee noted the information provided in document MSC 111/INF.11 (IACS), containing the updated status reports addressing IACS "common" observations, as of 28 February 2026.

GBS Audit Process

Outcome of the Third GBS Workshop

4.9 The Committee noted the information contained in the report of the third GBS Workshop in document MSC 111/INF.2 (Secretariat).

Report on the observations of the GBS Audit Team and proposal to establish the GBS Working Group at MSC 112

4.10 The Committee had for its consideration the following documents:

- .1 MSC 111/4/3 (Secretariat), containing a proposal to establish the GBS Working Group at the next Committee session, with terms of reference as proposed in the annex to that document.
- .2 MSC 111/4/2 (Secretariat), providing the observations of the GBS Audit Team for the 2025 Combined GBS Audit, in accordance with paragraph 11.10 of the Revised GBS Guidelines.
- .3 MSC 111/4/4 (IACS), commenting on the different recommendations by the GBS Audit Team.

4.11 In the ensuing discussion, the Committee noted the following views:

- .1 technical discussion should take place at the next Committee session, ideally through the establishment of a working group on GBS that gives full consideration to all documents submitted in relation to the GBS audit process, providing the possibility for all delegations to have expert participation; and
- .2 the GBS Workshops have proven to be a platform with substantial added value, allowing classification society experts, GBS auditors and the IMO Secretariat, to improve the GBS audit process.

4.12 Subsequently, the Committee:

- .1 agreed to re-establish the GBS Working Group at the next session, to consider all documents submitted to this session, focusing on the GBS audit process, and the possible need for improvements to the Revised GBS Guidelines, for further consideration at the technical level, with a view to providing further advice to the Committee;
- .2 agreed in principle with the terms of reference proposed in the annex to document MSC 111/4/3, subject to confirmation at the next session; and
- .3 invited interested delegations to submit proposals related to GBS to the next session for possible consideration by the Committee, taking into account the provisional agreement to re-establish the Working Group at the next session.

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

Background

5.1 The Committee recalled that MSC 110 had:

- .1 noted the progress made on the development of the draft MASS Code (MSC 110/21, paragraph 5.71);
- .2 agreed to the Revised road map for MASS with finalization and adoption of the non-mandatory MASS Code at this session (MSC 110/21/Add.1, annex 8) and, following the revision of the road map, invited FAL 50 and LEG 113 to review their respective MASS-related road maps (MSC 110/21, paragraph 5.80); and
- .3 noted that the invitation to relevant sub-committees to review the MASS Code would take place after finalization and adoption of the non-mandatory MASS Code, as reflected in the road map (MSC 110/21, paragraph 5.79.2).

5.2 The Committee noted, with respect to the intersessional work undertaken following MSC 110, that the Intersessional MASS Working Group (ISWG-MASS 4) had held its fourth session from 29 September to 3 October 2025 to advance the development of the Code, in particular on matters relating to the human element, and that its report had been submitted in document MSC 111/5.

5.3 With respect to the MASS road map, the Committee recalled that:

- .1 FAL 50 had revised its road map addressing MASS-related matters under the FAL Convention (FAL 50/WP.7, annex 1 and MSC 111/WP.12, paragraph 3); and
- .2 LEG 113 had considered and agreed to the Revised road map for the Legal Committee's work on MASS (LEG 113/WP.1, paragraph 8.5).

Finalization of the MASS Code

General comments

5.4 While delegations generally supported the finalization of the non-mandatory MASS Code at this session, the following views were expressed, urging caution and highlighting the need for the Organization to address the impact of MASS operations:

- .1 the outcome of the work on MASS must be consistent with UNCLOS, particularly regarding the responsibilities of the flag State and master, with the Preamble of the draft Code emphasizing the importance of liability, including possible strict liability for MASS of higher levels of autonomy; this State reiterated its right to regulate the entry of MASS into its jurisdictional waters;
- .2 the draft MASS Code had reached a mature stage and should be adopted at this session, with the remaining work focusing on editorial improvements and ensuring consistency; substantial new matters should be addressed during the Experience-Building Phase (EBP);
- .3 the human element must remain central, including human-centred design (HCD), clear roles and responsibilities, and maintaining effective human oversight in all modes of operation;
- .4 the MASS Code should not introduce unintended regulatory barriers, particularly in areas where technology and operational experience continue to evolve; and
- .5 for many developing countries, the implementation of MASS remains at an early stage, with capacity constraints in technical expertise, regulatory preparedness and the institutional frameworks needed to effectively oversee MASS systems.

5.5 In addition to the above, the delegation of the Cook Islands expressed concern about the insufficient consideration and incorporation of the human element in the draft MASS Code, raising the question of how the Organization would ensure a just and equitable transition for the large number of seafarers, particularly those from developing countries, to alternative forms of employment.

Report of the Intersessional MASS Working Group

5.6 In considering the report of the fourth Intersessional MASS Working Group (MASS/ISWG 4) (MSC 111/5), the Committee expressed its appreciation to the Chair, Mr. Charles McHardy (Marshall Islands), and to the members of the Group for the progress achieved in advancing the draft MASS Code.

Remote operator and STCW Convention/Code linkage

5.7 The Committee noted that the Group had finalized chapter 15 of the draft MASS Code, as set out in annex 1 to document MSC 111/5, subject to further consideration of the linkage between the remote operator and the application of STCW, as proposed in draft paragraphs 15.1*bis* and 15.1*ter*, as appropriate (MSC 111/5, paragraphs 33 and 34 and annex 1).

5.8 In connection with the above, one delegation stated that paragraphs 15.1*bis* and 15.1*ter* should not change existing mandatory requirements, such as bridge watchkeeping requirements, but acknowledged that their interpretation may vary. The delegation also noted that insufficient experience had been gained regarding the performance/functioning of an ROC to decide whether an ROC could be considered as a directly associated location to the navigational bridge or part of the machinery space, which should instead be assessed carefully based on operational experience from the EBP.

5.9 Following discussion, the Committee agreed to refer the matter of the application of the training and watchkeeping provisions of the 1978 STCW Convention and Code to remote crew to the Working Group for further consideration and finalization.

5.10 In connection with the above, the Committee agreed to the proposed three-step approach for training, certification and watchkeeping for MASS onboard and remote crews, namely:

- .1 finalization of high-level provisions in the non-mandatory MASS Code;
- .2 development of post-adoption guidance during the experience-building phase (EBP); and
- .3 development of mandatory standards in an appropriate IMO instrument at a later stage.

5.11 With respect to the proposal in document MSC/ISWG/MASS 4/2/1 (Saudi Arabia), proposing the inclusion of human-automation interaction in the MASS Code, the Committee concurred with the Group that it would be more appropriate to consider the matter during the EBP, and agreed to add the document to the list of EBP documents (MSC 110/WP.8, annex 4).

Other draft MASS Code items considered by the MASS ISWG 4

5.12 With respect to other work items of the MASS/ISWG 4 in document MSC 111/5, the Committee noted:

- .1 the modifications introduced to the preamble of the Code (paragraph 24 and annex 2);
- .2 the finalization of human element matters within chapters 5, 8, 9 and 10, and annex 2 of the Code (paragraphs 46 to 52, and annex 3);
- .3 the discussion on chapter 4 (Definitions) (paragraphs 53 to 55); and
- .4 the discussion on the delegation of master's tasks and duties (paragraphs 56 and 57).

5.13 Following consideration of other items addressed by the Group in document MSC 111/5, the Committee agreed:

- .1 to the modifications introduced to draft chapter 4 (Definitions) (paragraphs 53 to 55); and
- .2 that there was no need to include separate provisions on the delegation of master's tasks and duties at this stage (paragraphs 56 and 57).

5.14 With respect to a proposal considered by the Group to review MSC.1/Circ.1604 on the *Interim guidelines for MASS trials* following adoption of the Code, the Committee noted that the Group had agreed that this fell outside its remit and further agreed that interested parties should submit relevant documents to this session.

Revision of the draft MASS Code by the Chair of the MASS Working Group and Secretariat

5.15 Following the request of the ISWG/MASS 4 to its Chair and the Secretariat to review the Code to identify which terminology is inconsistently used within the Code (MSC 111/5, paragraphs 59, 60, 61 and 64), the Committee noted document MSC 111/5/2 (Chair and Secretariat), providing an assessment of the consistent use of selected terminology following an editorial review of the draft MASS Code by the Chair with support from the Secretariat.

5.16 In connection with the above, the Committee also considered:

- .1 document MSC 111/5/1 (Secretariat), providing the review of part III of the draft MASS Code for compliance with the GBS Generic Guidelines (MSC.1/Circ.1394/Rev.2), undertaken by a GBS expert; and
- .2 document MSC 111/5/3 (Secretariat), providing a consolidated base text of the draft MASS Code for the MASS Working Group, incorporating the results of the editorial revision, the proposed alignment of selected terminology by the Chair, the results from the GBS review of part III of the draft MASS Code, and the draft resolution.

5.17 After consideration, the Committee agreed to refer documents MSC 111/5/1, MSC 111/5/2 and MSC 111/5/3 to the Working Group for the finalization of the draft MASS Code, using document MSC 111/5/3 as the base document.

Proposals for the revision of the draft MASS Code

5.18 The Committee considered the following documents, which were submitted to further improve and clarify the provisions of the draft MASS Code:

- .1 MSC 111/5/5 (Spain, United Arab Emirates, United Kingdom and IACS), providing the outcome of a consistency review of the draft MASS Code and proposing changes to address gaps and to improve overall clarity, as well as grammar and style;
- .2 MSC 111/5/9 (Russian Federation), proposing modifications to the draft MASS Code to improve readability, clarity and consistency;
- .3 MSC 111/5/11 (United Kingdom), proposing changes to the Preamble of the draft MASS Code to improve its clarity and structure; and
- .4 MSC 111/5/12 (United Kingdom), proposing changes to the Definitions of the draft MASS Code to improve the overall clarity of the Code.

5.19 After considering the above documents, the Committee agreed to refer documents MSC 111/5/5, MSC 111/5/9, MSC 111/5/11 and MSC 111/5/12 to the Working Group for the finalization of the draft MASS Code, taking the discussion in plenary into account.

Forms of certificates of the MASS Code

5.20 The Committee recalled that the draft MASS Code considered at MSC 110 (MSC 110/WP.8) did not include forms of MASS certificates, and that MSC 110 had invited proposals to this session to integrate certificate forms into the Code (MSC 110/21, paragraph 5.75).

5.21 The Committee considered the following documents submitted to this session which relate to the MASS and ROC certificates, as well as associated formats of record:

- .1 MSC 111/5/6 (China), containing draft forms of certificates for the MASS and the ROC with associated records, for incorporating them into the MASS Code, aligning the duration and validity of these certificates with the relevant parts of SOLAS regulation I/14;
- .2 MSC 111/5/14 (IACS), providing editorial improvements to the draft MASS and ROC certificates as proposed in document MSC 111/5/6;
- .3 MSC 111/5/15 (IACS), providing technical input to the proposals for the forms of certificates as set out in the annex of document MSC 111/5/6, with a view to ensuring that the format and content of the certificates and records comply with the requirements stipulated in chapter 5 and other relevant chapters of the draft MASS Code;
- .4 MSC 111/5/17 (United Kingdom), commenting on the proposals for draft forms of certificates for the MASS and the ROC with associated records in document MSC 111/5/6 and proposing an alternative to the format and the content of the MASS and ROC Records; and
- .5 MSC 111/5/18 (United Kingdom), commenting on, and proposing amendments to, the draft forms of certificates for the MASS and the ROC for the draft MASS Code as set out in document MSC 111/5/6.

5.22 In considering the above documents, the Committee noted the following views:

- .1 in the light of the intended practical use of the MASS and ROC records, the submitted proposals may need to be simplified while ensuring that key information is reflected, such as the design and operation of the MASS and the ROC, including the specific functional characteristics of remote or autonomous control systems and their operational limitations;
- .2 the draft forms of certificates and records for MASS and the ROC, as contained in document MSC 111/5/6, are supported and should form the basis for further discussion towards their finalization; and
- .3 uncertainty remains with regard to the issuing authority for provisional certificates for the MASS and the ROC before conducting testing of MASS under section 5.5 of the draft MASS Code, in particular whether this should be the flag State or the coastal State; this matter should therefore be clarified in the MASS Code prior to its adoption.

5.23 Having noted the above-mentioned views, the Committee subsequently instructed the MASS Working Group to further consider the proposed certificate forms and associated records, using document MSC 111/5/6 as the basis, taking into account the discussion in plenary and documents MSC 111/5/14, MSC 111/5/15, MSC 111/5/17 and MSC 111/5/18.

Development of the framework for a MASS Experience-Building Phase (EBP)

5.24 The Committee recalled that MSC 110 had:

- .1 noted the Working Group's agreement that the development of a framework for an Experience-Building Phase (EBP), post adoption of the non-mandatory MASS Code, would start at MSC 111 (MSC 110/21, paragraph 5.79.3);
- .2 agreed to keep document MSC 110/5/20 (One Sea ry) in abeyance and instructed the MASS Working Group to advise the Committee on how to address the proposals in the document at a later stage and invited interested Member States and international organizations to continue providing the Committee with their experience in the application and the uptake of the non-mandatory MASS Code during the EBP (MSC 110/21, paragraphs 5.63 and 5.64); and
- .3 requested the Secretariat to develop a list of topics to be addressed during the EBP, following the expected adoption of the non-mandatory MASS Code (MSC 110/21, paragraph 5.77).

5.25 The Committee also recalled that the Experience-Building Phase (EBP) could only commence once the MASS Code had been finalized, adopted and brought into application, and further noted that, in accordance with the Revised MASS Road Map (MSC 110/WP.8, annex 2), MSC 112 (December 2026) was expected to develop a framework for the EBP.

5.26 With regard to the EBP, the Committee considered the following documents:

- .1 MSC 111/5/4 (Secretariat), providing an initial list of topics proposed for consideration during the Experience-Building Phase, derived from the review of MASS-related outcomes from MSC 98 onwards, as requested at MSC 110;
- .2 MSC 111/5/7 (Norway et al.), providing suggestions for the development of the experience-building phase framework based on previous experience with other IMO instruments;
- .3 MSC 111/5/8 (Russian Federation), providing general outcomes on the use of MASS flying the flag of the Russian Federation, including information regarding the issues of interest to the Committee on the further development of autonomous navigation (a-Navigation);
- .4 MSC 111/5/10 (Republic of Korea), proposing a strategic approach for the development of the framework for the EBP, based on a three-stage operational framework similar to the EBP for the Ballast Water Management (BWM) Convention;
- .5 MSC 111/5/13 (Japan), highlighting key considerations for developing an EBP framework, including defining the EBP's purpose, establishing a three-category structured feedback mechanism, and introducing a standardized feedback form; and

- .6 MSC 111/5/16 (One Sea ry), proposing considerations for a structured, evidence-based EBP framework for the MASS Code, including standardized data collection, identification of barriers to technology uptake, and strict timelines to support timely development of the mandatory Code.

5.27 In addition to the above-listed documents, the Committee noted the information provided in the following documents:

- .1 MSC 111/INF.12 (Japan), informing about Stage 2 of Japan's MEGURI 2040 Fully Autonomous Ship Project, which aims at establishing the technological, regulatory and operational foundations necessary for the commercial deployment of MASS with trials conducted using a total of four vessels and two Remote Operation Centres (ROCs); and
- .2 MSC 111/INF.17 (Republic of Korea), informing on AI-based shipboard maintenance support technologies intended to assist seafarers, remote operators and inspectors in their decision-making and the performance of their duties in the context of maritime digitalization associated with the introduction of new technologies, including maritime autonomous surface ships (MASS).

5.28 Following consideration, the Committee noted the following views:

- .1 the work on the EBP requires a structured, evidence-based approach, taking into account key elements, including the human element, and the competency needs of the master and those of remote operators;
- .2 connectivity and network governance are not currently sufficiently reflected and require a network capacity analysis, as well as consideration by the NCSR Sub-Committee and ITU, with an oversight mechanism similar to the GMDSS framework;
- .3 the EBP is an important transitional phase following the adoption of the non-mandatory Code and should focus on clearly defined objectives, enhancing the reasonableness, effectiveness and practicability of the MASS Code, and providing an evidence base for the future mandatory Code; it should not extend beyond the adoption of the mandatory Code, and the 2030 target date should not take precedence over the quality of the rules and their effective implementation;
- .4 a clearly defined purpose for the EBP is needed, while ensuring that it is not overly burdensome and is based on operational experience, supported by standardized reporting and data collection;
- .5 the EBP should be practical and evidence-based, taking into account the capacity constraints of developing maritime nations;
- .6 the EBP should be inclusive, taking into account the needs of developing countries, particularly in addressing implementation challenges; and
- .7 the practical implications for archipelagic, port, coastal and seafarer-supplying States, as well as for seafarers, should be taken into account in the EBP; a careful assessment is required to address issues relating to training and certification, as well as the roles and responsibilities of the master and the ROC.

5.29 Having noted the above-mentioned views, the Committee subsequently agreed to the establishment of an Experience-Building Phase (EBP) for MASS and instructed the MASS Working Group to develop a framework for the EBP, if time permitted, taking into account the discussion in plenary and documents MSC 110/5/20, MSC 111/5/4, MSC 111/5/7, MSC 111/5/8, MSC 111/5/10, MSC 111/5/13 and MSC 111/5/16, as well as documents MSC 111/INF.12 and MSC 111/INF.17.

5.30 The Committee further instructed the MASS Working Group to update the list of documents to be considered during the EBP, based on annex 4 to document MSC 110/WP.8.

Establishment of the MASS Working Group

5.31 Subsequently, the Committee established the MASS Working Group and instructed it, taking into account comments and decisions made in plenary, to:

- .1 as a priority, finalize the non-mandatory MASS Code and associated MSC resolution, using document MSC 111/5/3 as the base document and taking into account documents MSC 111/5, MSC 111/5/1, MSC 111/5/2, MSC 111/5/3, MSC 111/5/5, MSC 111/5/9, MSC 111/5/11 and MSC 111/5/12;
- .2 finalize the formats of MASS and ROC certificates, as well as associated formats of record, to be annexed to the MASS Code, based on the annex to document MSC 111/5/6, taking into account documents MSC 111/5/14, MSC 111/5/15, MSC 111/5/17 and MSC 111/5/18;
- .3 if time permits, develop a framework for an experience-building phase, taking into account documents MSC 110/5/20, MSC 111/5/4, MSC 111/5/7, MSC 111/5/8, MSC 111/5/10, MSC 111/5/13, MSC 111/5/16, MSC 111/INF.12 and MSC 111/INF.17, and update the list of documents to be considered during the EBP, based on annex 4 to document MSC 110/WP.8, including considering document MSC/ISWG/MASS 4/2/1;
- .4 update the Revised road map, based on annex 8 to document MSC 110/21/Add.1, if necessary;
- .5 prepare a justification for the extension of the target completion year of the output, in line with the Revised road map; and
- .6 identify the IMO bodies to review the MASS Code, if adopted at this session, in line with the Revised road map.

Report of the MASS Working Group

5.32 Having considered the report of the MASS Working Group (MSC 111/WP.9), the Committee approved it in general and took action as described hereunder.

Finalization of the MASS Code

5.33 The Committee noted that the Group had finalized the draft MASS Code, comprising three parts, with prescriptive provisions in parts I and II and goal-based provisions in part III, covering all aspects of maritime safety and security applicable to a MASS, in addition to the requirements under the applicable mandatory instruments, including SOLAS.

Application of the 1978 STCW Convention and STCW Code for assigned roles in the ROC

5.34 The Committee noted that the Group had considered and reaffirmed the text of regulation II/14.1.2 of the draft MASS Code, providing that, for the purpose of chapter 14, the training and watchkeeping standards as addressed by the 1978 STCW Convention and STCW Code may be considered by the Administration for the assigned roles in the remote operations centre (ROC).

5.35 The Committee also noted the Group's agreement to reaffirm regulation II/14.1.3 of the draft MASS Code, which permitted an Administration to designate a ROC as a location directly associated with the navigational bridge and part of the machinery space.

Adoption of the non-mandatory goal-based MASS Code

5.36 Subsequently, the Committee adopted resolution MSC.595(111) on International Code of Safety for Maritime Autonomous Surface Ships (MASS Code), as set out in annex 16.

Invitation to FAL, LEG and MEPC

5.37 Following adoption of the non-mandatory and goal-based MASS Code, the Committee agreed to invite FAL, LEG and MEPC to note resolution MSC.595(111).

MASS Experience-building phase

5.38 The Committee, having earlier agreed to the Experience-Building Phase (EBP) (see paragraph 5.29), noted that, due to time constraints, the Group had not discussed a draft framework for the EBP.

5.39 Subsequently, the Committee agreed to invite Member States and observer organizations to submit proposals for the EBP framework to MSC 112.

Extension of the target completion year

5.40 The Committee, recalling its earlier decision to establish the EBP and noting the Group's justification for continuing work on MASS during the EBP, with a view to achieving its intended outcome, namely, the finalization and adoption of the mandatory MASS Code, agreed to extend the target completion year to 2030.

5.41 In this connection, the Committee concurred with the Group that expert input was required for the revision of the non-mandatory Code and for the development of the chapters and regulations of the mandatory Code, and assigned the CCC, HTW, III, NCSR, SDC and SSE Sub-Committees as associated organs for this output.

Revised road map for developing a goal-based code for MASS

5.42 Following the adoption of the MASS Code, the Committee considered the outcome of the Group on the revision of the road map, noting in particular that several delegations expressed the view that the timeline envisaging adoption of the mandatory MASS Code in 2030 and its subsequent entry into force in 2032 appeared unrealistic, and suggested that the entry-into-force date should be deferred to 2036.

5.43 Notwithstanding the above, the Committee noted that the Group had acknowledged that the 2032 entry into force of the mandatory Code was ambitious but had nevertheless agreed to continue working towards the target year of 2030 for its adoption, recognizing that this target may need to be revisited at a later stage, if necessary.

5.44 The Committee also noted that the Group agreed that requests to the relevant sub-committees should be clearly defined and targeted; however, such requests could not be prepared due to limited time. Subsequently, the Committee agreed that specific requests to the relevant IMO bodies should be considered at MSC 112.

5.45 Subsequently, the Committee endorsed the Revised road map for developing a goal-based code for MASS, as set out in annex 17.

Re-establishment of the MASS Working Group at MSC 112

5.46 Recalling its earlier decision on the EBP, the Revised road map and the need for formulation of specific requests to the relevant IMO bodies, the Committee agreed to re-establish the MASS Working Group at MSC 112 in principle, pending input and submissions to MSC 112, with the following draft terms of reference, and instructed it to:

- .1 develop a framework for an experience-building phase (EBP), taking into account documents MSC 110/5/20, MSC 111/5/4, MSC 111/5/7, MSC 111/5/8, MSC 111/5/10, MSC 111/5/13, MSC 111/5/16, MSC 111/INF.12, MSC 111/INF.17 and MSC 111/WP.9;
- .2 develop an EBP reporting template, identifying the data fields and data formats needed for the subsequent data analysis;
- .3 formulate detailed requests and priorities for the associated IMO bodies to review the adopted non-mandatory MASS Code;
- .4 develop specifications for the data repository of the EBP, including reporting requirements; and
- .5 update the list of documents to be considered during the EBP, based on annex 4 to document MSC 110/WP.8, including considering document MSC/ISWG/MASS 4/2/1.

6 DEVELOPMENT OF A SAFETY REGULATORY FRAMEWORK TO SUPPORT THE REDUCTION OF GHG EMISSIONS FROM SHIPS USING NEW TECHNOLOGIES AND ALTERNATIVE FUELS

Background

6.1 The Committee recalled that MSC 110 had endorsed the recommendations (MSC 110/WP.9, annex 1) on addressing existing barriers and gaps related to alternative fuels and new technologies, including those related to nuclear power (MSC 110/21, paragraph 6.52).

6.2 The Committee also recalled that MSC 110, while considering instructions to be referred to specific sub-committees (MSC 110/WP.9, annexes 3 to 5), had agreed to give them flexibility on how to arrange and organize their work, taking into account their workload. MSC 110 had also agreed that, by referring the tasks to sub-committees, the output on "Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels" would be included in the agendas of those sub-committees which had already been identified, as well as in the agendas of any other sub-committees which might also be tasked in the future (MSC 110/21, paragraphs 6.53 and 6.54).

6.3 The Committee further recalled that MSC 110 had noted that the recommended tasks to address existing barriers and gaps related to alternative fuels and new technologies needed to

be considered by the sub-committees according to the Committees' method of work when defining the scope of relevant outputs. In this context, MSC 110 had instructed the sub-committees to develop a holistic work plan to assess the gaps and barriers, and to identify the instruments that might need to be amended, with a view to reporting back to the Committee in order to seek relevant instructions prior to the development of such amendments.

Work plan for the development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels under the purview of the CCC Sub-Committee

6.4 The Committee considered paragraph 2.16 of document MSC 111/14 (Secretariat) and concurrently endorsed the work plan for the development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels under the purview of the CCC Sub-Committee, as contained in annex 5 to document CCC 11/16. The Committee also noted that the CCC Sub-Committee had considered the proposal by the Working Group, to be recorded for CCC 12, concerning working arrangements for future working groups.

Work plan for the development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels under the purview of the SDC Sub-Committee; and transfer of the work related to battery energy storage systems (BESS) to the SDC Sub-Committee

6.5 The Committee considered paragraph 2.20 of document MSC 111/12 (Secretariat), concerning endorsement of the draft work plan for the development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels under the purview of the SDC Sub-Committee, as set out in annex 8 to document SDC 12/18 (Secretariat).

6.6 In this context, the Committee recalled that, in considering how to progress the work on battery systems as novel technology for ships, SSE 12 (SSE 12/WP.1/Rev.1, paragraph 17.10) had recalled that MSC 110 had agreed on the continued use of the transfer of outputs between the SDC and SSE Sub-Committees, when necessary, to balance their respective workloads (MSC 110/21, paragraph 18.108). SSE 12 had also recalled that SDC 12 had included lithium-ion batteries and swappable traction batteries in its work plan on GHG safety (SDC 12/18, annex 8) and that SDC 12 had been expected to contribute to the work on battery technologies under SSE, notably from a structural, stability and sub-divisional aspect (SDC 12/18, paragraph 9.24.2).

6.7 The Committee also recalled that, having acknowledged the benefits of consolidating the battery-related work under a single workstream within the SDC Sub-Committee, and noting the agreement between the respective Chairs of the SDC and SSE Sub-Committees, SSE 12 (SSE 12/WP.1/Rev.1, paragraph 17.11) had:

- .1 agreed to transfer the work and invited MSC 111 to endorse the agreement accordingly, under the appropriate agenda item of the Committee; and
- .2 further instructed the Working Group on GHG Safety established at that session (SSE 12/WP.5) to reflect this decision in the GHG work plan, and to consider appropriate intersessional working arrangements and advise the Sub-Committee accordingly.

6.8 In the aforementioned context, the Committee considered paragraphs 2.4 and 2.5 of document MSC 111/WP.4 (Secretariat) concerning the decisions of SSE 12 with regard to the transfer of the work related to battery energy storage systems (BESS) to the SDC Sub-Committee.

6.9 After consideration, the Committee agreed to:

- .1 endorse the transfer of the development of interim guidelines for ships using BESS to the SDC Sub-Committee;
- .2 instruct the GHG Safety Working Group to effect the inclusion of the work concerning the development of interim guidelines for ships using BESS into the SDC Sub-Committee's work plan as set out in annex 8 to document SDC 12/18, including consideration of prioritization aspects, taking into account annex 2 to document SSE 12/WP.5, with a view to endorsement by the Committee; and
- .3 instruct the Correspondence Group on GHG Safety established at SSE 12 to report to SDC 13.

6.10 Having noted the view expressed that the term of reference of the SDC Sub-Committee's GHG Safety Correspondence Group contained in paragraph 9.30.6 of document SDC 12/18, reading "consider development of draft amendments to SOLAS regulation II-1/41 to allow for batteries to be used as the main source of electrical power and lighting systems", would be better transferred as an additional term of reference for the Correspondence Group on GHG Safety established at SSE 12 (SSE 12/WP.5, paragraph 14), the Committee agreed to refer this matter for further consideration by the GHG Safety Working Group, in conjunction with the instruction reflected in paragraph 6.9.2 above.

Draft amendments to SOLAS chapter II-1 and the IGF Code

6.11 The Committee recalled that MSC 110 had considered the draft amendments to SOLAS chapter II-1 and the IGF Code, prepared by the Drafting Group (MSC 110/WP.7, annexes 16 and 17), related to the "one ship, one code" policy for gas carriers, as well as terminology, such as "gaseous fuel", "low-flashpoint fuel" and "IGF Code".

6.12 The Committee also recalled that, having noted that there might be unintended consequences emanating from the draft amendments in the annexes referred to, particularly in relation to the "one ship, one code" policy for gas carriers, and that the draft amendments were expected to be adopted together with the draft amendments to the IGC Code at MSC 112, MSC 110 had agreed that the draft amendments to SOLAS chapter II-1 and the IGF Code should be further considered with a view to approval at MSC 111 (MSC 110/21, paragraph 3.64).

6.13 The Committee further recalled that, having reaffirmed the application of the "one ship, one code" policy, MSC 110 had agreed that:

- .1 gas carriers using products listed in chapter 19 of the IGC Code as fuel would be subject to the IGC Code requirements;
- .2 as the IGC Code currently does not include specific provisions on using gaseous or low-flashpoint fuels not listed in chapter 19 of the IGC Code, as fuel, while also recognizing that safety provisions for such fuels had been developed within the IGF Code framework, relevant requirements derived from both Codes would need to be considered to ensure the safety of the fuel system and the cargo, by developing dedicated guidelines for gas carriers using a gaseous or low-flashpoint fuel not listed in chapter 19 of the IGC Code, thereby facilitating compliance and consistency of application of the "one ship, one code" policy; and
- .3 draft amendments to SOLAS chapter II-1, the IGF Code and the IGC Code would need to reflect the agreed policy.

6.14 In this context, the Committee considered document MSC 111/6 (Republic of Korea and SIGTTO), aiming to accurately reflect in the regulatory text the decisions made at MSC 110 concerning the "one ship, one code" policy in relation to the scope of application of the IGF Code to gas carriers using gaseous or low-flashpoint fuels, and accordingly proposed to amend SOLAS regulation II-1/56.4, to propose a corresponding revision to the preamble of the IGF Code, and to review the related provisions of the IGC Code.

6.15 In the ensuing discussion, the Committee noted the following views expressed:

- .1 applying the "one ship, one code" policy was important for consistent implementation. MSC 110 agreed that, for gas carriers using gaseous or low-flashpoint fuels not listed in chapter 19 of the IGC Code, the IGF Code should not be directly applied, and dedicated IMO guidelines should be used instead for approval by the Administration. Document MSC 111/6 proposes wording to clearly reflect this understanding in SOLAS regulation II-1/56 and the IGF Code;
- .2 the proposed wording in document MSC 111/6 introduces new approval requirements for gas carriers using gaseous or low-flashpoint fuels. As this approach may go beyond the scope of SOLAS regulation II-1/56, the wording should be further discussed in detail by the Working Group, to avoid unintended regulatory overlap;
- .3 the textual modifications proposed in document MSC 111/6 reflect the decisions made at MSC 110 and tackle interpretative ambiguity concerning the applicability of the IGF Code and guidelines to gas carriers subject to the IGC Code. Therefore, document MSC 111/6 should be referred to the Working Group, with the aim of finalization before adoption at MSC 112;
- .4 it is essential that the regulatory framework remain coherent and practical as the industry adopts alternative fuels. It is supported to clearly delineate the applicability of the IGC and IGF Codes, particularly for fuels like methanol and hydrogen. It is further supported to allow the Administration to approve arrangements for alternative fuels considering guidelines developed by the Organization;
- .5 any reference to guidelines should be carefully drafted so that non-mandatory guidelines are not converted indirectly into mandatory requirements. Transitioning to alternative fuels should be supported by capacity-building and technical cooperation for developing countries;
- .6 gas carriers should not be subject to overlapping or potentially conflicting requirements under both the IGC and IGF Codes. At the same time, it is noted that the fuels under consideration, including hydrogen, methanol and other low-flashpoint fuels, introduce hazards that are both new and significant. Where the technical risks are substantial, legal clarity alone is not sufficient. The regulatory framework must also provide a level of assurance that is consistent, robust and readily enforceable by the Administration and port State control authorities. Therefore, the proposal in document MSC 111/6 could be considered as a pragmatic interim solution. However, because the supporting guidelines would be recommendatory in nature, their effectiveness would depend entirely on the rigour with which they are applied by the Administration. For this reason, the guidelines should be developed with a high degree of technical detail and should, in due course, be reviewed with a view to determining whether key safety provisions should be incorporated into mandatory instruments once sufficient operational experience has been gained;

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- .7 it was acknowledged that the current wording for SOLAS regulation II-1/56, as contained in annex 16 to document MSC 110/WP.7, does not include an explicit operative exclusion clause for gas carriers using gaseous or low-flashpoint fuels not listed in chapter 19 of the IGC Code; and that this would give rise to interpretative ambiguity regarding the applicability of part G of SOLAS chapter II-1 to such ships. However, neither the text in annex 16 to document MSC 110/WP.7, nor the proposed text in document MSC 111/6, fully resolves this issue. Both formulations introduce a requirement for an approval by the Administration within SOLAS regulation II-1/56, which serves exclusively as the application provision for part G. Introducing prescriptive compliance or approval requirements within an application clause is inconsistent with the purpose of the clause. Regarding the proposed amendments to the preamble of the IGF Code set out in document MSC 111/6, the corresponding amendments contained in annex 17 to document MSC 110/WP.7 were preferable, as they appeared to be clearer and simpler;
- .8 with regard to the proposed approval by the Administration based on guidelines, it was important to achieve consistent implementation across Administrations. In this context, it could be useful if the guidelines indicated a minimum set of core safety objectives to support uniform safety outcomes, while retaining the necessary flexibility. The interface between cargo systems and fuel systems has particular importance for gas carriers using fuels such as methanol or hydrogen. The guidelines could, to the extent feasible, adopt a future-ready and fuel-neutral approach, so that emerging fuels can be accommodated without the need for frequent regulatory updates. These aspects would complement the proposal in document MSC 111/6, and support smooth and consistent implementation by the Administration and the industry;
- .9 both the wording in annex 16 to document MSC 110/WP.7 and the proposal in document MSC 111/6 contain prescriptive requirements and therefore go beyond the purpose of SOLAS regulation II-1/56. This is a matter of drafting, and therefore the Working Group should be able to achieve a result that will preserve the intent of SOLAS regulation II-1/56 and at the same time provide the needed clarity for gas carriers;
- .10 the proposed mechanism involving an approval by the Administration, taking into account guidelines developed by IMO, is a practical and flexible approach that supports safety, while accommodating evolving fuel technologies. At the same time, it is important to develop clear and comprehensive guidance to support consistent implementation, noting that reliance on non-mandatory instruments may result in varying interpretations among Administrations. In this regard, the Working Group should further review the draft with a view to ensuring clarity, consistency and effective implementation; and
- .11 the proposal in document MSC 111/6 was supported. It was also consistent with resolution A.911(22) and the existing SOLAS provisions, thereby maintaining the proper legal hierarchy between mandatory and non-mandatory instruments. In addition, efficient development of the reference guidelines for gas carriers is encouraged, as their timely availability would be essential for consistent implementation.

6.16 After consideration, the Committee agreed to refer the draft amendments to SOLAS chapter II-1 and the IGF Code, as contained in annexes 16 and 17 to document MSC 110/WP.7, respectively, to the GHG Safety Working Group, for finalization and approval at

this session, taking into account document MSC 111/6, with a view to adoption at MSC 112. The Committee also instructed the GHG Working Group to finalize the associated check/monitoring sheets and record formats, as well as the initial assessments of capacity-building implications for the draft amendments to SOLAS chapter II-1 and the IGF Code.

Draft amendments to the IGC Code

6.17 The Committee recalled that, having considered the draft amendments to the IGC Code, further progressed by the Drafting Group (MSC 110/WP.7, annex 15), MSC 110 had noted the progress made and had endorsed the list of substantial proposals to the draft amendments to the IGC Code for further consideration by the CCC Sub-Committee, with a view to reporting to MSC 111 for approval (MSC 110/WP.7, annex 14). In this regard, MSC 110 had agreed that an experts group could be established at CCC 11 to consider the aforementioned list of substantial proposals concerning the draft amendments to the IGC Code (MSC 110/21, paragraph 3.61).

6.18 The Committee also recalled that, in this context, MSC 110 had agreed that MSC.1/Circ.1543, MSC.1/Circ.1559, MSC.1/Circ.1590, MSC.1/Circ.1606, MSC.1/Circ.1617, MSC.1/Circ.1625, MSC.1/Circ.1651, MSC.1/Circ.1669 and MSC.1/Circ.1679 would be superseded, with an effective date when the draft amendments to the IGC Code entered into force, and notwithstanding that they would remain in effect for existing ships constructed prior to the entry into force of the draft amendments (MSC 110/21, paragraph 3.62).

6.19 As invited in paragraph 2.17 of document MSC 111/14 (Secretariat), the Committee noted that the CCC Sub-Committee had agreed to the draft amendments to the IGC Code prepared by the Experts Group, as set out in annex 9 of document CCC 11/16 (Secretariat); and noted that the CCC Sub-Committee had agreed to request the Secretariat to prepare a document containing consolidated draft amendments to the IGC Code with a view to approval at MSC 111 and subsequent adoption at MSC 112.

6.20 In this context, the Committee considered the following documents:

- .1 MSC 111/14/1 (Secretariat), containing the aforementioned consolidated draft amendments to the IGC Code, as contained in annex 15 to document MSC 110/WP.7 and annex 9 to document CCC 11/16, with a view to approval at this session and subsequent adoption at MSC 112;
- .2 MSC 111/14/2 (China et al.), proposing the reinstatement of certain provisions in the draft amendments to the IGC Code that were inadvertently deleted or overwritten, resulting in the loss of requirements applicable to existing gas carriers constructed before 1 July 2028; and also identifying minor editorial errors and inconsistencies for correction to ensure uniform implementation once adopted;
- .3 MSC 111/14/3 (Panama et al.), seeking clarification on the draft new paragraph 4.19.1.7 of the IGC Code, which concerns the duplication of heating systems designed to protect hull structures from exposure to low temperatures of liquefied gases; and also proposing an editorial modification to avoid misinterpretation of the scope of emergency power supply requirements;
- .4 MSC 111/14/4 (China et al.), proposing to correct structural errors identified in the draft amendments to paragraphs 4.20.1.1 and 4.20.1.2 of the IGC Code to ensure appropriate implementation;

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- .5 MSC 111/14/5 (China et al.), highlighting the potential design impacts of retroactive application of draft amendments to paragraphs 8.4.3.1 and 8.4.3.2 of the IGC Code concerning upstream pressure losses of pressure relief valves; and proposing that these amendments be applied to new ships only and that the deleted sentence currently in draft paragraph 8.4.3.2 be retained to avoid unintended consequences for existing ships;
- .6 MSC 111/14/7 (Panama and ASEF), seeking modification of the application criteria for the forthcoming amendments to the IGC Code affecting ship design and construction, in order to ensure consistent implementation and avoid unintended regulatory consequences arising from application based solely on keel-laying date; and
- .7 MSC 111/INF.10 (Panama and ASEF), providing information on an implication analysis concerning the draft amendments to the IGC Code expected to enter into force on 1 July 2028.
- 6.21 In the ensuing discussion, the Committee noted the following views expressed:
- .1 documents MSC 111/14/2, MSC 111/14/3, MSC 111/14/4 and MSC 111/14/5 contain proposals for modifications to clarify certain provisions of the draft amendments to the IGC Code, with a view to ensuring effective implementation in practice and avoiding potential inconsistencies. These documents aim to correct errors identified during the amendment process and to clarify provisions that may give rise to differing interpretations. They should be referred to the Working Group for further consideration;
- .2 the proposal in document MSC 111/14/5 was supported in that the draft amendments to paragraphs 8.4.3.1 and 8.4.3.2 of the IGC Code concerning upstream pressure losses of pressure relief valves should apply to new ships only;
- .3 the draft amendments to paragraph 8.4.3.2 of the IGC Code regarding pressure valves should be very carefully considered, since inadvertently applying them to existing ships could mean significant design changes in the disposition of such valves, that is, isolation valves and the related piping. An omission should be corrected in the draft new paragraph 4.19.1.7 regarding the heating systems for protecting hull structures. Otherwise, this could give rise to divergent interpretations and require duplication that is contrary to the principles of current designs. This text should remain aligned with MSC.1/Circ.1606;
- .4 with regard to the wording "certified safe type" in document MSC 111/14/2, it should be noted that if the wording "certified" is desired, it should be clarified that it refers to certification in line with the installed or used area based on the dangerous area plan or similar;
- .5 the proposal in document MSC 111/14/7 addresses the application criteria for forthcoming amendments to the IGC Code affecting ship design and construction. In modern shipbuilding practice, multiple ships are often constructed as a series of ships under a single building contract based on identical approved drawings and plans. However, when the application of an amendment is determined solely by the keel-laying date, ships built under the same contract and design may become subject to different regulatory requirements depending on their individual keel-laying date. Such situations

may place considerable strain on shipyards, including the need for design modifications, repeated approval processes, and the risk of contractual disputes. In this regard, MSC.1/Circ.1500/Rev.3 indicates that, for amendments affecting ship design and construction, the three-date system, namely the building contract date, keel-laying date, and delivery date, may in principle be applied. A similar approach has recently been adopted in amendments to the IGF Code. This approach will enhance quality and predictability and facilitate smoother and more consistent implementation for both industry stakeholders and administrations;

- .6 the technical evaluation in document MSC 111/INF.10 shows that the amendments to the IGC Code have substantial design implications, both in number and in scope, for ships built as of 1 July 2028. Therefore, for newbuilds, application based solely on the keel-laying date may generate serious difficulties regarding implementation for the industry and administrations, especially concerning ships that are in a series built under the same contract and approved design. Therefore, the three-date system is supported; and
- .7 currently, the application date for IGC Code ships is the keel-laying date. The change proposed in document MSC 111/14/7 would not be appropriate. The application date of the IGC Code has always been the keel-laying date. Accepting this modification would drastically prolong the implementation of the new amendments and would complicate the ability of the port States to know which requirements and amendments apply to a ship. Therefore, the proposal in document MSC 111/14/7 cannot be supported.

6.22 After consideration, the Committee agreed to instruct the GHG Safety Working Group to finalize the draft amendments to the IGC Code based on document MSC 111/14/1 and taking into account documents MSC 111/14/2, MSC 111/14/3, MSC 111/14/4, MSC 111/14/5 and MSC 111/14/7, for approval at this session, with a view to adoption at MSC 112; and to finalize the associated check/monitoring sheet and record format, as well as the initial assessment of capacity-building implications for the draft amendments to the IGC Code.

6.23 The Committee noted, with appreciation, the information provided in document MSC 111/INF.10.

Draft interim guidelines for use of ammonia cargo as fuel

6.24 The Committee considered paragraph 2.4 of document MSC 111/14, concerning approval of the draft MSC circular on interim guidelines for use of ammonia cargo as fuel set out in annex 2 to document CCC 11/16.

6.25 In this context, the Committee also considered the following documents:

- .1 MSC 111/14/9 (Japan), proposing in paragraphs 3 to 5 editorial modifications to the draft interim guidelines for use of ammonia cargo as fuel, set out in annex 2 to document CCC 11/16; and
- .2 MSC 111/14/11 (IACS), commenting on the draft interim guidelines for the use of ammonia cargo as fuel and identifying potential ambiguity arising from the repeated use of the term "ammonia cargo as fuel", particularly for gas carriers intended to carry ammonia exclusively for use as fuel and not as cargo.

6.26 In the ensuing discussion, the Committee noted the following views expressed:

- .1 the proposals in document MSC 111/14/9 could be supported, apart from paragraph 5. Removal of the reference to paragraph 16.5.2 of the IGC Code would not be aligned with the nature and intent of the interim guidelines as they were drafted. Therefore, that particular reference in the first sentence should be retained. The Working Group could further try to provide the needed clarity;
- .2 while otherwise supporting the proposals in document MSC 111/14/9, the Committee could not support paragraph 4. Retaining the reference to paragraph 12.1.8 of the IGC Code would avoid any uncertainties when discussing the ventilation requirements to be applied to an ammonia fuel preparation room;
- .3 the concerns raised in other IMO bodies were reiterated regarding the risks posed by ammonia as fuel to the safety of the crew and port personnel and to the marine environment. Given these concerns and limited operational experience with ammonia as fuel, any guidelines or future regulations pertaining to this fuel must be conservative to minimize risks and maximize containment in case of leakages. Regarding the proposal in paragraph 5 of document MSC 111/14/9, it is acknowledged that the argument made is that paragraph 16.9.3 of the IGC Code already mandates compliance with paragraph 16.5 in its entirety, which includes paragraph 16.5.2. However, given that these are interim guidelines for a new fuel type with limited operational experience, these provisions must be explicit and self-contained. Paragraph 16.5.2 establishes the baseline remote stop architecture across the ship while the additional remote stop adjacent to the fuel preparation room serves a distinct and complementary purpose. Therefore, the explicit compliance requirement with paragraph 16.5.2 must be retained;
- .4 concerning the proposal in paragraph 4 of document MSC 111/14/9, it is submitted that chapter 12 of the IGC Code applies in its entirety. Therefore, rather than deleting the reference to paragraph 12.1.8, it would be possible to include a reference that includes the whole of chapter 12, which would be entirely clear;
- .5 concerning the proposal in document MSC 111/14/11, further consideration was needed regarding whether these interim guidelines can be applied to gas carriers carrying ammonia solely for use as fuel, because these interim guidelines were originally developed as guidelines for ships using ammonia cargo as fuel. On the other hand, the amended IGC Code, which will allow the use of toxic ammonia cargo as fuel, will enter into force in July 2026. It is important that these interim guidelines will be in place when the amendments to the Code take effect. In this context, these interim guidelines should first be approved only for ammonia cargo carriers that use ammonia cargo as fuel. Application of these interim guidelines to gas carriers carrying ammonia solely for use as fuel should be addressed through future revisions;
- .6 the proposal in document MSC 111/14/11 could be supported. In this regard, the outcome of MSC 110, as elaborated in paragraph 3 of document MSC 111/6, should be taken into account;
- .7 it was important to remember that the IGC Code was amended to allow certain toxic cargoes to be used as fuel. The interim guidelines for using ammonia cargo as fuel were created for that very specific purpose;

- .8 for future purposes, clarity was needed now on whether these interim guidelines are applicable only in cases of use of ammonia cargo as fuel;
- .9 the only reason why the scope of these interim guidelines was not extended to cover all the scenarios, including the one described in document MSC 111/14/11, was procedural, because of the terms of reference and the scope within the terms of reference. Technically, these interim guidelines were suitable for all cases. In that regard, bearing in mind that these were interim guidelines, they could be improved at a later stage, when more experience is gathered; and
- .10 ammonia as fuel is needed to meet shipping's GHG reduction targets. Therefore, it should be ensured that there is guidance in place for ammonia as fuel in a gas carrier carrying anything other than ammonia;

6.27 After consideration, and having confirmed that the interim guidelines were developed for ships using ammonia cargo as fuel, the Committee agreed to refer the draft interim guidelines for use of ammonia cargo as fuel to the GHG Safety Working Group, for finalization and with a view to approval at this session, based on annex 2 to document CCC 11/16, and taking into account document MSC 111/14/9.

Draft interim guidelines for the safety of ships using hydrogen as fuel

6.28 The Committee considered paragraph 2.2 of document MSC 111/14, concerning approval of the draft MSC circular on interim guidelines for the safety of ships using hydrogen as fuel set out in annex 1 to document CCC 11/16.

6.29 In this context, the Committee also considered document MSC 111/14/9 (Japan), proposing in paragraph 2 editorial modifications to the above-mentioned draft interim guidelines for the safety of ships using hydrogen as fuel.

6.30 Having agreed to the editorial modifications proposed in paragraph 2 of document MSC 111/14/9, the Committee approved MSC.1/Circ.1701 on *Interim guidelines for the safety of ships using hydrogen as fuel*.

Establishment of the GHG Safety Working Group

6.31 Having considered the above matters, the Committee agreed to establish the Working Group on Development of a Safety Regulatory Framework to Support the Reduction of GHG Emissions from Ships Using New Technologies and Alternative Fuels (GHG Safety Working Group) and instructed it, taking into account the comments made and decisions taken in plenary, to:

- .1 effect the inclusion of the work concerning development of interim guidelines for ships using BESS into the SDC Sub-Committee's work plan as set out in annex 8 to document SDC 12/18, including consideration on prioritization aspects, taking into account annex 2 to document SSE 12/WP.5, with a view to endorsement by the Committee;
- .2 finalize the draft amendments to SOLAS chapter II-1 and the IGF Code, based on annexes 16 and 17 to document MSC 110/WP.7, respectively, taking into account document MSC 111/6, for approval at this session, with a view to adoption at MSC 112; and finalize the associated check/monitoring sheets and record formats, as well as the initial assessments of capacity-building implications for the draft amendments to SOLAS chapter II-1 and the IGF Code;

- .3 finalize the draft amendments to the IGC Code based on document MSC 111/14/1 and taking into account documents MSC 111/14/2, MSC 111/14/3, MSC 111/14/4, MSC 111/14/5 and MSC 111/14/7, for approval at this session, with a view to adoption at MSC 112; and finalize the associated check/monitoring sheet and record format, as well as the initial assessment of capacity-building implications for the draft amendments to the IGC Code; and
- .4 finalize, with a view to approval at this session, the draft interim guidelines for use of ammonia cargo as fuel, based on annex 2 to document CCC 11/16, and taking into account document MSC 111/14/9.

Report of the GHG Safety Working Group

6.32 Having considered the report of the GHG Safety Working Group (MSC 111/WP.10), the Committee approved it, in general, and took action as described in the following paragraphs.

Transfer of the work related to battery energy storage systems (BESS) to the SDC Sub-Committee

6.33 The Committee noted the deliberations of the GHG Safety Working Group concerning transfer of the work related to BESS to the SDC Sub-Committee and endorsed the work plan of the SDC Sub-Committee (MSC 111/WP.10, paragraphs 4 to 6, and annex 1).

6.34 In the above-mentioned context, the Committee also agreed to transfer the term of reference of the SDC Sub-Committee's GHG Safety Correspondence Group contained in paragraph 9.30.6 of document SDC 12/18, reading "consider development of draft amendments to SOLAS regulation II-1/41 to allow for batteries to be used as the main source of electrical power and lighting systems", as an additional term of reference for the Correspondence Group on GHG Safety established at SSE 12 (SSE 12/WP.5, paragraph 14) (MSC 111/WP.10, paragraph 7).

Draft amendments to SOLAS chapter II-1 and the IGF Code

6.35 The Committee approved draft amendments to SOLAS chapter II-1 and the IGF Code related to the "one ship, one code" policy for gas carriers as well as terminology, such as "gaseous fuel", "low-flashpoint fuel" and "IGF Code", as set out in annexes 18 and 19, respectively, and requested the Secretary-General to circulate the approved amendments in accordance with SOLAS article VIII, with a view to adoption at MSC 112 and entry into force on 1 July 2028.

Draft amendments to the IGC Code

6.36 The Committee approved draft amendments to the IGC Code, as set out in annex 20, and requested the Secretary-General to circulate the approved amendments in accordance with SOLAS article VIII, with a view to adoption at MSC 112 and entry into force on 1 July 2028.

Interim guidelines for the use of ammonia cargo as fuel

6.37 The Committee approved MSC.1/Circ.1702 on *Interim guidelines for use of ammonia cargo as fuel*.

Information contained in annexes to documents MSC 109/WP.9 and MSC 110/WP.9

6.38 The Committee noted the deliberations of the GHG Safety Working Group concerning the possible need to update the information contained in annexes to documents MSC 109/WP.9 and MSC 110/WP.9 (MSC 111/WP.10, paragraph 21).

7 MEASURES TO ENHANCE MARITIME SECURITY

Urgent matters emanating from FAL 50

Amendments to the annex to the FAL Convention

7.1 The Committee noted that FAL 50 had approved amendments to the annex to the FAL Convention, to introduce mandatory reporting of Advance Passenger Information (API) and Booking and Reservation Information (BRI) and mandatory cybersecurity measures to safeguard the maritime single windows, for circulation in accordance with article VII(2)(a) of the Convention with a view to adoption at FAL 51 (MSC 111/WP.12, paragraph 4).

Revised guidelines on maritime cyber risk management

7.2 The Committee noted that FAL 50 had approved the revised *Guidelines on maritime cyber risk management* (MSC-FAL.1/Circ.3/Rev.4) to include a reference to the IAPH *Cyber Resilience Guidelines for Emerging Technologies in the Maritime Supply Chain* under section 4.3 of the existing MSC-FAL guidelines, and had invited the Committee to concurrently approve the revised MSC-FAL guidelines (MSC 111/WP.12, paragraph 5).

7.3 Subsequently, the Committee:

- .1 concurrently approved the revised *Guidelines on maritime cyber risk management* (MSC-FAL.1/Circ.3/Rev.4); and
- .2 authorized the Secretariat to effect any minor editorial corrections that may be required.

Revised guidelines for the prevention and suppression of the smuggling of drugs, psychotropic substances and precursor chemicals on ships engaged in international maritime traffic

7.4 The Committee noted the invitation by FAL 50 to encourage Member States and international organizations to join the Correspondence Group on the Revised Guidelines for the Prevention and Suppression of the Smuggling of Drugs, Psychotropic Substances and Precursor Chemicals on Ships Engaged in International Maritime Traffic (resolutions FAL.9(34) and MSC.228(82)) (MSC 111/WP.12, paragraph 6), and encouraged Member States and international organizations to join the Correspondence Group.

Revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases

7.5 The Committee noted that FAL 50 had adopted resolution FAL.20(50) on *Revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases*, and had invited the Committee to consider consequential amendments to the revised guidelines as adopted by resolution MSC.448(99) (MSC 111/WP.12, paragraph 7).

7.6 Subsequently, the Committee:

- .1 considered the amendments to the revised guidelines, and adopted resolution MSC.448(99)/Rev.1 on *Revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases*, as set out in annex 21; and

- .2 authorized the Secretariat to effect any minor editorial corrections that might be required.

Urgent matters emanating from LEG 113

7.7 The Committee noted that LEG 113 (LEG 113/WP.1, paragraphs 15.3.2 to 15.3.4):

- .1 had agreed to establish an intersessional correspondence group to, inter alia, review existing IMO instruments with regard to necessary updates or clarifications to reflect new smuggling methods, operational vulnerabilities and evolving threats posed by organized criminal groups;
- .2 had noted the importance of avoiding the duplication of work undertaken by other IMO bodies; and
- .3 had agreed that it was premature to propose amendments to existing IMO instruments, such as the ISPS Code.

Review of the ISPS Code

7.8 The Committee was advised that document MSC 111/7/1 (United States), which related to matters emanating from LEG 113 and had been submitted under this item, had informed the Committee that the ISPS Code had not had a significant revision since its adoption, despite IMO's identification of and engagement on several other security-related concerns and the incorporation of secure shipping into IMO's mission statement; the Code included mandatory and voluntary provisions that could be leveraged to address broader security risks; and there was a need to review the ISPS Code given the growing risks posed by organized crime and other illicit activities.

7.9 In the ensuing discussion, the Committee noted the following views:

- .1 since the introduction of the ISPS Code, the maritime security threat landscape had changed significantly and was much more complex, with new and emerging threats such as Transnational Organized Crime (TOC); drugs, people, weapons and wildlife smuggling; cybersecurity; shadow fleets and civil conflicts, and this necessitated a review and strengthening of the ISPS Code;
- .2 experience gained had demonstrated that TOC groups operated highly sophisticated networks across multiple jurisdictions which adapted swiftly, evolved and exploited vulnerabilities in the maritime transport network; therefore enhanced inter-agency cooperation and maritime domain awareness were essential;
- .3 the importance of ensuring complementarity, avoidance of overlap and coordination with work ongoing in the Facilitation Committee such as the revision of the *Revised guidelines for the prevention and suppression of the smuggling of drugs, psychotropic substances and precursor chemicals on ships engaged in international maritime traffic* (resolutions FAL.9(34) and MSC.228(82)) and in the Legal Committee on Measures to address maritime security threats;
- .4 any review of the ISPS Code should take account of existing instruments, particularly the 2003 ILO/IMO Code of Practice on Security in Ports, which covered the whole port area, not just the ship/port interface, and also the LRIT requirements of SOLAS, which was an important security tool for enabling coastal States to identify suspicious ship activity;

- .5 any review of the ISPS Code should be aligned with existing international regulations and conventions, such as the United Nations Convention against Transnational Organized Crime, and should involve relevant agencies such as the United Nations Office on Drugs and Crime, given their specific expertise in countering illicit drug smuggling and other forms of illicit activity;
- .6 areas within the recommendatory part B could be considered for inclusion in the mandatory part A of the ISPS Code;
- .7 any review of the ISPS Code should retain the risk-based and flexible security framework of the Code and not lose any of the existing security measures, and should remain practical and proportionate and avoid imposing any unnecessary administrative burdens on Member States, particularly LDCs, and industry;
- .8 the importance of including in any review best practices from regional and international frameworks and mechanisms, such as the Yaoundé Code of Conduct security architecture;
- .9 capacity development would be needed to assist LDCs in the implementation of any additional requirements in a strengthened ISPS Code; and
- .10 there was a need to avoid the criminalization of seafarers, including the ship's master; any review of the ISPS Code had to ensure that it protected seafarers and did not impact their shore leave, and did not add further security responsibilities on the ship master which were beyond their reasonable control.

7.10 One delegation stated, inter alia, that in 2023, 121 tonnes of cocaine were seized in the port of Antwerp – representing a market value of over £5 billion – but with a limited impact on criminal networks. By comparison, the world's largest container shipping company recorded profits of around £30 billion, only six times more than the £5 billion that it represents. Even losses of this magnitude do not appear to significantly disrupt these organizations. This illustrates the considerable scale of illicit financial flows that remain outside of our legal economies. The long-term stability of cocaine prices suggests that supply continues to meet, and even reinforce, growing demand. The impact of organized crime in the maritime sector extends far beyond drug trafficking; criminal networks exploit vulnerabilities throughout the entire supply chain. Large-scale seizures do not eliminate criminal activity; they encourage criminal networks to exploit the next weak link.

7.11 Some delegations expressed concern over the proposed review of the ISPS Code, and the Committee noted the following views:

- .1 the enhancement of maritime security was supported but the ISPS Code had specifically been developed as a result of an act of terrorism on 11 September 2001 and experience had shown that other maritime security threats such as acts of piracy and armed robbery were right to be excluded from the Code, since shipping needed more flexible and agile solutions which were provided, for example, by BMP Maritime Security, which complemented ISPS Code security measures and allowed for flexibility and additional measures;
- .2 work underway in the Facilitation Committee on the revision of the *Revised guidelines for the prevention and suppression of the smuggling of drugs, psychotropic substances and precursor chemicals on ships engaged in international maritime traffic* (resolutions FAL.9(34) and MSC.228(82)) which was focused on TOC was a better route to address illicit activity, as opposed to reviewing the ISPS Code without an awareness of the potential impact and without proper scrutiny of proposed amendments;

- .3 there was no compelling need to review the ISPS Code as it had been written as treaty law, was deliberately broad and had not undergone revision because it worked and allowed Member States sufficient flexibility to address threats on a case-by-case basis;
- .4 additional guidance, such as the IMO *Guidelines for the prevention and suppression of the smuggling of wildlife on ships engaged in international maritime traffic* (FAL.5/Circ.50) already existed, and there was also the Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation (SUA Convention) and its protocols, the United Nations Convention against Transnational Organized Crime, etc.; and
- .5 the current ISPS Code, supplemented by additional guidelines, fully supported law enforcement authorities, and what was needed was more effort to strengthen cooperation, dialogue and experience sharing between legal authorities, e.g. on the use of crew, passenger and cargo data.

7.12 The full text of the statements made by the delegations of Belgium, Cuba, Ukraine and ICS is set out in annex 38.

7.13 Following discussion, the Committee noted that there was wide support for the information provided in document MSC 111/7/1 supporting further consideration and discussion on how the ISPS Code could be leveraged to enhance maritime security especially against illicit and criminal activities and the proposal that the Committee requests the Legal Committee to include MSC as an associated organ to the output "Measures to address maritime security threats", and took the following action:

- .1 invited the Legal Committee to endorse the inclusion of MSC as an associated organ to the output "Measures to address maritime security threats"; and
- .2 thanked the United States for the information provided on how the ISPS Code could be leveraged to enhance maritime security associated with illicit and criminal activity and invited interested Member States and international organizations to submit relevant proposals to a future session of the Committee.

Updates on developments related to maritime security

7.14 The Committee considered document MSC 111/7 (Secretariat), reporting on developments related to maritime security since MSC 110, and noted in particular the following:

- .1 information on the delivery of maritime security-related activities as part of IMO's Integrated Technical Cooperation Programme (ITCP), including regarding two EU-funded port security projects currently being implemented by the Secretariat;
- .2 adoption by the Assembly at its thirty-fourth session in December 2025 of resolution A.1205(34) on *Capacity-Development Strategy*, with one of its thematic priorities being "Maritime security – improve the security of ships, ports and seafarers through effective ratification and implementation of the IMO instruments on maritime security"; and
- .3 ongoing Secretariat support to the UN Global Counter-Terrorism Coordination Compact, including delivery of the maritime and port security elements of the comprehensive visits of the UN Counter-Terrorism Committee, and support to UNOCT workshops on vulnerable target protection.

7.15 The Committee encouraged SOLAS Contracting Governments to:

- .1 review and update the information contained in the Maritime Security module of GISIS, in particular that related to port facility security plans;
- .2 consider using the option for electronic transfer of information into and from the Maritime Security module so as to reduce the administrative burden on behalf of the nominated national point(s) of contact;
- .3 continue to effectively implement IMO security measures, including the provisions of SOLAS chapter XI-2 and the ISPS Code, taking into account new and emerging security threats, and to request IMO's technical assistance, as appropriate; and
- .4 consider donating to the International Maritime Security Trust (IMST) Fund to support the updates being made by the Secretariat to the Global Programme for the Enhancement of Maritime Security, and the continued delivery of global maritime security technical assistance.

8 PIRACY AND ARMED ROBBERY AGAINST SHIPS

Developments since MSC 110

8.1 The Committee considered document MSC 111/8 (Secretariat) reporting on developments concerning piracy and armed robbery against ships since MSC 110, including relevant statistics, and updates on the implementation of the Djibouti Code of Conduct (DCoC), the Jeddah Amendment (JA) and the Yaoundé Code of Conduct (YCoC), and noted in particular:

- .1 171 incidents of piracy and armed robbery against ships were reported to the Organization as having occurred or been attempted in 2025, constituting an increase of approximately 17% at the global level compared to 2024. The areas most affected during 2025 were the Straits of Malacca and Singapore (122), West Africa (21) and the Indian Ocean (10). The number of incidents in the Gulf of Guinea (West Africa) increased in 2025 by 4 compared to 2024, constituting an increase of approximately 24%;
- .2 in relation to the implementation of the DCoC, the region, with the support of the Secretariat, held the eighth high-level meeting on the implementation of the DCoC/JA in Mauritius in November 2025, which agreed to establish National Maritime Information Sharing Centres (NMISCs), and to the ratification of key international instruments, including the 2012 Cape Town Agreement and the STCW-F Convention, to enhance safety, professionalism, and compliance in the fisheries sector, and to address associated maritime security risks such as IUU fishing. Under the three-year, EU-funded (2025-2027) project "Safe Seas for Africa – Western Indian Ocean", the Secretariat, within the framework of the DCoC, supported Kenya and the United Republic of Tanzania in the establishment of NMISCs, assisted Kenya in developing its National Maritime Security Strategy and supported the development of the DCoC Engagement Strategy; and
- .3 in relation to initiatives in the Gulf of Guinea, the Secretariat had conducted a series of visits in August and September 2025 to the Gulf of Guinea Commission (GGC), the Economic Community of Central African States (ECCAS) and the Economic Community of West African States (ECOWAS) (in Angola, Congo

and Nigeria, respectively), to advance the development of regional maritime security initiatives, foster high-level political dialogue and provide mentorship through ad hoc consultancies. The Secretariat had also supported enhanced communication at the Multinational Maritime Coordination Centre (MMCC) in YCoC Zone D in Cameroon with the delivery of equipment and the commencement of installation and training. Under the German-funded "Boosting African Implementation of the YCoC" (BAY) project, the Secretariat organized, in close collaboration with the German Federal Foreign Office, the United Nations Institute for Training and Research (UNITAR) and the Atlantic Centre, the international conference "Maritime Security 2025: innovations and partnerships for the future". The conference was held in Ghana in December 2025 and served as a high-level platform for a broad range of public and private actors in support of forward-looking solutions to contemporary maritime security challenges. Finally, the Secretariat had carried out the inception phase of the three-year EU-funded (2025-2027) project "Safe Seas for Africa – Gulf of Guinea" between March and June 2025.

8.2 The Committee also noted a recent increase in the number of piracy and armed robbery at sea attacks occurring in the Gulf of Aden and Indian Ocean regions, with three ships having been taken by alleged pirate groups or armed robbers and at least two others subjected to attempted attacks.

8.3 In the ensuing discussion, the following views, inter alia, were expressed:

- .1 the Palau-flagged **MV Honour 25** had been attacked by pirates on 21 April 2026 off the coast of Somalia, with 17 crew kidnapped. This represented a severe humanitarian crisis for the seafarers concerned, with negotiations over their release making slow progress. The flag State was taking all available diplomatic action to ensure their safe release;
- .2 the Togo-flagged **MV Eureka** had been attacked by pirates on 2 May 2026, with the crew, including Egyptian nationals, kidnapped, and the vessel now located off the coast of Somalia, with the Egyptian authorities doing their utmost to secure the safe release of the crew;
- .3 the Gulf of Guinea had seen significant improvements to its security, including important regional and national initiatives such as Nigeria's Deep Blue project, with the Yaoundé Code of Conduct security architecture having helped Member States move from isolated to coordinated actions across the region, which demonstrated that regional ownership leads to results. However, progress remained uneven, and criminal networks continued to adapt, with more investment needed to further strengthen the Yaoundé Code of Conduct;
- .4 Saudi Arabia informed the Committee that it had provided \$200,000 to the West and Central Africa Trust Fund to support capacity development;
- .5 the importance of accurate reporting of acts of piracy and armed robbery in the Straits of Malacca and Singapore, including the need for disaggregation of statistical data, was highlighted, since accurate classification would provide greater clarity and strengthen the confidence of Member States;
- .6 the increase in the number of acts of piracy and armed robbery in 2025 was of serious concern, directly leading to significantly increased stress, fear and trauma for seafarers transiting the region, and much worse for those who had been

kidnapped. Professional crisis management was needed to support a safe and secure resolution to such cases, as well as a proactive approach to maritime security by regional, Member State and industry stakeholders, alongside full implementation of relevant security requirements; and

- .7 the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia – Information Sharing Centre (ReCAAP-ISC) was congratulated on its 20-year anniversary and important work. While most incidents in the region were petty theft and armed robbery, it was recognized that transiting ships and seafarers should not be subjected to such risks.

8.4 Some delegations highlighted the significant progress made by the DCoC in information-sharing, updated legislation, sustained training and enhanced capacity development support. However, it was recognized that maritime security threats continued to evolve, and the recent attacks off the coast of Somalia were a reminder that the region had to translate capacity development into concrete action. In 2025, the DCoC had established Working Group 3 on Operational Cooperation and Coordination at Sea, which helped connect national maritime security structures, regional information-sharing centres, navies, coast guards, law enforcement agencies and international partners around the common objective of safer and more secure seas. The DCoC was also working with a wide range of stakeholders, including the United Nations Office on Drugs and Crime. The European Union was thanked for supporting the region through the "Safe Seas for Africa – Western Indian Ocean" project and the "Crisis Response Project for the Red Sea and the Western Indian Ocean".

8.5 The full text of statements made by the delegations of Malaysia and Palau is set out in annex 38.

8.6 Following discussion, the Committee:

- .1 requested Member States to report incidents of piracy and armed robbery to the Secretariat (marsec@imo.org), using the reporting form in appendix 5 of the annex to MSC.1/Circ.1333/Rev.1 on *Recommendations to Governments for preventing and suppressing piracy and armed robbery against ships*;
- .2 requested Member States to complete and keep updated the *Questionnaire on information on port and coastal State requirements related to privately contracted armed security personnel on board ships* (MSC-FAL.1/Circ.2), to be sent to the Secretariat (marsec@imo.org) for posting on the IMO website;
- .3 noted the efforts undertaken to ensure continued implementation of the DCoC and encouraged Member States to consider making financial contributions to the DCoC Trust Fund;
- .4 called upon Member States, in line with resolution A.1159(32) on *Prevention and suppression of piracy, armed robbery against ships and illicit maritime activity in the Gulf of Guinea*, in cooperation with the Organization and as might be requested by Member States of the region, to assist YCoC implementation efforts in the Gulf of Guinea and to consider making financial contributions to the West and Central Africa Trust Fund;
- .5 encouraged Member States, shipowners and operators to fully implement the requirements of SOLAS chapter XI-2 Special measures to enhance maritime security and the ISPS Code, as well as relevant measures from BMP Maritime Security, and to be vigilant about any suspicious approaches in the Gulf of Aden and Indian Ocean regions; and

- .6 expressed gratitude to Saudi Arabia for the financial support to the West and Central Africa Trust Fund to support capacity development.

Progress report by ReCAAP-ISC

8.7 The Committee noted, with appreciation, the information contained in document MSC 111/INF.5 (ReCAAP-ISC), providing an update of the activities carried out by ReCAAP-ISC and the situation of piracy and armed robbery against ships in Asia, together with an oral update on the activities for the period January-April 2026, and thanked them for their continuous support to the Organization's piracy reporting. The full text of their statement is set out in annex 38.

9 UNSAFE MIXED MIGRATION BY SEA

9.1 The Committee, having recalled that MSC 110 had approved the draft MSC-FAL circular on *Guidelines concerning the recovery of deceased persons and of death after recovery* (MSC 110/21/Add.1, annex 10) and had invited the Facilitation Committee to concurrently approve it, noted that FAL 50:

- .1 had concurrently approved the draft MSC-FAL circular on *Guidelines concerning the recovery of deceased persons and of death after recovery*; and
- .2 had agreed to close the output in the agenda of the FAL Committee.

9.2 Subsequently, the Committee agreed that the work on the output "Unsafe Mixed Migration" had been completed.

9.3 The Committee noted that the revised edition of *Rescue at Sea: A guide to principles and practice in the context of refugees and migrants movements*, produced by IMO, ICS, and UNHCR, was available on the IMO website.¹

10 FORMAL SAFETY ASSESSMENT

Centralized FSA space

10.1 The Committee considered document MSC 111/10 (IACS), noting three decades of the Organization's use of Formal Safety Assessment (FSA) in rule-making, listing all FSA studies submitted to date, and proposing the creation of a central repository on IMODOCS to improve the visibility and long-term accessibility of these studies.

10.2 In the ensuing discussion, the Committee noted the following views:

- .1 broad support was expressed for the establishment of a centralized FSA repository to enhance transparency, long-term accessibility, and institutional continuity within the Organization's rule-making process;
- .2 the centralized archive would particularly assist developing countries in benchmarking practices, building technical expertise, and supporting evidence-based policy development; and
- .3 the delegation of the Philippines highlighted a comprehensive [FSA study](#) on enhancing the safety and environmental performance of domestic passenger ships conducted in 2021-2022, expressing its intent to share it with Member States for information and reference.

¹ [Unsafe mixed migration by sea](#)

10.3 In this respect, the Committee noted that the Secretariat had already acted upon the request and established a dedicated FSA space under "[Meeting Documents > Others](#)" on IMODOCS. In this regard, it was also noted that, as a first phase, all documents listed in the annex to document MSC 111/10 had been made available in the new space, and that, as a second phase, the Secretariat would also upload FSA reports that had previously been accessible only via external hyperlinks.

10.4 The Committee further noted that the FSA studies and FSA Experts Group reports would remain available under the relevant committee and sub-committee sessions at which they were submitted, in addition to the new central repository.

10.5 Consequently, the Committee concluded that the proposal by IACS had been successfully implemented on IMODOCS. The Committee also noted that missing or additional FSA-related documents could be added to the space on IMODOCS by contacting the Secretariat at fsa@imo.org.

11 REVIEW OF THE FINANCIAL ARCHITECTURE OF THE LRIT SYSTEM

11.1 The Committee recalled that MSC 110 had agreed to include in the biennial agenda of the Committee for the 2026-2027 biennium and in the provisional agenda for this session an output on "Review of the financial architecture of the LRIT system", with an initial target completion year of 2026, through a two-step approach, as follows:

- .1 a technical group, to be established at MSC 111, would consider the review of the financial architecture of the LRIT system, including whether the regular six-hourly LRIT position reports should be provided free of charge to coastal States entitled to receive such information, taking into account the financial impact on the LRIT system; and
- .2 subject to the outcome of discussions at MSC 111, the Committee would decide how to proceed with the development of amendments to SOLAS regulation V/19-1.

11.2 The Committee considered documents:

- .1 MSC 111/11 (Angola et al.), presenting an analysis of the financial impact of waiving costs for standard periodic LRIT position reports provided to coastal States (i.e. those transmitted every six hours), and proposing a two-step approach consisting of:
 - .1 adopting a "free-of-charge" policy for standard periodic position reports only, with effect from 1 January 2027, by means of updating the "\$0.25 1:2:6 cost model" established by MSC 88; and
 - .2 amending SOLAS regulation V/19-1.11.1 to that effect;
- .2 MSC 111/11/1 and MSC 111/INF.3 (Brazil), providing information on the primary cost elements of the LRIT system and the results of a survey analysis, supporting the free-of-charge policy for standard periodic LRIT position reports, and presenting proposals to mitigate the financial impact, such as deleting SOLAS regulation V/19-1.11.2, removing the option for changing the rate of transmission of LRIT information and adopting a phased implementation approach;

- .3 MSC 111/11/2 (Canada), commenting on document MSC 111/11, proposing examination of alternative options consisting of adopting a free-of-charge policy for standard periodic LRIT position reports for ships within the coastal States' Exclusive Economic Zone (EEZ) only; or reducing the cost to approximately 25% of the current fee for standard periodic LRIT position reports; or considering other price reduction mechanisms in order to ensure long-term financial stability and equitable burden distribution; and
- .4 MSC 111/11/3 (Liberia), commenting on documents MSC 111/11, MSC 111/11/1 and MSC 111/INF.3, supporting the objective of improving LRIT utilization, but expressing the view that the analysis presented did not sufficiently demonstrate that the current fee structure constitutes the principal barrier to the system's use and that additional data and analysis, including operational, technical and institutional capability considerations, would be required before taking any policy decision on this matter.

11.3 The delegation of Brazil, supported by other delegations, provided additional information concerning the results of a study conducted by IMSO on the operational impact on LRIT components of making standard periodic LRIT position reports free-of-charge to coastal States under the existing 1,000 nautical miles entitlement (<https://imso.org/lrit>) and recommended taking it into account during the considerations.

11.4 During the consideration, the proposal for adopting a "free-of-charge" policy regarding the provision of periodic LRIT position reports to entitled coastal States, as proposed in document MSC 111/11, was widely supported, noting that the existing LRIT charging model represented a significant financial barrier for the use of the system, particularly for developing States and small island developing States (SIDS). It was also noted that the use of LRIT information would contribute to the enhancement of coastal States' maritime domain awareness, directly supporting maritime security, safety of navigation, protection of the marine environment and search and rescue.

11.5 Some delegations supported the position presented in document MSC 111/11/3 and recommended conducting a comprehensive analysis on the financial, technical and operational impact of free-of-charge access to LRIT information by entitled coastal States, before taking any policy decision, in order to avoid transferring a disproportionate financial burden to flag States and ensuring that the system's components would be capable of handling the expected increase in message transactions.

11.6 While some delegations supported further consideration of the alternative proposals in document MSC 111/11/2, others were of the view that limiting the application of a new financial model to the EEZs or implementing cost reductions would not be beneficial, would introduce technical difficulties and could reduce operational value.

11.7 Statements made by the delegations of the Cook Islands, Georgia, Tanzania (United Republic of) and Tuvalu are set out in annex 38.

11.8 After consideration, including addressing a point of order on the proceedings to make a policy decision, raised by the delegation of the Cook Islands, the Committee noted the general support for the proposal in document MSC 111/11 and agreed to refer it to a Working Group, as the base document, for detailed consideration. In this regard, the Committee also agreed that other documents and IMSO's study should also be taken into consideration by the Working Group.

Establishment of the Working Group on Financial Architecture of the LRIT System

11.9 Following consideration, the Committee established the Working Group on Financial Architecture of the LRIT System and instructed it, taking into account comments made in plenary, using document MSC 111/11 as the basis, which was widely supported in plenary, taking into account relevant parts of documents MSC 111/11/1, MSC 111/11/2, MSC 111/11/3 and MSC 111/INF.3, including the study on the operational impact of full exercise of coastal State entitlement (<https://imso.org/lrit>), to:

- .1 review the alternatives to adjust the financial architecture of the LRIT system to promote better utilization of the LRIT system by coastal States, and advise the Committee, as appropriate; and
- .2 based on the above, advise also on how to proceed with the development of amendments to SOLAS regulation V/19-1 and any associated instruments, if necessary.

Report of the Working Group

11.10 Having considered the report of the Working Group on Financial Architecture of the LRIT System (MSC 111/WP.11), the Committee approved it in general and took action as described below.

11.11 The Committee noted the considerations on the proposals presented in documents MSC 111/11 and MSC 111/11/2, in particular, the analysis conducted on the financial, technical, operational and regulatory implications of the proposal presented in document MSC 111/11 (MSC 111/WP.11, annex 1).

11.12 During the consideration of the proposed new "\$0.25 0:1:2:6 cost model", the delegation of Singapore made a statement, as set out in annex 38, supported by other delegations, expressing concerns due to lack of complete clarity on the potential financial and technical implications of the fundamental shift introduced by the proposed new cost model and suggesting revisiting the matter at MSC 112, taking into account the results of the recommended performance testing of the International LRIT Data Exchange (IDE).

11.13 Noting the wide support by several delegations for the Working Group's conclusions, the Committee endorsed the Group's agreement on the review of the financial architecture of the LRIT system, in particular, that the new "\$0.25 0:1:2:6 cost model" was considered necessary and justified in view of the overall benefit and effectiveness of the LRIT system.

11.14 In this connection, the Committee invited the European Commission to consider requesting the IDE operator (European Maritime Safety Agency) to conduct, under the coordination of the Operational LRIT Governance Body, performance testing of the IDE to verify its operational capacity and performance in handling the expected increase in messages to be exchanged between LRIT Data Centres as a result of the implementation of the new cost model. In this context, some delegations recommended conducting such performance testing as soon as possible and, if possible, reporting the results to MSC 112.

11.15 Concerning the draft amendments to SOLAS regulation V/19-1 and the associated draft revision of the *Performance standards and functional requirements for the long-range identification and tracking of ships* (resolution MSC.263(84)/Rev.1), the Committee considered different proposals, including the approval of the draft amendments at this session, dates of implementation and entry into force (including the application of the four-year cycle), and the possibility of deferring approval to a future session, noting the views expressed by some

delegations that additional time was required for consideration and evaluation of any possible technical and financial impact of those amendments. Some delegations also expressed concerns regarding procedural aspects during the Working Group's considerations.

11.16 In this regard, statements made by the delegations of Singapore and Ecuador are set out in annex 38.

11.17 Following consideration, the Committee:

- .1 approved the draft amendments to SOLAS regulation V/19-1 regarding the introduction of the free-of-charge policy for the provision of LRIT information to entitled coastal States, as set out in annex 22, with a view to adoption at MSC 112 and entry into force on 1 January 2032, in accordance with the four-year cycle, as provided in the *Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1481); and requested the Secretary-General to circulate them in accordance with SOLAS article VIII; and
- .2 approved, in principle, the draft revision of the *Performance standards and functional requirements for the long-range identification and tracking of ships* (resolution MSC.263(84)/Rev.1), as set out in annex 23, with a view to adoption at MSC 112 together with the above-mentioned draft amendments to SOLAS regulation V/19-1.

11.18 The delegations of the Bahamas, Liberia, the Marshall Islands, and Panama reserved their positions on the approval by the Committee of the draft amendments to SOLAS regulation V/19-1 and the draft revision of resolution MSC.263(84)/Rev.1.

11.19 Following the approval of the above-mentioned draft amendments to SOLAS regulation V/19-1, the Committee agreed to the completed check/monitoring sheet for the process of amending the SOLAS Convention and related mandatory instruments and the checklist for the identification of capacity-building implications (MSC 111/WP.11, annex 2), noting that no other instruments had been identified as requiring consequential amendments, and requested the Secretariat to complete, in accordance with annex 3 to MSC.1/Circ.1500/Rev.3, the record format for regulatory development after the session.

12 SHIP DESIGN AND CONSTRUCTION

Report of SDC 12

12.1 The Committee approved, in general, the report of the twelfth session of the Sub-Committee on Ship Design and Construction (SDC) (SDC 12/18 and MSC 111/12) and took action as indicated below.

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

12.2 The Committee approved the *Explanatory Notes for safe return to port and orderly evacuation and abandonment after a fire or flooding casualty* (MSC.1/Circ.1369/Rev.1) as a revision, with modified title, of the Interim Explanatory Notes (MSC.1/Circ.1369), which introduced amendments and additions on system operability, steering and propulsion redundancy, documentation and verification requirements, and provided improved criteria for which systems had to support evacuation and abandonment or "remain operational" after a fire or flooding casualty.

12.3 In connection with the above, the Committee noted that SDC 12 had agreed:

- .1 to provide the revised Explanatory Notes, and the list in paragraph 13 of document SDC 12/3/Rev.1, to the HTW and III Sub-Committees, and to invite them to consider whether existing instruments under their remit needed to be amended in relation to this matter; and
- .2 that further consideration, and possible merging, of circulars MSC.1/Circ.1400, MSC.1/Circ.1532/Rev.1 and MSC.1/Circ.1589 would require a new output, having invited Member States and international organizations to submit relevant proposals to the Committee.

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

12.4 The Committee considered the draft guidelines on the use of remote inspection techniques (RIT) for ESP Code surveys as alternative means to support surveyors during the close-up survey and thickness measurement (TM) when parts of the structure may not be fully accessed by the permanent means of access.

12.5 The Committee recalled that draft amendments to the 2011 ESP Code to allow the use of RIT in ESP Code surveys had already been approved at MSC 110 (MSC 110/21, paragraph 11.7 and annex 12), and adopted at this Committee session (see paragraph 3.51).

Further instructions to the Drafting Group

12.6 Subsequently, the Committee instructed the Drafting Group on Amendments to Mandatory Instruments, established under agenda item 3 (see paragraph 3.47), to finalize the draft guidelines on the use of remote inspection techniques (RIT) for ESP Code surveys, together with the associated MSC circular, as set out in annex 2 to document SDC 12/18.

Report of the Drafting Group

12.7 Having considered the relevant part of the report of the Drafting Group on Amendments to Mandatory Instruments (MSC 111/WP.8), the Committee approved MSC.1/Circ.1700 on *Guidelines on the use of remote inspection techniques (RIT) for ESP Code surveys*.

Amendments to the 2011 ESP Code and resolution MSC.133(76)

Amendments to the 2011 ESP Code

12.8 The Committee approved, in principle, the draft amendments to paragraph 5.4.2 of parts A and B of annex A of the 2011 ESP Code, harmonizing fracture detection procedures between the two annexes of the Code, adding the option of "other equivalent means" with a view to final approval by MSC 113 together with future amendments, if any, and adoption by MSC 114.

Amendments to the Technical provisions for means of access for inspections

12.9 The Committee approved the draft amendments to the *Technical provisions for means of access for inspections* (resolution MSC.133(76), as amended), as set out in annex 24, resolving an inconsistency between this resolution and the 2011 ESP Code, and requested the Secretary-General to circulate the approved amendments in accordance with SOLAS article VIII, with a view to adoption at MSC 112 and entry into force on 1 July 2028.

Revision of SOLAS chapters II-1 (part C) and V

12.10 The Committee noted the Sub-Committee agreement to resume the work on revision of SOLAS chapters II-1 (part C) and V, and related instruments regarding steering and propulsion requirements, to address both traditional and non-traditional propulsion and steering systems, at its next session, allowing work on the draft international standards for ship manoeuvrability (ISSM) to progress, and further representative trial data to be submitted in line with the updated road map (SDC 12/18, paragraphs 5.14 and 5.15).

Engine Control Room Alert Management (ECRAM) performance standards

12.11 The Committee noted the Sub-Committee's agreement with respect to the development of Engine Control Room Alert Management (ECRAM) performance standards to:

- .1 develop a stand-alone instrument, rather than modifying the bridge standards in resolution MSC.302(87) (SDC 12/18, paragraph 6.7.1); and
- .2 use the GBS format in principle and develop Tier IV requirements where necessary (SDC 12/18, paragraph 6.14).

12.12 In connection to the development of ECRAM performance standards, the Committee endorsed the road map for its development (SDC 12/18, annex 5).

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

12.13 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*.

12.14 In conjunction with the approval of the Revised Interim Guidelines, the Committee noted that the Sub-Committee had agreed:

- .1 not to include recycling-related matters in the draft revised FRP Guidelines, reiterating that FRP recycling provisions, and any other relevant sustainability matters related to the use of FRP in ship structures, should be discussed by MEPC and PPR (SDC 12/18, paragraph 7.15); and
- .2 with respect to amendments to SOLAS, the 2010 FTP Code, and other IMO instruments to enable and support the use of FRP, not to indicate, at this stage, specific additional instruments or regulations to be amended, considering it was premature to do so, also noting that the SSE Sub-Committee was currently considering relevant revision of the 2010 FTP Code (SDC 12/18, paragraph 7.16).

Experience-building phase (EBP) for the reduction of underwater radiated noise from shipping

12.15 The Committee noted the Sub-Committee's work under the output "Experience-building phase (EBP) for the reduction of underwater radiated noise from shipping", which had been reported directly to MEPC (SDC 12/18, paragraph 18.2, section 8 and annex 7).

Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels***Nuclear power and propulsion***

12.16 The Committee noted the discussion on civil liability and nuclear damage in the context of the revision of SOLAS chapter VIII and the Code of Safety for Nuclear Merchant Ships (resolution A.491(XII)) (Nuclear Code) and, following the suggestion of the Sub-Committee, invited the LEG and FAL Committees to consider liability aspects, and decide as appropriate, considering the discussion reflected in document SDC 12/18, paragraphs 9.18 and 9.19, and SDC 12/9/6 (IACS).

12.17 The Committee also noted, in the context of the revision of SOLAS chapter VIII and the Nuclear Code, that the Sub-Committee had considered a request for the establishment of an IMO/IAEA Joint Working Group (JWG), and that it had agreed not to recommend such JWG at this stage (SDC 12/18, paragraph 9.17).

12.18 In relation to the scope of the revision of SOLAS chapter VIII and the Nuclear Code, the Committee considered document MSC 111/12/2 (Chile), proposing that the Committee expand the scope of this work to include security risks in relation to nuclear powered ships, addressing critical threats such as sabotage, terrorism and cyberattacks.

12.19 In the ensuing discussion, the following views were expressed:

In support of the proposal

- .1 the revision of the Nuclear Code should follow a "holistic" approach that integrates safety and security due to the unique risks of nuclear vessels;
- .2 the scope of the revision of the Nuclear Code should be clarified in order to ensure that the security dimension is adequately covered;
- .3 security-by-design aspects related to nuclear-powered ships' design and construction features should be considered in the revision of the Nuclear Code; and
- .4 emphasizing that early inclusion of security (protection against unauthorized access, piracy, etc.) would enhance the credibility of the future framework.

Expressing opposition or procedural concerns

- .5 expertise and area of competence of the SDC Sub-Committee was limited to ship design and safety, while security matters should be dealt with separately to the safety-related elements under the Nuclear Code revision;
- .6 taking into account the safety-specific scope of the revision of the Nuclear Code, the proposal to address security-related matters related to the design or operation of nuclear-powered ships should be accompanied by a proposal for a new output;
- .7 the security of nuclear installations onboard nuclear-powered ships should be handled by IMO and IAEA (International Atomic Energy Agency) collaboratively, rather than within the revision of the Nuclear Code;
- .8 given that the Correspondence Group on GHG Safety under the purview of the SDC Sub-Committee was still working on the scoping of the Nuclear Code revision, it would be premature to make a decision on security matters at this point; and

- .9 any work on security-related matters in the context of the ongoing Nuclear Code revision should avoid duplicating existing security frameworks like the ISPS Code or IAEA standards on nuclear security or safeguards.

12.20 In addition to the views expressed above, some Member States expressed concerns regarding the use of nuclear technology in the Pacific, referencing the importance of adhering to the Treaty of Rarotonga (South Pacific Nuclear Free Zone).

12.21 Subsequently, the Committee:

- .1 invited interested Member States and international organizations to submit proposals on this matter to a future session of the Committee; and
- .2 instructed the Correspondence Group on GHG Safety under the purview of SDC Sub-Committee to continue the ongoing scoping of the Nuclear Code revision, taking the discussion on security-related matters, both at this session and MSC 112, into consideration.

Work plan on GHG safety under the purview of the SDC Sub-Committee

12.22 With respect to technologies other than nuclear propulsion, in the absence of documents submitted to SDC 12, the Committee noted that the Sub-Committee:

- .1 had invited interested delegations to submit relevant proposals to the next Sub-Committee session on wind-assisted propulsion technology (SDC 12/18, paragraph 9.23.2); and
- .2 had addressed lithium-ion batteries and swappable traction lithium-ion battery containers in the work plan, prioritizing the development of amendments to SOLAS regulation II-1/41 (SDC 12/18, paragraph 9.24 and annex 8).

12.23 The Committee endorsed the work plan for the development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels under the purview of the SDC Sub-Committee, which was subject to amendments by the GHG Safety Working Group with respect to the transfer related to development of interim guidelines for ships using BESS (see paragraph 6.9).

Means of escape from spaces below the bulkhead deck

12.24 With respect to requirements on escape arrangements from the lower part of machinery spaces, the Committee agreed that, in view of demonstrated absence of safety concerns resulting from application of existing SOLAS regulations II-2/13.4.1.1 and 13.4.2.1, the output "Review and, if necessary, amendment of SOLAS regulations II-2/13.4.1.1 and 13.4.2.1 to clarify the requirements on escape arrangements from the lower part of machinery spaces" could be considered completed.

12.25 The Committee noted that, following the discussion on means of escape from spaces below the bulkhead deck, the Sub-Committee had invited interested Member States and international organizations to submit proposals for a new output to address identified safety concerns related to inclined ladders leading to or in the way of escape routes (SDC 12/18, paragraph 11.7).

Revocation of MSC.1/Circ.1689

12.26 Subsequently, the Committee considered the Sub-Committee's request to revoke MSC.1/Circ.1689 on machinery space escape arrangements following the conclusion outlined in paragraph 12.24 that no safety concerns had been demonstrated in the application of current SOLAS regulations II-2/13.4.1.1 and 13.4.2.1.

12.27 In this connection, the Committee had for its consideration document MSC 111/12/1 (IACS), commenting on the report of SDC 12 and proposing to revise MSC.1/Circ.1689 on machinery space escape arrangements, rather than revoke it, in order to retain guidance for the consistent implementation of safety standards.

12.28 In the ensuing discussion, the following views were expressed:

In favour of revoking circular MSC.1/Circ.1689

- .1 revocation of circular MSC.1/Circ.1689, as suggested by SDC 12, should be confirmed by the Committee given that this was initially intended as a temporary transitional measure, and that SDC 12 had concluded that no further work was needed;
- .2 not revoking circular MSC.1/Circ.1689 would create a precedent, by unnecessarily duplicating existing SOLAS regulations, unified interpretation and existing relevant Port State Control (PSC) Procedures.

In favour of keeping a revised version of the circular, as proposed in document MSC 111/12/1

- .3 subject to relevant revision, as proposed by document MSC 111/12/1, to reflect the conclusion of SDC 12 and the Committee's confirmation that no safety concerns were identified in the application of existing SOLAS regulations II-2/13.4.1.1 and 13.4.2.1, circular MSC.1/Circ.1689 still provides relevant guidance to PSC inspections; and
- .4 circular MSC.1/Circ.1689 should not be revoked as it provides important regulatory certainty for shipowners, operators and Administrations.

12.29 Some delegations, while agreeing not to revoke circular MSC.1/Circ.1689, highlighted that the new paragraph 5, as proposed for its revision in annexes 1 and 2 of document MSC 111/12/1, should be amended in order to better reflect the outcome of SDC 11, and not provide additional interpretation to SOLAS regulations II-2/13.4.1.1 and 13.4.2.1 and the corresponding unified interpretation already in place (MSC.1/Circ.1511/Rev.1).

12.30 Following discussion, the Committee agreed to the revision proposed to circular MSC.1/Circ.1689, as included in annexes 1 and 2 of document MSC 111/12/1, including the deletion of the second part of paragraph 5, as highlighted below, in grey shaded strike-through text.

"5 Further, on that basis, the Committee confirmed that the terms "lower part of the space" in SOLAS regulations II-2/13.4.1.1 and 13.4.2.1 should be regarded as either the lowest deck level or a platform or passageway, ~~and that this interpretation is not intended to be understood as "whichever is lowest" among them~~ (SDC 11/17, paragraph 10.18)."

12.31 Subsequently, taking the amendment agreed in paragraph 12.30, above, the Committee approved MSC.1/Circ.1689/Rev.1 on *Escape arrangements from the lower part of machinery spaces (SOLAS regulations II-2/13.4.1.1 and 13.4.2.1)*.

Amendments to the 2009 MODU Code

12.32 The Committee adopted resolution MSC.596(111) on *Amendments to the 2009 MODU Code*, as set out in annex 25, containing amendments to chapter 6 of the 2009 MODU Code to clarify requirements for electrical equipment that must remain operational after an emergency shutdown.

Amendments to chapter 15 of the FSS Code

12.33 The Committee noted that, with respect to the development of amendments to chapter 15 of the FSS Code on nitrogen systems, the Sub-Committee (SDC 12/18, paragraphs 13.8 to 13.10):

- .1 due to time constraints, had not been able to finalize the work, and that it had decided to further progress the work at the next session, without establishing a correspondence group; and
- .2 had agreed that adequate coordination between the work of the SDC and CCC Sub-Committees should be ensured, with a view to ensuring alignment of relevant provisions on inert gas generation on both the FSS Code and the IGF Code.

Guidelines for the application of plastic pipes on ships

12.34 The Committee noted that, with respect to the development of amendments to resolution A.753(18) on *Guidelines for the application of plastic pipes on ships*, the Sub-Committee had not been able to finalize the work, and that it had decided to further progress the work at the next session, without establishing a correspondence group (SDC 12/18, paragraph 14.8).

Election of Chair and Vice-Chair for SDC Sub-Committee

12.35 The Committee noted the vacant position of SDC Vice-Chair for 2027 and that the Sub-Committee had invited nominations to its next session (SDC 12/18, paragraph 16.2).

13 HUMAN ELEMENT, TRAINING AND WATCHKEEPING

Report of HTW 12

13.1 The Committee approved, in general, the report of the twelfth session of the Sub-Committee on Human Element, Training and Watchkeeping (HTW 12/12 and MSC 111/13), and took action as indicated hereunder.

Enhancing expert participation in the review process for the development and revision of model courses

13.2 The Committee invited Member States and international organizations to take actions to enhance expert participation in the review process for the development and revision of model courses.

Comprehensive review of the 1978 STCW Convention and Code

13.3 The Committee noted that the Sub-Committee had initiated phase 2 (revision) of the comprehensive review of the 1978 STCW Convention and Code and that the work plan had been updated based on the progress made.

Development of the interim guidelines on training for seafarers on ships using alternative fuels and new technologies

13.4 The Committee approved:

- .1 STCW.7/Circ.26 on *Interim guidelines on training for seafarers on ships using methyl/ethyl alcohol as fuel* (HTW 12/12, paragraph 7.21.1 and annex 3); and
- .2 STCW.7/Circ.27 on *Interim guidelines on training for seafarers on ships using ammonia as fuel* (HTW 12/12, paragraph 7.21.2 and annex 4),

and invited MEPC 85 to note this action accordingly.

13.5 In this context, the Committee considered whether separate training guidelines should be developed for seafarers serving on ships subject to the IGC Code using ammonia as fuel, and noted:

- .1 concerns that the application of the "one ship, one code" policy to training, combined with the different types of alternative fuels to be addressed, could lead to overtraining of seafarers and advocated instead for a "one fuel, one training" approach, avoiding training overlaps;
- .2 that, should training guidelines for ships subject to the IGC Code be developed, such guidelines should be prepared separately, taking into account the design philosophy of gas carriers; and
- .3 that any future decision should be based on additional practical experience in the training of seafarers, to be considered carefully before incorporating training provisions relating to ships using ammonia as fuel into the STCW Convention and Code, and that the matter should be revisited at a future stage.

13.6 Following discussion, the Committee agreed that, at this stage, separate training guidelines for seafarers serving on ships subject to the IGC Code using ammonia cargo as fuel were not necessary, having noted that the *Interim guidelines on training for seafarers on ships using ammonia as fuel* (STCW.7/Circ.27) maintained a broad scope of application without excluding IGC Code ships, and that administrations might consider applying alternative arrangements based on these interim guidelines; and instructed the HTW Sub-Committee to note this agreement accordingly.

13.7 The Committee endorsed the work plan for the development of training provisions for seafarers on ships using alternative fuels and new technologies (HTW 12/12, paragraph 7.25 and annex 5).

13.8 In the context of the approval of STCW.7/Circ.27 on *Interim guidelines on training for seafarers on ships using ammonia as fuel*, the Committee noted a statement made by the delegation of the Cook Islands, as set out in annex 38, emphasizing that safety had to remain paramount and that decarbonization objectives should not unduly accelerate decision-making in areas where operational experience remained limited. The delegation highlighted that ammonia

presented a distinct risk profile, including acute toxicity posing significant risks to both crew and the environment, and should therefore not be treated as procedurally equivalent to other alternative fuels such as methanol. The delegation further emphasized the need for continued review of the guidelines to ensure that they reflected a precautionary approach and were technically mature and sufficiently robust to adequately minimize risks to seafarers, ships and the marine environment.

Secretary-General's reports pursuant to STCW regulations

Secretary-General's report pursuant to STCW regulation I/7

13.9 The Committee considered the report for San Marino, as set out in document MSC 111/WP.3, confirmed that the information provided demonstrated that full and complete effect to the provisions of the STCW Convention was given by this Party, and requested the Secretariat to issue an update of the list of Parties giving full and complete effect to the relevant provisions of the Convention by means of MSC.1/Circ.1163/Rev.14. In this context, the Committee noted the statement made by the delegation of San Marino, expressing its appreciation for the Secretary-General, the Secretariat, and the panel of competent persons' efforts concerning the communication of information and oversight processes, as well as their commitment to the effective implementation of the Convention and contributions to the comprehensive review of the STCW Convention and Code.

Secretary-General's report pursuant to STCW regulation I/8

13.10 The Committee considered the reports for Antigua and Barbuda, the Bahamas, Colombia, the Democratic People's Republic of Korea, France, Georgia, India, Lebanon, Mauritania, Romania, Serbia, Thailand and the United Kingdom, as set out in document MSC 111/WP.3/Add.1, confirmed that the information provided demonstrated that these STCW Parties continued to give full and complete effect to the provisions of the STCW Convention; and requested the Secretariat to issue updated information concerning the subsequent reports by means of MSC.1/Circ.1164/Rev.31.

13.11 In this regard, the Committee encouraged Parties to the STCW Convention to submit their subsequent reports, in accordance with sections A-I/7 and A-I/8 of the STCW Code, through the new GISIS STCW module.

Approval of competent persons

13.12 The Committee considered document MSC 111/13/1 (Secretariat), containing information provided by STCW Parties regarding experts made available or recommended for inclusion in the list of competent persons, as well as competent persons to be withdrawn from the list.

13.13 Following consideration, the Committee took action as follows:

- .1 approved the inclusion of 19 competent persons recommended by 10 STCW Parties in the list of competent persons maintained by the Secretary-General pursuant to section A-I/7 of the STCW Code and requested the Secretariat to issue the revised list by means of MSC.1/Circ.797/Rev.43;
- .2 noted the competent persons who had been withdrawn from the list by two STCW Parties;

- .3 invited STCW Parties to inform the Secretariat of any amendment that the list might require (withdrawals, additions, change of address, etc.), with a view to ensuring that the competent persons listed in the latest revision of MSC.1/Circ.797 were available to serve and were readily contactable; and
- .4 having thanked those STCW Parties that had nominated competent persons, encouraged all Parties to nominate more competent persons to ensure the effective implementation of the provisions of the STCW Convention.

Communication with ILO

13.14 The Committee recalled that MSC 110 had noted that the fifth meeting of the Special Tripartite Committee of the MLC, 2006 (STC 5), which was held in Geneva from 7 to 11 April 2025, had considered matters related to the hours of work and rest. In this context, the Committee noted that relevant decisions had been made by the ILO Governing Body, in particular the endorsement of the STC's request to convene a meeting of the JTWG on hours of work and hours of rest. The Committee also noted that communications between the ILO and IMO Secretariats were ongoing concerning the possible submission of a document for consideration of the outcome of the meeting of the ILO Governing Body, with a view to taking action as appropriate.

14 CARRIAGE OF CARGOES AND CONTAINERS

Report of CCC 11

14.1 The Committee approved, in general, the report of the eleventh session of the Sub-Committee on Carriage of Cargoes and Containers (CCC) (CCC 11/16 and MSC 111/14) and took action as indicated below.

Safe use of pesticides and fumigation practices in cargo holds

14.2 The Committee noted the agreement of the CCC 11 that a new output on the safe use of pesticides and fumigation practices in cargo holds was needed and that, consequently, it had invited interested Member States and international organizations to submit a relevant proposal to the Committee.

14.3 In this regard, the Committee considered document MSC 111/14/8 (Canada), supporting the proposal for a new output in the aforementioned document; providing a summary of key elements of the Canadian regulatory framework on shipboard fumigation; and proposing to consider strengthening the fumigation safety measures by including the reference to relevant IMO guidelines in the text of SOLAS chapter VI.

14.4 Following consideration, the Committee agreed that the proposal in this document would require a new output.

Appropriateness and effectiveness of SOLAS regulation VII/3 in relation to IMDG Code

14.5 The Committee noted that CCC 11 had referred document CCC 11/6/1 (Secretariat), concerning *initial review of the appropriateness and effectiveness of SOLAS regulation VII/3*, to the forty-third session of the E&T Group (on IMDG) with a view to reporting a preliminary outcome of its deliberations to this session of the Committee.

14.6 In this context, the Committee also noted the following views expressed at E&T 43 during consideration of this matter:

- .1 on the issue of training of shore-side personnel, E&T 43 had drawn attention to paragraph 6.2 of document CCC 10/WP.8 (Secretariat), listing several observations on potential items to discuss related to said training. Paragraph 7.4 of that document invited interested Member States and international organizations to submit relevant proposals to future sessions; and
- .2 regarding the issues related to the roles of competent authorities, E&T 43 had noted that the topic areas were quite broad, and identifying future amendments for improvements was difficult without a better understanding of the specific implementation challenges experienced by competent authorities. The sharing of experience of Member States might help identify specific areas where improvement might be warranted.

14.7 Finally, the Committee further noted that owing to time constraints, E&T 43 could not further consider this matter and had agreed to invite interested Member States and international organizations to submit related proposals to CCC 12 for further consideration.

Draft MSC circular on unified interpretations of the IGC Code

14.8 The Committee approved MSC.1/Circ.1703 on *Unified interpretations of the IGC Code* (CCC 11/16, annex 3).

Safeguards for the review of draft unified interpretations

14.9 The Committee noted the experience gained by the Sub-Committee on the use of the safeguards for the review of draft unified interpretations agreed at MSC 108 (CCC 11/16, paragraph 9.17).

SOLAS and Nairobi WRC

14.10 The Committee agreed to invite the Legal Committee to establish a working group, taking into account document CCC 11/10/4 (ICS et al.), to examine in detail the differences in the reporting requirements and the associated data elements between the two instruments (SOLAS and Nairobi WRC), with a view to finding a way to bridge the differences between the two Conventions by means of guidance or interpretation.

Reporting lost containers or observations of drifting containers

14.11 The Committee noted that CCC 11 had invited interested Member States and international organizations to consider the usefulness of the templates for use by masters when reporting lost containers or observations of drifting containers to coastal and flag States (CCC 11/WP.6, paragraph 23; and annexes 4 and 5) and to submit relevant proposals to this session of the Committee.

14.12 In this context the Committee considered document MSC 111/14/10 (Marshall Islands et al.), highlighting the usefulness of having two templates concerning mandatory reporting of loss of containers as a standard, which could be used by masters to report either containers lost or observations of drifting containers to coastal and flag States (CCC 11/WP.6, annexes 4 and 5); the positive impact of their use on navigational and maritime safety; and the relevant role that coastal and flag States could play in support on the use of the templates.

14.13 The Committee noted the broad support for the proposal set out in document MSC 111/14/10 regarding the use of standardized templates, recognizing that their use would

improve data consistency, reduce the administrative burden on masters and administrations, enhance safety at sea, and increase reporting efficiency, with a view to mitigating risks and preventing potential environmental damage.

14.14 Consequently, the Committee agreed to request the Secretariat to align existing CCC.1/Circ.7 on *Requirements for reporting the loss of containers to the organization pursuant to SOLAS regulations V/31 and V/32*, with the proposal set out in annexes 1 and 2 to document MSC 111/14/10. In addition, the Committee encouraged Member States to use the templates under consideration by masters when reporting loss or observations of drifting freight container(s) to the nearest coastal State, in addition to the reporting of lost freight containers by a flag State.

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

14.15 The Committee adopted resolution MSC.597(111) on the consolidated version of the *Revised Interim Recommendations for carriage of liquefied hydrogen in bulk*, as set out in annex 26, and requested the Secretariat to prepare the final text of the resolution.

Requirements on training for the carriage of liquefied hydrogen in bulk

14.16 The Committee, in conjunction with the finalization of the revision of the *Revised Interim Recommendations for carriage of liquefied hydrogen in bulk*, agreed to invite interested Member States and international organizations to submit a proposal for a new output concerning training on the carriage of liquefied hydrogen in bulk (CCC 11/WP.9, paragraph 13), taking into account the contents of the training required in relation to the hazards related to liquefied hydrogen.

Revision of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)

14.17 The Committee recalled that MSC 101 had endorsed the terms of reference proposed by the UNECE (MSC 101/9/1) relating to a revision of the IMO/ILO/UNECE CTU Code by the UNECE Group of Experts and had authorized the Secretariat to participate in the work of the Group.

14.18 In this context, the Committee considered the following documents:

- .1 MSC 111/14/6 (Secretariat), containing information on the process and work done by the Group of Experts on the revision and restructure of the CTU Code, and a proposal for the future establishment of a technical review body ("Technical Body") to facilitate more frequent amendments to the CTU Code; and
- .2 MSC 111/INF.4 (Secretariat), containing the draft revised IMO/ILO/UNECE CTU Code.

14.19 The Committee, considering the length and complexity of the draft CTU Code (MSC 111/14/6 and MSC 111/INF.4), together with the substantial workload at the present session, agreed to refer this matter to the CCC Sub-Committee (CCC 12) for detailed consideration, with a view to subsequent approval by MSC 112 (to be considered as an urgent matter) in December 2026.

15 NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE

Report of NCSR 12

15.1 The Committee approved, in general, the report of the twelfth session of the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) (MSC 111/15, NCSR 12/20 and Add.1) and took action as indicated hereunder.

15.2 The Committee recalled that urgent matters emanating from NCSR 12 had been considered at MSC 110 (MSC 110/21, paragraphs 15.1 to 15.7 and 18.101 to 18.104).

Ships' routing and ship reporting systems proposals

15.3 In accordance with the *Procedure for the adoption and amendment of traffic separation schemes, routing measures other than traffic separation schemes, including designation and substitution of archipelagic sea lanes, and ship reporting systems* (resolution A.858(20)), the Committee considered the establishment of new, and amendments to existing, ships' routing and ship reporting systems, and took action as indicated in paragraphs 15.4 to 15.11 below.

Updated information concerning the "South Åland Sea" traffic separation scheme

15.4 The Committee endorsed the approval of SN.1/Circ.272/Add.3 on *Routing measures other than traffic separation schemes* providing updated information about the change of chart datum and value of minimum depth in the deep-water route area within the borders of the "South Åland Sea" traffic separation scheme.

New area to be avoided "Off the coast of Réunion"

15.5 The Committee adopted the area to be avoided "Off the coast of Réunion", to be implemented six months after its adoption, and approved SN.1/Circ.346 on *Routing measures other than traffic separation schemes* containing the above-mentioned measure.

Revised mandatory ship reporting system "In the Adriatic Sea" (ADRIREP)

15.6 The Committee adopted resolution MSC.598(111) on *Mandatory ship reporting system "In the Adriatic Sea" (ADRIREP)*, with the proposed modifications in document MSC 111/15/1/Rev.1 (Italy and Montenegro), including further editorial amendments proposed by Italy during its consideration, as set out in annex 27, revising and superseding the existing mandatory ship reporting system contained in resolution MSC.139(76), annex 2, to be implemented six months after its adoption.

Amendments to the mandatory ship reporting systems "In the Sound between Denmark and Sweden" (SOUNDREP) and "In the Storebælt (Great Belt) traffic area" (BELTREP)

15.7 The Committee considered the draft amendments to the mandatory ship reporting systems "In the Sound between Denmark and Sweden" (SOUNDREP) and "In the Storebælt (Great Belt) traffic area" (BELTREP), taking into account document MSC 111/15/5 (Russian Federation) which provided comments on the draft amendments to the systems.

15.8 The Committee noted the information provided in document MSC 111/INF.14 (European Commission), concerning systems whereby certificates of insurance for maritime claims and civil liability certificates were requested, on a voluntary basis, for several areas in and around Member States of the European Union.

15.9 Some delegations shared the concerns raised in document MSC 111/15/5. In particular the delegations of China, the Russian Federation and Venezuela (Bolivarian Republic of), supported by others, made statements, as set out in annex 38, concerning the proposed amendments to the above-mentioned existing mandatory ship reporting systems, specifically on the addition of reporting evidence of insurance for maritime claims and certificates of civil liability, issued in accordance with relevant Conventions. While not agreeing to the proposed amendments, they recommended further consideration of the matter, referring principally to procedural matters at NCSR 12, the scope of the 1974 SOLAS Convention, inconsistency with

the certificate verification requirements established in the civil liability Conventions concerned, lack of compliance with UNCLOS provisions, the fact that coastal States had no right to request such information from ships exercising innocent passage, means of reporting, administrative and operational burdens that could affect safety of navigation, and discussions at the United Nations General Assembly (UNGA) on Oceans and the Law of the Sea concerning liability certificates. Furthermore, the delegations of the Russian Federation and Venezuela (Bolivarian Republic of) reserved their position on the matter.

15.10 Other delegations supported the proposed amendments to the existing mandatory ship reporting systems, noting, in particular, that the issues presented in document MSC 111/15/5 and others mentioned during its consideration had already been thoroughly considered and agreed upon during NCSR 12, and expressing the view that a legal analysis of the proposed amendments was not required. In this context, the delegation of Estonia shared its experience on the reporting of certificates of insurance, on a voluntary basis.

15.11 Noting the wide support to the proposed amendments, the Committee adopted:

- .1 resolution MSC.314(88)/Rev.1 on *Mandatory ship reporting system "In the Sound between Denmark and Sweden" (SOUNDREP)*, revising and superseding the existing mandatory ship reporting system adopted by resolution MSC.314(88), to be implemented six months after its adoption; and
- .2 resolution MSC.332(90)/Rev.1 on *Mandatory ship reporting system "In the Storebælt (Great Belt) traffic area" (BELTREP)*, revising and superseding the existing mandatory ship reporting system adopted by resolution MSC.332(90), to be implemented six months after its adoption,

as set out in annexes 28 and 29, respectively.

15.12 Following adoption, the delegations of China and the Russian Federation expressed their disagreement with the action taken, noting the lack of consensus and recalling the number of concerns that had been expressed, the request for further legal advice, the considerations at NCSR 12, including the voting process that had taken place, and that a similar proposal had been considered at the UNGA on Oceans and the Law of the Sea and no decision had been taken. Both delegations reserved their positions on the decision taken by the Committee.

Draft IMO position on ITU WRC-27 agenda items

15.13 The Committee considered documents MSC 111/15/2 (IMSO), MSC 111/15/3 and MSC 111/15/4 (United States), proposing modifications to the draft IMO position on ITU World Radiocommunication Conference 2027 (WRC-27) agenda items (NCSR 12/20, annex 7).

15.14 In view of the available time for submission of the draft IMO position to the second session of the ITU's Conference Preparatory Meeting for WRC-27 (scheduled to take place from 5 to 15 April 2027) and due to the technical profile of the proposals, the Committee referred the draft IMO position back to NCSR 13, together with the above-mentioned documents, for detailed review, consideration, and the submission of a revised draft IMO position to MSC 112. In this regard, the Committee also agreed that the final IMO position should be prepared by NCSR 14 and submitted, as an urgent matter, to MSC 113, for approval and subsequent submission to the ITU's World Radio Conference 2027 (18 October to 12 November 2027).

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

15.15 The Committee adopted resolution MSC.599(111) on *Amendments to the Worldwide Radionavigation System (resolution A.1046(27))*, as set out in annex 30, revising the annex to resolution A.1046(27) to include relevant requirements for augmentation systems; invited the Assembly to endorse the action taken; and endorsed the agreement of the Sub-Committee that recognition of augmentation systems by the Organization was not required.

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

15.16 The Committee adopted resolution MSC.379(93)/Rev.1 on *Performance standards for shipborne BeiDou Satellite Navigation System (BDS) receiver equipment*, as set out in annex 31.

Other matters

15.17 The Committee approved:

- .1 MSC.1/Circ.1704 on *Guidelines for software maintenance of shipboard computer-based navigation and communication equipment and systems*;
- .2 MSC.1/Circ.1705 on *Guidelines on carriage and use of electronic nautical publications (ENP) system*; and
- .3 MSC.1/Circ.1657/Rev.1 on *Procedure for responding to DSC distress alerts by ships*.

15.18 The Committee endorsed the action taken by the Sub-Committee in:

- .1 approving 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*;
- .2 approving liaison statements to ITU on WRC-27 agenda item 1.12, and Revision of Recommendation ITU-R M.1371-5, and requesting the Secretariat to convey them to ITU (NCSR 12/20, paragraph 6.17 and NCSR 12/WP.5, annexes 2 and 3, respectively); and
- .3 revoking COMSAR/Circ.3 on *Relations between NAVAREA Coordinators and Rescue Coordination Centres*.

15.19 Recalling the instruction of MSC 109 on the outcome of the analysis of consolidated audit summary reports (CASRs) (MSC 109/22, paragraph 15.11.5.1), the Committee agreed with the recommendation of NCSR 12 to include a new output on "Development of amendments to SOLAS regulation V/7.3 and revision of MSC.1/Circ.1079/Rev.1 on Guidelines for preparing plans for cooperation between search and rescue services and passenger ships" in the post-biennial agenda of the Committee, assigning the NCSR Sub-Committee as the associated organ, with two sessions required to complete the output.

Statements by delegations

Restrictions imposed by a mobile satellite service provider

15.20 The Committee noted the statement by the delegation of the Russian Federation, as set out in annex 38, recalling similar statements made at meetings of other IMO organs, concerning restrictions imposed by Inmarsat (i.e. an IMO-recognized mobile satellite service provider) on ships under the flag of the Russian Federation, as well as ships registered, owned or operated in the context of the Russian Federation, which currently prevented 179 ships from using certain services of the Inmarsat mobile satellite communication system, in particular, those used for general radiocommunications, including search and rescue related communications, long-range identification and tracking (LRIT) reporting, and ship security alert system (SSAS). The Russian Federation, expressing its grave concern that these actions could put at risk the lives of seafarers during search and rescue and emergency situations, urged the Organization to take any necessary actions to address those issues and invited other Member States facing similar situations to join their statement.

15.21 In response to the above concerns, the Secretary-General offered to undertake consultations with the parties concerned, and explore options to address those issues.

16 POLLUTION PREVENTION AND RESPONSE

Report of PPR 13

16.1 The Committee considered the outcome of PPR 13 on matters related to maritime safety (MSC 111/16) and took action as indicated hereunder.

Preparation of draft amendments to the IBC Code

16.2 The Committee agreed to the draft amendments to the International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC Code) prepared by the Sub-Committee to incorporate entries in List 1 of the MEPC.2 circular on *Provisional categorization of liquid substances in accordance with MARPOL Annex II and the IBC Code* which were valid for all countries and had no expiry date.

Transport of plastic pellets in bulk

16.3 The Committee noted that PPR 13 had noted general support for the proposal in document PPR 13/11/7 (Norway) regarding potential amendments to the IMSBC Code to prevent the shipment of plastic pellets in bulk, and had agreed to forward the document to the CCC Sub-Committee for further consideration.

Reduction of volatile organic compound emissions

16.4 The Committee noted that PPR 13, in the context of work on investigating how the reduction of volatile organic compound emissions could be further addressed, had:

- .1 considered the outcome of SSE 11 in relation to a potential new requirement for new crude oil tankers to be fitted with P/V valves with opening pressure of minimum 0.20 bar, in particular the conclusion of SSE 11 that such a requirement would not have any negative safety implications; and
- .2 prepared draft amendments to regulation 15 (Volatile organic compounds) and appendix I (Form of International Air Pollution Prevention Certificate) of MARPOL Annex VI.

16.5 In this regard, the Committee also noted that the above-mentioned draft amendments to MARPOL Annex VI had been approved by MEPC 84 with a view to subsequent adoption.

17 IMPLEMENTATION OF IMO INSTRUMENTS

Report of III 11

17.1 The Committee approved the report of the eleventh session of the Sub-Committee on Implementation of IMO Instruments (III 11/16 and Add.1, and MSC 111/17), in general, and took action as indicated hereunder, concurrent with the decisions by MEPC 84, as appropriate.

Matters related to technical cooperation and capacity-building

17.2 The Committee, having endorsed the Sub-Committee's recommendation (III 11/16, paragraph 2.6), agreed to:

- .1 invite the Technical Cooperation Committee, when implementing additional assistance to Member States in the major recurrent areas of findings and observations, and for the recurrent provisions of the mandatory IMO instruments as referred to in the annex to document TC 75/8/1 (Secretariat), to incorporate, within the 2026–2027 ITCP biennium programme and under the appropriate thematic priority, technical assistance aimed at strengthening flag State implementation responsibilities associated with the requirements for the continuous synopsis record (CSR); and
- .2 invite the Legal Committee to note the outcome of the consideration of the proposed measures, as contained in LEG 112/6/2 (Cook Islands et al.), regarding, among others, the need for capacity-development related to corrective action plans agreed under the IMO Member State Audit Scheme, associated with the implementation of the CSR requirements, as appropriate.

Lessons learned from marine casualties

17.3 The Committee, 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

17.4 The Committee, 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

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

Review of the marine casualty investigation (MCI) taxonomy

17.6 The Committee noted that the Sub-Committee had invited interested Member States to submit proposals to the Committees for a new output on a review of the MCI taxonomy in accordance with the provisions of MSC-MEPC.1/Circ.5/Rev.6 (III 11/6, paragraph 4.42). In this context, it further noted that document MSC 111/19/4 (Bahamas et al.), proposing a new output to revise MSC-MEPC.3/Circ.4/Rev.1 on *Casualty-related matters - Reports on marine casualties and incidents* in the context of reports on marine casualties and incidents, had been considered under agenda item 19 (see paragraphs 19.15 and 19.16).

Development of a port State control overarching database

17.7 Having concurred with the decision of MEPC 84 on the development of a port State control overarching database, the Committee:

- .1 noted the discussion during III 11 with regard to a proposed project for the development of a port State control (PSC) overarching database with web service as the evolution of the PSC module in the Global Integrated Shipping Information System (GISIS) (III 11/16, paragraphs 5.12 to 5.14);
- .2 agreed to the need for the proposed evolution of the GISIS PSC module to a PSC overarching database with a web service based on the strategic goals and benefits for all the stakeholders and the maritime sector at large; and
- .3 requested the Secretariat to develop a project document in that regard, for consideration by the Committees and the Council.

Fraudulent registries and registration of ships

17.8 The Committee noted the outcome of the discussion on the proposed measures, as contained in document LEG 112/6/2 (Cook Islands et al.), to prevent fraudulent registration and fraudulent registries of ships in relation to, among others, procedures for PSC regarding SOLAS regulation XI-1/5 on CSR, in particular that the existing Guidance in MSC.1/Circ.1113, as contained in the Procedures for PSC, was sufficient, and invited the Legal Committee to take note, as appropriate (III 11/16, paragraph 5.23).

Assembly resolutions prepared by III 11

17.9 The Committee noted that, as authorized by MSC 109 and MEPC 83, III 11 had prepared draft Assembly resolutions, which had been subsequently adopted by A 34, as listed below:

- .1 *Procedures for Port State Control, 2025* (resolution A.1206(34));
- .2 *Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2025* (resolution A.1207(34)); and
- .3 *2025 Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)* (resolution A.1208(34)).

PSC guidelines in relation to the ISM Code and certification of seafarers, manning and hours of rest

17.10 The Committee noted the discussions and conclusions on recommendation 2 contained in the report of the Study on the effectiveness and effective implementation of the ISM Code (MSC 109/INF.3, annex) (III 11/16, paragraphs 5.57 to 5.61).

17.11 In this context, the Committee instructed the HTW Sub-Committee to take into account the outcome of the discussions at III 11 when carrying out its ongoing work on the output on "Scoping exercise and enhancement of the effectiveness of provisions on fatigue and seafarers' hours of work and rest", and encouraged interested Member States and international organizations to submit proposals to address this recommendation accordingly.

Validation of the revised Model Course 3.09 on Port State Control

17.12 The Committee noted that the Sub-Committee's work on the output (6.2) "Validated model training courses" for the revised Model Course 3.09 on Port State Control had been completed (III 11/16, paragraph 6.10).

Procedure for revising standards referenced in IMO instruments

17.13 During consideration of the procedure for revising standards referenced in IMO instruments, the Committee noted that differing amendment cycles between IMO instruments and industry standards could result in referenced standards not always being kept up to date. The Committee further noted that any future proposals should address the root cause of the issue, with a view to improving interaction between the Secretariat and the organizations responsible for issuing such standards.

17.14 The Committee, having noted that no submissions had been received for two consecutive sessions, agreed that the matter on the procedure for revising standards referenced in IMO instruments be removed from the III Sub-Committee's work, in accordance with paragraph 5.12 of the Committees' method of work.

Gap analysis between the Survey Guidelines under the HSSC and the mandatory requirements

17.15 The Committee noted that the review exercise, initiated at III 8, on the gap analysis between the Survey Guidelines under the HSSC and the mandatory requirements, based on the principle that the Survey Guidelines should be linked to mandatory requirements, as tasked by MSC 104 and MEPC 77, had been completed (III 11/16, paragraph 8.27).

Finalization of guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications

17.16 During consideration of the guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications, the Committee noted the view that the guidance would need to be kept under review in light of the intended development of a coding system to be embedded in the Survey Guidelines under the HSSC, to indicate the eligibility of remote surveys for each survey item.

17.17 The Committee, having concurred with the decision of MEPC 84, approved MSC-MEPC.5/Circ.17 on *Guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications*, and noted that the work on this output had been completed.

Unified interpretation of "completion date of the survey"

17.18 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*.

18 APPLICATION OF THE COMMITTEE'S METHOD OF WORK

Committees' method of work (MSC-MEPC.1/Circ.5/Rev.7)

18.1 The Committee, having recalled that MSC 110 had approved the draft revision of the Committees' method of work, subject to concurrent approval by MEPC 84, noted that MEPC 84

had concurrently approved MSC-MEPC.1/Circ.5/Rev.7 on *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies*.

Outcome of C 134 and urgent matters emanating from FAL 50

Additional amendments, editorials and clarifications to the Application of the Strategic Plan

18.2 The Committee noted that FAL 50 had approved amendments to the *Organization and method of work of the Facilitation Committee*, to accommodate the decisions of C 134 and to replace the reference to resolution A.1174(33) with resolution A.1197(34) (FAL 50/20, paragraphs 16.8 and 16.9).

18.3 The Committee considered document MSC 111/18 (Secretariat) with the proposed changes to the Committee's method of work, taking into account the decisions of C 134.

18.4 In the ensuing discussion, the delegation of the United Arab Emirates noted that, in light of the decisions of C 134 and, more recently, FAL 50 and LEG 113, several amendments would be necessary. In particular, it drew attention to paragraph 5.21 of the Committees' method of work, on working arrangements, and proposed the addition of a new paragraph on remote participation, aligned with the decisions of the Facilitation and Legal Committees. The delegation also proposed to update the reference to the *Guidelines for Formal Safety Assessment (FSA) for use in the IMO rule-making process* (MSC-MEPC.2/Circ.12/Rev.3).

18.5 Following consideration, the Committee approved the draft amendments to the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies*, including the new paragraph on remote participation and the revised reference to the Guidelines for FSA, as set out in annex 32, to be disseminated as MSC-MEPC.1/Circ.5/Rev.8, subject to concurrent approval by MEPC 85.

Need for capacity-building

18.6 The Committee, having considered the invitation of C 134 to review resolution A.998(25), on *Need for capacity-building for the development and implementation of new, and amendments to existing, instruments*, along with annex 5 on *Procedures for assessing the implications of capacity-building requirements when developing new, or amending existing, mandatory instruments*, to determine whether updates to the resolution and annex were warranted; the decision of MEPC 84 to invite interested Member States and international organizations to submit comments and concrete proposals on the review of resolution A.998(25) to MEPC 85; and taking into account that no documents had been submitted with proposals to review resolution A.998(25) at this session:

- .1 invited interested Member States and international organizations to submit comments and concrete proposals on the review of resolution A.998(25) to MSC 112; and
- .2 noted FAL's deferral of the discussion on this matter pending the outcome of the review of resolution A.998(25) by MSC 112 and MEPC 84 (FAL 50/20, paragraph 16.10).

19 WORK PROGRAMME

Proposals for new outputs

19.1 The Committee recalled that it had approved MSC-MEPC.1/Circ.5/Rev.6 on *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies*, which had introduced a new process for the preliminary assessment of proposals for new outputs or the expansion of the scope of existing outputs (MSC-MEPC.1/Circ.5/Rev.7, paragraph 4.12).

19.2 In considering the output proposals submitted to the session, the Committee took into account the preliminary assessment of proposals for new outputs undertaken by the Group of Chairs, as set out in document MSC 111/WP.2, and expressed its appreciation to the Group of Chairs for the extensive work undertaken.

Amendments to paragraph 4.6.3.1 of the LSA Code to remove ambiguity in safety harnesses' colour requirements for free-fall lifeboats

19.3 The Committee considered MSC 111/19 (Bahamas et al.), proposing a new output to amend paragraph 4.6.3.1 of the LSA Code to remove ambiguity in safety harnesses' colour requirements for free-fall lifeboats.

19.4 Having considered the preliminary assessment of the proposal by the Group of Chairs in document MSC 111/WP.2, the Committee agreed to include in its post-biennial agenda an output on "Revision of paragraph 4.6.3.1 of the LSA Code for free-fall lifeboat safety harness", assigning the SSE Sub-Committee as the associated organ with one session required to complete the item.

19.5 The Committee further agreed, in accordance with MSC.1/Circ.1481 on *Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments*, and MSC.1/Circ.1500/Rev.3 on *Guidance on drafting of amendments to the 1974 SOLAS Convention and related mandatory instruments*, that:

- .1 the amendments to be developed should apply to new installations;
- .2 the output is to amend regulations in the LSA Code, chapter IV, paragraph 4.6.3.1, to reduce evacuation time and prevent injuries by explicitly requiring adjacent free-fall lifeboat safety harnesses to be of contrasting colours; and
- .3 the amendments to be developed should enter into force in accordance with the four-year SOLAS amendment cycle.

Amendments to paragraph 3.5.4 and table 19.1 of SOLAS regulation II-2/19

19.6 The Committee considered document MSC 111/19/1 (United Kingdom and IACS), proposing a new output to amend paragraph 3.5.4 and table 19.1 of SOLAS regulation II-2/19 to clarify the cases where reduced ventilation rates are allowed in container cargo spaces carrying dangerous goods.

19.7 Having considered the preliminary assessment of the proposal by the Group of Chairs in document MSC 111/WP.2, the Committee agreed to include in its post-biennial agenda an output on "Revision of paragraph 3.5.4 and table 19.1 of SOLAS regulation II-2/19", assigning the SSE Sub-Committee as the associated organ and noting that one session was required to complete the item.

19.8 The Committee further agreed, in accordance with MSC.1/Circ.1481 on *Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments*, and MSC.1/Circ.1500/Rev.3 on *Guidance on drafting of amendments to the 1974 SOLAS Convention and related mandatory instruments*, that:

- .1 the amendments to be developed should apply to new ships to which SOLAS regulation II-2/19 applies;
- .2 the output was to amend paragraph 3.5.4 and table 19.1 of SOLAS regulation II-2/19 to clarify the cases where reduced ventilation rates are allowed in container cargo spaces carrying dangerous goods; and
- .3 the amendments to be developed should enter into force in accordance with the four-year SOLAS amendment cycle.

Amendments to resolution MSC.81(70) to enhance testing standards for life-saving equipment

19.9 The Committee considered document MSC 111/19/2 (Brazil), proposing a new output to develop amendments to resolution MSC.81(70) addressing flame exposure tests for lifejackets, and criteria for the suspension time in load tests of lifeboats and rescue boats.

19.10 The Committee considered the preliminary assessment of the proposal by the Group of Chairs in document MSC 111/WP.2, and taking into account the views expressed regarding the need for further evidence and justification for revising the fire test criteria, concerns regarding the retroactive application to installed equipment, and the possible need to revise the relevant provisions of the LSA Code beforehand, did not agree to include the proposed output in the work programme and invited interested Member States to submit a revised proposal, taking into account the comments made.

Amendments to the Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds (MSC.1/Circ.1264/Rev.1) and Recommendations on the safe use of pesticides in ships (MSC.1/Circ.1358/Rev.1)

19.11 The Committee considered documents:

- .1 MSC 111/19/3 (Argentina et al.), proposing a new output to amend the *Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds* (MSC.1/Circ.1264/Rev.1) and *Recommendations on the safe use of pesticides in ships* (MSC.1/Circ.1358/Rev.1); and
- .2 MSC 111/14/8 (Canada) providing a summary of key elements of the Canadian regulatory framework on shipboard fumigation, discussing the proposed new output in document MSC 111/19/3, and highlighting issues related to fumigants used on board ships.

19.12 During the consideration, the Committee noted views that casualty records provided compelling evidence that the current circulars were not achieving their intended safety outcomes, and that casualties continued to occur even when existing procedures were properly followed, indicating a systemic safety issue rather than mere non-compliance. The Committee also noted concerns regarding the feasibility of completing the work within a single session.

19.13 In view of the above, and notwithstanding the preliminary assessment of the proposal by the Group of Chairs in document MSC 111/WP.2, which recommended that the Committee not

undertake the work, the Committee agreed to include an output on "Amendments to MSC.1/Circ.1264/Rev.1 and MSC.1/Circ.1358/Rev.1 to provide for additional equipment and safety measures", in the 2026-2027 biennial agenda of the CCC Sub-Committee and in the provisional agenda for CCC 13, with a target completion year of 2027.

19.14 Subsequently, the Committee noted document MSC 111/14/8 (Canada) and that any proposal to render the circulars mandatory would require the submission of a separate proposal for a new output.

Revision of MSC-MEPC.3/Circ.4/Rev.1 on casualty-related matters in the context of reports on marine casualties and incidents

19.15 The Committee considered document MSC 111/19/4 (Bahamas et al.), proposing a new output to revise MSC-MEPC.3/Circ.4/Rev.1 on *Casualty-related matters - Reports on marine casualties and incidents* in the context of reports on marine casualties and incidents.

19.16 Having considered the preliminary assessment of the proposal by the Group of Chairs in document MSC 111/WP.2, the Committee agreed to include in its post-biennial agenda an output on "Revision of MSC-MEPC.3/Circ.4/Rev.1 on casualty-related matters in the context of reports on marine casualties and incidents", with two sessions required to complete the work, assigning the III Sub-Committee as the associated organ.

Development of non-mandatory safety guidelines for non-self-propelled floating power units with nuclear reactors (FPU)

19.17 The Committee considered documents:

- .1 MSC 111/19/5 (Russian Federation), proposing a new output for the development of non-mandatory safety guidelines for non-self-propelled floating power units with nuclear reactors (FPU) (also referred to as FNPPs); and
- .2 MSC 111/19/8 (United States), providing comments on document MSC 111/19/5 and proposing not to approve an output for the development of non-mandatory safety guidelines for FPUs and FNPPs until IAEA has developed standards for FNPPs.

19.18 In the ensuing discussion, the Committee noted the following views:

In favour of a new output on nuclear FPUs/FNPPs

- .1 nuclear FPUs were already a reality today, and while the relevant aspects of nuclear safety, safeguards and security fell under the remit of the International Atomic Energy Agency (IAEA), the maritime safety aspects and protection of marine environment were not being covered under that work;
- .2 the MODU Code already provides a useful example of how non-self-propelled offshore units can be covered by a (non-mandatory) IMO instrument; and
- .3 the development of a non-mandatory instrument addressing nuclear FPUs, parallel to the revision of the 1981 Code of Safety for Nuclear Merchant Ships (Nuclear Code), currently being undertaken by the SDC Sub-Committee, would allow for a greater added value in exploring relevant common provisions related to maritime safety.

Against a new output on nuclear FPUs/FNPPs

- .4 IAEA should take the lead on the development of the regulatory framework for nuclear FPUs/FNPPs, with IMO contributing to the relevant maritime safety, security and marine environment protection aspects only when appropriate, at a later stage; and
- .5 it would be premature to initiate the development of an IMO instrument for nuclear FPUs prior to the relevant IAEA framework for reactor safety/security and safeguards being developed.

19.19 The Committee also noted an intervention by IAEA, informing that the agency was working currently on nuclear safety aspects of nuclear FPUs/FNPPs, limited to radiological safety, design of nuclear power plant, security and safeguards, but not on aspects related to maritime safety or protection of the marine environment.

19.20 In view of the above, and notwithstanding the preliminary assessment of the proposal by the Group of Chairs in document MSC 111/WP.2, the Committee:

- .1 did not agree to include in its post-biennial agenda an output on "Development of non-mandatory safety guidelines for non-self-propelled floating power units with nuclear reactors (FPU)" at this stage;
- .2 requested the Secretariat to liaise with IAEA in the ongoing work on nuclear FPUs/FNPPs being undertaken by that agency, reporting back any relevant developments to this Committee's future sessions; and
- .3 invited interested Member States and organizations to submit new output proposals when appropriate, taking into account relevant developments in IAEA's ongoing work on nuclear FPUs/FNPPs.

Revision of the Revised guidelines for the onboard operational use of shipborne automatic identification systems (AIS) (resolution A.1106(29))

19.21 The Committee considered document MSC 111/19/6 (Austria et al.), proposing a new output to revise resolution A.1106(29) on *Revised guidelines for the onboard operational use of shipborne automatic identification systems (AIS)*.

19.22 The Committee considered the proposal, taking into account the preliminary assessment by the Group of Chairs in document MSC 111/WP.2, and noted general support for the objective of the intended revision of resolution A.11106(26), which would contribute to more reliable, unambiguous and harmonized AIS information. However, in view of a number of observations made during the consideration, including those indicated in the preliminary assessment, the Committee did not agree to include the proposed output in the work programme and invited interested Member States and international organizations to submit a revised proposal to a future session of the Committee.

Endorsement of new outputs

19.23 The Committee invited the Council to endorse the agreed new outputs, in accordance with resolution A.1173(33) on *Strategic Plan for the Organization for the six-year period 2024-2029*.

Decisions of other IMO bodies related to the Work Programme

Urgent matters emanating from FAL 50

19.24 Having considered the invitation of the FAL Committee (FAL 50/20, paragraph 17.3) for the Committee to become an associated organ to the new output on "Development of guidelines on port nautical information", with a target completion year of 2028, the Committee agreed to be the associated organ and possible participation of the NCSR Sub-Committee.

19.25 Having also considered the invitation of the FAL Committee (FAL 50/20, paragraphs 17.9.1 to 17.9.3) for the Committee to become an associated organ to the new output on "Development of a non-mandatory maritime cyber code", with a target completion year of 2028, the Committee:

- .1 agreed to become an associated organ to this output; and
- .2 concurrently approved the road map for the development and approval of the Maritime Cyber Code.

Biennial agendas of the Sub-Committees and provisional agendas for their forthcoming sessions and intersessional meetings

Biennial agenda of the CCC Sub-Committee and provisional agenda for CCC 12

19.26 In considering the CCC Sub-Committee's biennial agenda and its provisional agenda for its twelfth session, the Committee:

- .1 noted the Sub-Committee's agreement on future working arrangements for ISWG-AF sessions, in particular, that with a view to making full use of the working week:
 - .1 the Chair of ISWG-AF would give an oral report to the Sub-Committee, together with the presentation of a document containing the latest version of the draft instrument under consideration; and
 - .2 if established by the Sub-Committee, a working group would prepare and submit to plenary a written report on the outcome of its work, also containing issues emanating from the preceding session of ISWG-AF;
- .2 noted that the work under output 1.17 on "Development of guidelines for the use of ammonia cargo as fuel and provisions for the use of alternative fuels other than cargo on gas carriers" had been completed (CCC 11/16, paragraph 4.18);
- .3 agreed to extend the target completion year of the existing output 7.40 on "Revision of the Revised guidelines for the preparation of the Cargo Securing Manual (MSC.1/Circ.1353/Rev.2) to include a harmonized performance standard for lashing software to permit lashing software as a supplement to the Cargo Securing Manual" to 2026 (CCC 11/16, paragraph 7.24 and annex 6);
- .4 noted that the work under output 7.20 on "Development of measures to prevent the loss of containers at sea" had been completed; and that the Sub-Committee had agreed to invite interested Member States and international organizations to submit proposals for new outputs to MSC 111, based on the work plan (CCC 11/16, see

paragraph 10.20) and the inventory in annex 1 of document CCC 11/10, to progress the work on development of measures for the prevention of the loss of containers at sea (CCC 11/16, paragraph 10.21); and

- .5 noted that the work under output 2.25 on "Revision of the Interim recommendations for carriage of liquefied hydrogen in bulk" had been completed (MSC 111/14, paragraph 2.14).

19.27 With regard to paragraph .4 above, the Committee considered document MSC 111/14/12 (Russian Federation) submitted under agenda item 14, noted the information contained therein and that a new output proposal would be required to continue the work on measures to prevent the loss of containers at sea.

19.28 The Committee, having recalled its earlier decision to include the output on "Amendments to MSC.1/Circ.1264/Rev.1 and MSC.1/Circ.1358/Rev.1 to provide for additional equipment and safety measures" in the 2026-2027 biennial agenda and in the provisional agenda for CCC 13 (paragraph 19.13), concurrently with the decisions of MEPC 84, noted the Sub-Committee's updated biennial status report for the 2024-2025 biennium; and approved the proposed biennial agenda for the 2026-2027 biennium as revised, and the provisional agenda for CCC 12 as set out in annexes 33 and 34, respectively.

19.29 The Committee noted the intervention by the Chair of the CCC Sub-Committee that some confusion exists as to whether, in accordance with the Committees' method of work, each task or new proposal would require the establishment of a separate work output.

19.30 In order to clarify the allocation of work to sub-committees for the appropriate coordination of GHG safety matters, the Committee recalled that MSC 110 had instructed the sub-committees to develop a holistic work plan to assess the gaps and barriers, and to identify the instruments that might need to be amended, with a view to reporting back to the Committee in order to seek relevant instructions prior to the development of such amendments (MSC 110/21, paragraphs 6.53 to 6.55).

19.31 The Committee also noted that certain sub-committees were already establishing appropriate work outputs under the existing GHG Safety work plan.

19.32 In this context, Committee was informed that should a sub-committee doubt or consider that a new consequential task arising as a result of the work being done under existing output 3.8 on "Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels" falls outside its assigned instructions and tasks, or cannot be accommodated under the above-mentioned output, the matter should be referred to the Committee, seeking for a clear decision on the appropriate way forward. The same approach should apply to new proposals that, for any reason, cannot be accommodated within the existing GHG Safety work plan.

19.33 Additionally, the delegation of the Marshall Islands queried that, although the output on "Development of guidelines for the use of ammonia cargo as fuel and provisions for the use of alternative fuels other than cargo on gas carriers" had been completed (paragraph 19.26.2), how the remaining work concerning the use of alternative fuels other than cargo on gas carriers would be addressed.

19.34 In reply to the Marshall Islands query, the Committee confirmed that any outstanding work regarding the use of alternative fuels other than cargo on gas carriers could be allocated under existing output 3.8 on "Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels" (see also paragraph 19.32).

Biennial agenda of the HTW Sub-Committee and provisional agenda for HTW 12

19.35 The Committee noted the biennial status report of the Sub-Committee for the 2026-2027 biennium and approved the provisional agenda for HTW 13 as set out in annexes 33 and 34, respectively.

Biennial agenda of the III Sub-Committee and provisional agenda for III 12**Proposal on moving forward with the start of work under the output "Development of guidelines addressing the implementation of provisions left 'to the satisfaction of the Administration', or equivalents, in the relevant mandatory IMO instruments" (MSC 111/19/7)**

19.36 The Committee considered document MSC 111/19/7 (Russian Federation), proposing to move forward to 2027 the start of work assigned to the III Sub-Committee under the agreed output "Development of guidelines addressing the implementation of provisions left 'to the satisfaction of the Administration', or equivalents, in the relevant mandatory IMO instruments".

19.37 In connection with the aforementioned output, the Committee recalled that MSC 110 had agreed to include in its post-biennial agenda, with a view to inclusion in the biennial agenda of the III Sub-Committee for the 2028-2029 biennium, with the aim of compiling and maintaining a comprehensive list of these requirements, with two sessions required to complete the output.

19.38 The Committee further recalled that III 11 had agreed to use, in conjunction with this output, documents III 10/7 (Secretariat), III 11/15/1 and associated III 11/INF.23 (China) as a basis for further compiling, categorization and review of the relevant provisions, taking into account paragraph 2.4 of part A of *Guidance in relation to the IMO Member State Audit Scheme (IMSAS) to assist in the implementation of the III Code by Member States* (MSC-MEPC.2/Circ.19).

19.39 Subsequently, the Committee endorsed that the output on "Development of guidelines addressing the implementation of provisions left 'to the satisfaction of the Administration', or equivalent, in the relevant mandatory IMO instruments" be moved from the Committee's post-biennial agenda to the 2026-2027 biennial agenda of the III Sub-Committee and be included in the provisional agenda for III 13, as appropriate.

19.40 The Committee noted the III Sub-Committee's biennial status report for the 2024-2025 biennium and approved its proposed biennial agenda for the 2026-2027 biennium, as amended, and the provisional agenda for III 12, as set out in annexes 33 and 34, respectively.

Biennial agenda of the NCSR Sub-Committee and provisional agenda for NCSR 13

19.41 Having recalled that MSC 110 considered urgent matters emanating from NCSR 12 and approved the biennial agenda of the Sub-Committee for the 2026-2027 biennium and the provisional agenda for NCSR 13, the Committee confirmed the biennial agenda of the Sub-Committee for the 2026-2027 biennium and the provisional agenda for NCSR 13 as set out in annexes 33 and 34, respectively.

Biennial agenda of the SDC Sub-Committee and provisional agenda for SDC 13

19.42 In considering the SDC Sub-Committee's biennial agenda and its provisional agenda for its thirteenth session, the Committee:

- .1 agreed that work on output 7.33 "Review and, if necessary, amendment of SOLAS regulations II-2/13.4.1.1 and 13.4.2.1 to clarify the requirements on escape arrangements from the lower part of machinery spaces" had been completed; and

- .2 noted the biennial status report of the Sub-Committee for the 2026-2027 biennium; and approved the provisional agenda for SDC 13, as set out in annexes 33 and 34, respectively.

Urgent matters emanating from SSE 12

19.43 Having considered document MSC 111/WP.4, providing urgent matters emanating from the twelfth session of the Sub-Committee on Ship Systems and Equipment (SSE), the Committee endorsed the agreement of the Sub-Committee to:

- .1 instruct the FP Correspondence Group 1 established at SSE 12 to undertake the following tasks:
 - .1 to revise paragraph 1.3.26 of the 2009 MODU Code under the current output on "Revision of the 2010 FTP Code to allow for new fire protection systems and materials", as a consequential amendment to reference the 2010 FTP Code for testing of "H" class divisions within the 2009 MODU Code; and
 - .2 to remove obsolete UIs from circulars MSC.1/Circ.1120 and MSC.1/Circ.1203 and other circulars whose UIs have been incorporated into the draft amendments, if any, as consequential amendments, under the current scope of the output on "Review and update SOLAS regulation II-2/9 on containment of fire to incorporate existing guidance and clarify requirements".
- .2 instruct the LSA Correspondence Group established at SSE 12 to undertake the following task:
 - .1 to develop consequential draft amendments to the 2000 HSC Code under the current scope of the output on "Amendments to SOLAS chapter III and chapter IV of the LSA Code to require the carriage of self-righting or canopied reversible liferafts for new ships".

Biennial agenda of the SSE Sub-Committee and provisional agenda for SSE 13

19.44 In considering the SSE Sub-Committee's biennial agenda and its provisional agenda for its thirteenth session, the Committee noted the biennial status report of the Sub-Committee for the 2026-2027 biennium and approved the proposed provisional agenda for SSE 13, as set out in annexes 33 and 34, respectively.

Biennial agenda of the PPR Sub-Committee

19.45 The Committee noted that PPR 13 did not request any action of the Committee.

Biennial status report of the Committee and work programme for the 2026-2027 biennium

19.46 Having recalled that, as usual, the status of outputs and the updated post-biennial agenda would be produced after the session as annexes to its report, the Committee invited the Council to note its updated biennial status report for the 2026-2027 biennium and post-biennial agenda, as set out in annexes 35 and 36, respectively.

Intersessional meetings

19.47 The Committee approved, subject to endorsement by the Council, the holding of the following intersessional meetings:

- .1 the intersessional joint FAL-MSC expert group on a non-mandatory maritime cyber code, to meet in 2027 (FAL 50/20, paragraph 17.9.6);
- .2 the intersessional working group on comprehensive review of the 1978 STCW Convention and Code, to take place immediately after HTW 13 (HTW 12/12, paragraph 9.7); and
- .3 the third Intersessional Working Group on Alternative Fuels (ISWG-AF 3), from 7 to 11 September 2026 (CCC 11/16, paragraphs 3.18 and 13.10), taking into account the modifications to the chapeau of the terms of reference introduced in plenary.

19.48 With regard to the re-establishment of the Intersessional Working Group on Development of Technical Provisions for Safety of Ships using Alternative Fuels (ISWG-AF 3), the Committee agreed that the outcome of ISWG-AF 3 should be reported to CCC 12 as part of the report of the Working Group on Development of Technical Provisions for Safety of Ships using Alternative Fuels to be established during CCC 12; and that the Chair of ISWG-AF 3 should provide an oral update on the outcome of ISWG-AF 3 during CCC 12 before the release of the Working Group.

19.49 Having recalled that MSC 107 had approved the holding of annual meetings of the following Groups on a continuous basis until decided otherwise (MSC 107/20, paragraph 17.79), the Committee also recalled that:

- .1 the twenty-second meeting of the Joint IMO/ITU Experts Group on Maritime Radiocommunication Matters had been planned from 28 September to 2 October 2026, at the IMO Headquarters; and
- .2 the thirty-third meeting of the ICAO/IMO Joint Working Group on Harmonization of Aeronautical and Maritime Search and Rescue had been provisionally planned from 9 to 13 November 2026, in Malmö, Sweden.

Substantive items for inclusion in the agendas for MSC 112 and MSC 113

19.50 Having considered the proposals in document MSC 111/WP.7, and taking into account the decisions made during the session to remove from the agenda of the Committee the outputs on “IMO's contribution to addressing unsafe mixed migration by sea” and “Review of the financial architecture of the LRIT system”, the Committee agreed to the substantive items to be included in the agendas of MSC 112 and MSC 113, as set out in annex 37, respectively.

19.51 The Committee noted the intervention by the delegations of Saudi Arabia and the United Arab Emirates indicating that the Committee's involvement in the output "Follow-up work emanating from the Action Plan to Address Marine Plastic Litter from Ships", particularly, the reduction of the environmental risk associated with the maritime transport of plastic pellets at sea in freight containers might be required once MEPC had taken an informed decision on whether the proposed code should become mandatory under MARPOL Annex III, SOLAS, or both, after finalization of the code (MEPC 84/WP.1/Rev.1, paragraph 8.26).

Establishment of working and drafting groups at MSC 112

19.52 The Committee agreed that, based on the decisions taken under various agenda items, working and drafting groups on the following subjects might be established at MSC 112:

- .1 maritime autonomous surface ships (MASS);
- .2 regulatory framework for safety of alternative fuels and new technologies (GHG safety);
- .3 GBS;
- .4 expert group on the LSA Code; and
- .5 drafting group on amendments to mandatory instruments.

Duration and dates of the next two sessions

19.53 The Committee noted that MSC 112 and MSC 113 had been tentatively scheduled to take place from 14 to 18 December 2026 and from 16 to 25 June 2027, respectively.

20 ELECTION OF VICE-CHAIR FOR 2026

20.1 The Committee unanimously elected Mr. Gabor Szemler (Sweden) as Vice-Chair for 2026.

21 ANY OTHER BUSINESS**Matters related to IQARB and IMO/IACS cooperation**

21.1 The Committee recalled that MSC 110, having noted information on the developments at the International Quality Assessment Review Body's (IQARB) sixth meeting, provided in document MSC 110/20/5 (Secretariat), had requested the Secretariat to continue keeping it regularly updated on any developments of IQARB.

21.2 The Committee recalled also that MSC 110, having considered document MSC 110/20/6 (Secretariat), had agreed to pause the role of the IMO consultant/observer to IACS QSCS until further notice to assess the developments at IQARB; had invited the Secretary-General to develop terms of reference for a future IMO consultant/observer to IQARB, as appropriate, following assessment of the IQARB developments and in consultation with both IACS and IQARB; had agreed that any future costs for an IMO consultant/observer to IQARB should be covered by IMO; and had invited the Council to approve related budget provisions, if necessary.

21.3 In this regard, the Committee had the following documents for its consideration:

- .1 MSC 111/21 (Secretariat), providing updated information on developments regarding IQARB following its seventh meeting;
- .2 MSC 111/21/4 (Secretariat), providing an assessment of the development of IQARB, including the proposed terms of reference for a future IMO observer to IQARB;
- .3 MSC 111/21/5 (IACS), providing comments on document MSC 111/21/4 (Secretariat); and

- .4 MSC 111/INF.8 (Secretariat) providing the Factual Statements issued to 12 IACS members by IQARB.

21.4 In the ensuing discussion, the following views were expressed:

- .1 strengthening confidence in the performance and accountability of recognized organizations remained essential to advancing global maritime safety, environmental protection and the effective implementation of IMO instruments, particularly in light of the recurrent IMSAS audit findings relating to the delegation of authority to, and oversight of, recognized organizations;
- .2 the appointment of an IMO observer to IQARB would enhance cooperation and maintain an appropriate institutional link between IMO and IQARB, particularly with regard to ensuring alignment with IMO instruments and the objectives of the Organization;
- .3 IQARB's annual Factual Statements provide useful, objective and evidence-based information to Member States on the performance of recognized organizations, thereby assisting Member States in fulfilling certain oversight obligations under the III Code and the RO Code, while emphasizing that this should neither diminish nor substitute the responsibility of flag States to exercise effective oversight over recognized organizations acting on their behalf; and
- .4 the proposed terms of reference should be reviewed and evaluated after two to three years, with the view to ensuring that the intended objectives were being achieved.

21.5 Following consideration, the Committee:

- .1 noted the developments regarding IQARB following its seventh meeting;
- .2 noted the information on the Factual Statements issued to 12 IACS members by IQARB;
- .3 requested the Secretariat to continue keeping the Committee regularly updated on any developments of IQARB;
- .4 noted the information on assessment of the IQARB developments and the needs assessment for an IMO observer to IQARB;
- .5 agreed on the need for an IMO observer to IQARB in accordance with the draft terms of reference set out in the annex to document MSC 111/21/4; and
- .6 invited the Council to consider related budget provisions, as appropriate.

Updates on telecommunication submarine cable resilience

21.6 The Committee considered document MSC 111/21/1 (Secretariat), providing an update on the ITU initiatives related to telecommunication submarine cable resilience.

21.7 Following consideration and having noted the information provided in document MSC 111/INF.13 (Nautical Institute and FISH Platform) regarding the frequency of subsea cable damage caused by vessels, and the associated potential risk to mariners, the Committee:

- .1 instructed HTW 13, under the existing output 6.17 on the Comprehensive review of the 1978 STCW Convention and Code, to consider recommendation 7, as presented in paragraph 4.1 of document MSC 111/21/1, and advise the Committee, as appropriate;
- .2 instructed III 12 to consider recommendation 8, as presented in paragraph 4.2 of document MSC 111/21/1, and advise the Committee, as appropriate, including whether any necessary work could be addressed under an existing output; and
- .3 invited interested Member States and international organizations to consider, if necessary, submitting proposals for new outputs to address any other recommendations related to the protection of submarine cables.

Considerations on the need for performance standard(s) for AI systems embedded in marine equipment

21.8 The Committee considered document MSC 111/21/2 (Austria et al.) setting out the case for the urgent development of performance standard(s) for artificial intelligence (AI) systems embedded in navigational, radio and other ship systems and equipment (marine equipment).

21.9 The following views were expressed:

- .1 the Committee should consider this important issue. However, it was premature to introduce the proposal for a new output at the next meeting; and
- .2 the use of AI technologies could enhance the safety of navigation and had already been widely adopted in fleet operations. The application of AI technologies was no longer limited to onboard equipment, and was widely adopted by shore-based maritime technology companies, and the scope of the new output should be broader to cover the entire chain associated with the ship use of AI technologies, and the concerns of coastal States and port States regarding equipment adopting AI technologies needed also to be taken into account.

21.10 Following consideration, the Committee:

- .1 noted the information provided; and
- .2 invited interested Member States and international organizations to liaise with the co-sponsors in order to submit a proposal for a new output concerning the development of a non-mandatory instrument regarding the use of AI systems in safety-critical equipment at a future session of the Committee.

Cyber resilience guidelines for emerging technologies

21.11 The Committee considered document MSC 111/21/3 (IAPH), presenting its Cyber Resilience Guidelines for Emerging Technologies in the Maritime Supply Chain containing key considerations, best practices and regulatory recommendations to ensure secure implementation of evolving technologies, in both English and Spanish.

21.12 In this regard, the Committee recalled that under agenda item 7, the Committee had concurrently approved the revised *Guidelines on maritime cyber risk management* (MSC-FAL.1/Circ.3/Rev.4) following approval by FAL 50, containing the reference to the IAPH

Cyber Resilience Guidelines for Emerging Technologies in the Maritime Supply Chain under section 4.3 of the existing MSC-FAL guidelines (paragraph 7.3).

21.13 The Committee, having recalled also that MSC 110 had instructed the Secretariat to disseminate the IAPH Cyber Resilience Guidelines for Emerging Technologies in the Maritime Supply Chain and that the Guidelines had been disseminated via MSC.1/Circ.1697, agreed that no further action was needed.

URGENT MATTERS EMANATING FROM FAL 50, LEG 113 and MEPC 84

IMO Compendium

21.14 The Committee noted the approval of a revised version of the IMO Compendium on Facilitation and Electronic Business that included the four new data sets (FAL 50/WP.6, paragraph 45.5 and annex 1).

IMO Strategy on Maritime Digitalization and the draft work plan for its development

21.15 With regard to the IMO Strategy on Maritime Digitalization, the Committee noted that:

- .1 FAL 50 had approved, in principle, the IMO Strategy on Maritime Digitalization (FAL 50/WP.6, paragraph 45.11 and annex 5);
- .2 FAL 50 had re-established the Correspondence Group on the Development of the IMO Strategy on Maritime Digitalization (FAL 50/WP.6, paragraph 45.14);
- .3 an action plan would be incorporated in the IMO Strategy on Maritime Digitalization to be adopted by the Assembly if appropriate, and that the Correspondence Group on the Development of an IMO Strategy on Maritime Digitalization would also consider how the IMO Strategy on Maritime Digitalization could be integrated into the *Strategic Plan for the Organization for the six-year period 2024 to 2029* (FAL 50/WP.6, paragraph 45.12);
- .4 the Correspondence Group coordinator would provide an oral update to MSC 112 on the progress made by the Correspondence Group on the development of the action plan (FAL 50/WP.6, paragraph 45.15); and
- .5 a dedicated working group would be established at FAL 51 to finalize the Strategy for adoption by the Assembly in 2027 (FAL 50/WP.6, paragraph 45.16).

21.16 The Committee noted also that, when considering the decisions of FAL 50 with respect to the IMO Strategy on Maritime Digitalization:

- .1 LEG 113 had agreed to:
 - .1 become an associated body for the FAL Committee's output on "Development of a comprehensive strategy on maritime digitalization";
 - .2 include a similar output in its provisional agenda for LEG 114, with a target completion in 2027;
 - .3 defer substantive consideration of the matter to LEG 114; and

.4 include the details of the coordinator of the Correspondence Group on the Development of a Comprehensive Strategy on Maritime Digitalization for those who were interested in participating in the Group's work.

.2 MEPC 84 had agreed to concurrently approve the work plan for the development of the IMO Strategy on Maritime Digitalization and encouraged Member States and international organizations to join the Correspondence Group on the Development of the IMO Strategy on Maritime Digitalization to provide input to the action plan.

21.17 In accordance with the work plan approved by FAL 50, the Committee had for its consideration for concurrent approval:

- .1 the IMO Strategy on Maritime Digitalization (FAL 50/20/Add.1, annex 7); and
- .2 the work plan for the development of the IMO Strategy on Maritime Digitalization, (FAL 50/20/Add.1, annex 8).

21.18 In the ensuing discussion, the delegation of the Marshall Islands informed the Committee:

- .1 that the strategy, which had already been agreed in principle by FAL 50, aimed to guide the development of instruments and frameworks for a harmonized, secure and environmentally sustainable digital maritime future, and was expected to be finalized in the form of an Assembly resolution at its thirty-fifth session in 2027; and
- .2 of the establishment of a correspondence group² by FAL 50 to develop an action plan to address current work gaps and integrate the digitalization strategy into the Organization's 2024–2029 strategic plan and the invitation to interested delegates to join the Correspondence Group, with the first round of work scheduled to begin immediately following the current MSC session.

21.19 Following consideration, the Committee:

- .1 concurrently approved
 - .1 the IMO Strategy on Maritime Digitalization; and
 - .2 the work plan;
- .2 submitted the IMO Strategy on Maritime Digitalization to MEPC 85 for consideration and concurrent approval; and
- .3 encouraged Member States and international organizations to join the Correspondence Group to provide input to the action plan through the Correspondence Group.

²

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Remaining information documents

Ongoing shortage of semiconductor-based components for marine electronic equipment

21.20 The Committee noted the information provided in document MSC 111/INF.6 (CIRM) on the ongoing global shortage of semiconductor-based components used in marine electronic equipment, and the associated potential risks to the availability, maintenance and timely installation of equipment required under the Organization's carriage requirements.

Outcomes of the Coast Guard FORA 2025 Plenary Conferences

21.21 The Committee noted the information provided in document MSC 111/INF.7 (Italy) on outcomes of the Coast Guard FORA 2025 Plenary Conferences.

Domestic ferry safety

IMO-IMLI-WMU partnership funded by the Lloyd's Register Foundation

21.22 The Committee noted the information provided in document MSC 111/INF.15 (Secretariat) regarding the project for enhancing domestic ferry safety in high-risk regions funded by the Lloyd's Register Foundation (LRF) through the World Maritime University (WMU), and implemented by IMO, WMU and IMLI.

Regional workshop in Gabon

21.23 The Committee noted the outcome of TC 75 in relation to domestic ferry safety and the outcomes of the regional workshop on the "Safety of Inland Waterways and Passenger Ferries" held in Gabon in 2024, which was reported in document MSC 109/17/1 (Congo et al.).

Training for seafarers sailing on ships operating in polar waters in the Polar Code training programmes

21.24 The Committee noted the information provided in document MSC 111/INF.16 (Argentina et al.), presenting the analysis conducted to develop new training for personnel working in low-temperature areas for Polar Code training programmes.

22 CONSIDERATION OF THE REPORT OF THE COMMITTEE ON ITS 111TH SESSION

22.1 The draft report of the session (MSC 111/WP.1/Rev.1) was prepared by the Secretariat for consideration and adoption by the Committee (see footnote on page 1).

22.2 During the meeting held on 22 May 2026, delegations were given an opportunity to provide comments on the draft report and those wishing to provide editorial corrections and improvements, including finalizing individual statements, were given a deadline of 8 June 2026, 23.59 (UTC+1), to do so by correspondence, in accordance with the relevant decisions taken by the Committee at this session.

Action requested of other IMO organs

22.3 Relevant IMO organs are invited to note the report of the Committee, in general, and in particular to take action as outlined in the ensuing paragraphs.

22.4 The Assembly, at its thirty-fifth session, is invited to note that the Committee adopted amendments to the 1974 SOLAS Convention, the 2011 ESP Code, 1994 and 2000 HSC Codes,

IMDG Code, IP Code, LSA Code, the *Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear*, and adopted and/or approved, as appropriate, a number of other mandatory and non-mandatory instruments (paragraphs 3.49 to 3.62, 5.36, 6.37, 7.3, 7.6, 12.2, 12.7, 12.13, 12.31, 12.32, 13.4, 13.9, 13.10, 13.13, 14.8, 14.15, 15.5, 15.6, 15.11, 15.15, 15.16, 15.17, 17.5, 17.17 and 17.18; and annexes 3 to 15, 16, 21, and 25 to 31).

22.5 The Council, at its 137th session, is invited to:

- .1 consider matters emanating from the report of the 111th session of the Maritime Safety Committee and, in accordance with Article 21(b) of the IMO Convention, and to transmit the report, with its comments and recommendations, to the thirty-fifth session of the Assembly;
- .2 note that the Committee adopted amendments to the 1974 SOLAS Convention, the 2011 ESP Code, 1994 and 2000 HSC Codes, IMDG Code, IP Code, LSA Code, the *Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear*, and adopted and/or approved, as appropriate, a number of other mandatory and non-mandatory instruments (paragraphs 3.49 to 3.62, 5.36, 6.37, 7.3, 7.6, 12.2, 12.7, 12.13, 12.31, 12.32, 13.4, 13.9, 13.10, 13.13, 14.8, 14.15, 15.5, 15.6, 15.11, 15.15, 15.16, 15.17, 17.5, 17.17 and 17.18; and annexes 3 to 15, 16, 21, and 25 to 31);
- .3 note that, in relation to the consideration of CASRs containing lessons learned from 11 mandatory audits completed in 2022, 2023 and 2024 (Circular Letter No.5057), the Committee agreed concurrently with MEPC 84 (MEPC 84/WP.1/Rev.1, paragraph 2.11), to instruct the III Sub-Committee to consider them and report to the Committees accordingly, which will report in due course to the Council (paragraph 2.6);
- .4 note the actions and work of the Committee in relation to:
 - .1 goal-based new ship construction standards (section 4);
 - .2 the development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels (section 6);
 - .3 measures to enhance maritime security (section 7);
 - .4 piracy and armed robbery against ships (section 8);
 - .5 unsafe mixed migration by sea (section 9);
 - .6 formal safety assessment (section 10);
 - .7 review of the financial architecture of the LRIT system (section 11); and
 - .8 outcome of the work of the sub-committees reporting to this session (sections 12 to 17);

- .5 consider the revision of the Committees' method of work, subject to the concurrent approval by MEPC 85, and take action, as appropriate (paragraphs 18.3 to 18.5; and annex 32);
- .6 endorse the new outputs agreed by the Committee, and note those in which the Committee agreed to become an associated organ, in accordance with resolution A.1196(34) on *Revised Strategic Plan for the Organization for the six-year period 2024 to 2029* (paragraphs 7.13, 15.19, 19.4, 19.7, 19.13, 19.16, 19.23, 19.24 and 19.25);
- .7 note the updated biennial status report of the Committee for the 2026-2027 biennium, and its post-biennial agenda (paragraph 19.46; and annexes 35 and 36, respectively);
- .8 endorse the approval of intersessional meetings (paragraphs 19.47 to 19.49); and
- .9 consider budget provisions for an IMO observer to the International Quality Assessment Review Body (IQARB) and take action, as appropriate (paragraphs 21.1 to 21.5).

22.6 The Marine Environment Protection Committee, at its 85th session, is invited to:

- .1 note the adoption of resolution MSC.595(111) on *International Code of Safety for Maritime Autonomous Surface Ships (MASS Code)* (paragraph 5.36, and annex 16);
- .2 note the approval by the Maritime Safety Committee of:
 - .1 STCW.7/Circ.26 on *Interim guidelines on training for seafarers on ships using methyl/ethyl alcohol as fuel* (HTW 12/12, paragraph 7.21.1 and annex 3); and
 - .2 STCW.7/Circ.27 on *Interim guidelines on training for seafarers on ships using ammonia as fuel* (HTW 12/12, paragraph 7.21.2 and annex 4);
- .3 concurrently approve the draft revision of the Committees' method of work, to be disseminated as MSC-MEPC.1/Circ.5/Rev.8 (paragraphs 18.3 to 18.5 and annex 32); and
- .4 following approval by FAL 50 and MSC 111, concurrently approve the IMO Strategy on Maritime Digitalization (paragraphs 21.15 to 21.19).

22.7 The Legal Committee, at its 114th session, is invited to:

- .1 note the adoption of resolution MSC.595(111) on *International Code of Safety for Maritime Autonomous Surface Ships (MASS Code)* (paragraph 5.36, and annex 16);
- .2 include the Maritime Safety Committee as an associated organ in the output "Measures to address maritime security threats" (paragraph 7.13);

- .3 consider liability aspects in the context of the revision of SOLAS chapter VIII and the Code of Safety for Nuclear Merchant Ships (resolution A.491(XII)) (Nuclear Code), in particular the discussion reflected in documents SDC 12/18, paragraphs 9.18 and 9.19, and SDC 12/9/6 (IACS) and advise the Maritime Safety Committee accordingly (paragraph 12.16);
- .4 consider establishing a working group on the provisions of reporting loss or observation of freight container(s), taking into account document CCC 11/10/4 (ICS et al.), to examine in detail the differences in the reporting requirements and the associated data elements between the 1974 SOLAS Convention and the Nairobi Convention, and address them by means of guidance or interpretation (paragraph 14.10);
- .5 note the outcome of the consideration of the proposed measures, as contained in LEG 112/6/2 (Cook Islands et al.), regarding, among others, the need for capacity-development related to corrective action plans agreed under the IMO Member State Audit Scheme, associated with the implementation of the CSR requirements, as appropriate (paragraph 17.2.2); and
- .6 note the outcome of the discussion on the proposed measures, as contained in document LEG 112/6/2, to prevent fraudulent registration and fraudulent registries of ships in relation to, among others, procedures for PSC regarding SOLAS regulation XI-1/5 (Continuous synopsis record), in particular that the existing Guidance in MSC.1/Circ.1113, as contained in the Procedures for PSC, was sufficient, (paragraph 17.8).

22.8 The Facilitation Committee, at its fifty-first session, is invited to note:

- .1 the adoption of resolution MSC.595(111) on *International Code of Safety for Maritime Autonomous Surface Ships (MASS Code)* (paragraph 5.36, and annex 16);
- .2 the concurred approval of the revised *Guidelines on maritime cyber risk management* (MSC-FAL.1/Circ.3/Rev.4 (paragraph 7.3.1);
- .3 the decision to encourage Member States and international organizations to join the Correspondence Group on the Revised guidelines for the prevention and suppression of the smuggling of drugs, psychotropic substances and precursor chemicals on ships engaged in international maritime traffic (resolutions FAL.9(34) and MSC.228(82)) (paragraph 7.4);
- .4 the adoption of resolution MSC.448(99)/Rev.1 on *Revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway case* (paragraph 7.6.1, and annex 21);
- .5 the decision that the work on the output "Unsafe Mixed Migration" had been completed (paragraph 9.2);
- .6 the decision to invite interested Member States and international organizations to submit comments and concrete proposals on the review of resolution A.998(25) to MSC 112 (paragraph 18.6.1);

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- .7 the decisions to become an associated organ on the outputs “Development of guidelines on port nautical information” and “Development of a non-mandatory maritime cyber code” (paragraphs 19.24 and 19.25.1, respectively);
 - .8 the decisions to approve:
 - .1 the road map for the development and approval of the Maritime Cyber Code (paragraph 19.25.2);
 - .2 the intersessional joint FAL-MSC Expert Group on a Non-Mandatory Maritime Cyber Code, to meet in 2027, subject to endorsement by the Council (paragraph 19.47.1); and
 - .9 the decisions on the IMO Strategy on Maritime Digitalization (paragraphs 21.15 to 21. 19).

22.9 The Technical Cooperation Committee, at its seventy-seventh session, is invited to incorporate, within the 2026–2027 ITCP biennium programme and under the appropriate thematic priority, technical assistance aimed at strengthening flag State implementation responsibilities associated with the requirements for the continuous synopsis record (CSR); when implementing additional assistance to Member States in the major recurrent areas of findings and observations emanating from the IMO Member State Audit Scheme, and for the recurrent provisions of the mandatory IMO instruments as referred to in the annex to document TC 75/8/1 (paragraph 17.2.1).