

IMO MSC 110

Meeting summary

14 July 2025



The 110th session of the IMO's Maritime Safety Committee (MSC 110) was held 18-27 June 2025 at the IMO headquarters, supplemented by hybrid (remote) participation. LISCR participated in the following groups in addition to the plenary:

Group	Subject
WG 1	Maritime Autonomous Surface Ships
WG 2	Safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels
WG 3	Cyber Security and Maritime Security

Decisions of other IMO bodies

Use of electronic certificates

MSC 110, having noted that FAL 49 and LEG 112 had approved the joint Guidelines for the use of electronic certificates, concurrently approved the joint Guidelines for the use of electronic certificates (FAL-LEG-MEPC-MSC.1/Circ.1). The revised Guidelines maintain the requirement that an electronic certificate should be verifiable on board, bearing a logo, stamp, or symbol of the issuing organization or person as confirmation of the source of issuance.

Adoption of amendments to mandatory instruments

MSC 110 adopted the following mandatory instruments.

Entry into force 1 January 2027

IMSBC Code (voluntary – 1 January 2026) (MSC.575(110))

Primary changes are:

Spare charges for SCBAs (self-contained breathing apparatuses)

Following discussions at the 10th session of the Sub-Committee on Carriage of Cargoes and Containers (CCC 10) and its Editorial and Technical Group (E&T 41), it was agreed to remove the requirement to carry two sets of self-contained breathing apparatus (SCBAs) in the International Maritime Solid Bulk Cargoes (IMSBC) Code.

This change was made because the carriage of additional SCBAs for the transport of dangerous goods is already addressed under SOLAS regulation II-2/10.10. The individual schedule for FERROUS METAL BORINGS, SHAVINGS, TURNINGS, or CUTTINGS (UN 2793) was updated accordingly.

Other cargo-specific issues:

The document contains a revision to the existing cargo list, including updates to the descriptions of certain dangerous goods and bulk cargoes, as well as the addition of several new cargo types. These changes affect both hazardous materials (e.g. various metal powders and self-heating substances) and non-hazardous solid bulk cargoes, such as mineral concentrates and processed organic materials.

Associated instruments

And the following associated non-mandatory instruments were finalized:

- MSC.1/Circ.1266/Rev.1 on Carriage of dangerous goods (to replace reference to the BC Code with the IMSBC Code);
- MSC.1/Circ.1264/Rev.1 on Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo hold (emphasizing the importance of carefully handling gas-generating agents, such as phosphine-generating agents, with a specific instruction not to use loose tablets);
- MSC.1/Circ.1358/Rev.1 on Recommendations on the safe use of pesticides in ships (this is a consequential amendment as a result of revising MSC.1/Circ.1264/Rev.1); and
- MSC.1/Circ.1395/Rev.7 on Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective, as a consequence of amending the IMSBC Code.

Entry into force on 1 January 2028***SOLAS Chapter II-2 (MSC.572(110))***

The amendments include SOLAS regulations II-2/11.2 and II-2/11.4.1 for the consistent implementation of this provision for passenger ships and cargo ships.

SOLAS Chapter V (MSC.572(110))

MSC 110 adopted amendments to SOLAS regulation V/23 and a new mandatory performance standard for pilot transfer arrangements. All technical requirements previously in V/23 have been relocated to the new standard, while the amended regulation focuses on scope and compliance timelines. The requirements will apply to all ships on all voyages, regardless of size or date of construction, while retaining the exemptions under regulation V/1.4 for certain categories of ships, including vessels under 150 GT and fishing vessels.

The Committee agreed on an entry-into-force date of 1 January 2028. Arrangements installed on or after this date must comply immediately; existing ones must comply by the first survey after 1 January 2029. "Installed" refers to the contractual delivery date, or the actual delivery date if the former is unavailable. Equivalent arrangements under SOLAS regulation I/5 remain permitted with flag Administration approval.

The new performance standard consists of six sections covering design, rigging, winch reels, operational readiness, familiarization, and approval. Key provisions include expiry criteria for pilot ladders and manropes (30 months from first use or 36 months from production), minimum winch drum diameters, and certification checks. Ships must maintain documented procedures for inspection and maintenance, though flag approval of the plan is not required.

Associated instruments

And the following associated instruments were finalized:

- Mandatory MSC resolution (MSC.576(110)) on performance standards for pilot transfer arrangements;
- Amendments to the form of the Record of Equipment for the Special Purpose Ship Safety Certificate under the 2008 SPS Code (MSC.577(110));
- Amendments to the Code of Safety for Fishermen and Fishing Vessels, 2005 (IMO Sales Publication);
- MSC.1/Circ.1428/Rev.1 on Required pilot transfer arrangements for pilots and other personnel; and
- MSC.1/Circ.1690 on Voluntary early implementation of the amendments to SOLAS regulation V/23 on pilot transfer arrangements.

HSC Codes (MSC.573(110) & MSC.574(110))

The amendments are to harmonize the lifejacket requirements with those in SOLAS chapter III.

Entry into force on 1 July 2028 (i.e. adoption was postponed)

SOLAS Chapter II-1 (to be adopted by MSC 112)

Regulations 2, 55, 56 and 57 were reviewed. Key changes were:

- Clear definition of “gaseous fuel”; and
- The application of the IGF Code is to be defined to cover not only low-flashpoint fuels but also gaseous fuels, ensuring that ammonia will be subject to the IGF Code.

Having noted that there might be unintended consequences in relation to the one ship one code policy provisions for gas carriers, MSC 110 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 for adoption by MSC 112.

IGC Code

MSC 110 reviewed the proposed amendments to the IGC Code for adoption. However, MSC 110 could not adopt the proposed amendments to the IGC Code due to unresolved issues. The Sub-Committee on Carriage of Cargoes and Containers (CCC 11) was tasked with reviewing these matters and reporting to MSC 111 for approval. The amendments are expected to be subsequently adopted by MSC 112 (autumn 2026), with an anticipated entry-into-force date of 1 July 2028.

Maritime Autonomous Surface Ships (MASS)

There was significant progress in the draft non-mandatory MASS Code. Only a few chapters, including the Human Element Chapter were left. The Human Element Chapter will be addressed by the Intersessional Working Group Scheduled for 29 September – 3 October 2025. No correspondence group was established.

High-level discussions

- **Cybersecurity:** MSC 110 decided, rather than introducing MASS specific cybersecurity measures, it should be part of overall cybersecurity measures currently the IMO is working on.

- **STCW Convention:** MSC 110 reaffirmed that the work on the comprehensive review of the 1978 STCW Convention and Code with regard to MASS specific content should be undertaken after the MASS Code has been finalized.
- **Interim Certification:** MSC 110 included in “5.5 Provisional MASS Certificate”, i.e. the name was changed to “Provisional” to not mix it up with the Interim the ISM certification.
- **Role of master:** MSC 110, while recognizing the role of the Master is important, could not agree on the details in the current draft MASS Code.
- **Connectivity, radiocommunications and remote operations:** While MSC 110 recognized the need for reliable, continuous connectivity between ROC and MASS, it did not come to a concrete agreement. The connectivity and network governance will be addressed after the conclusion of the voluntary MASS Code.
- **Concept of operation, degraded state and fallback:** MSC 110 recognized that these parameters should be explicitly reflected in the MASS certificate, in order to ensure clarity, enforceability, and alignment with the operational limits established under the relevant statutory instruments.
- **Cargo handling, mooring and related systems:** MSC 110 recognized the need for further consideration of cargo handling, mooring, anchoring, and towing systems in the context of MASS.
- **Structure, subdivision, stability and watertight integrity:** MSC 110 recognized that existing IMO instruments provide a sufficient regulatory basis in these areas; however, also acknowledged the need for further consideration of how the detection and realization of damage, initiation of damage control measures, limitation of water ingress, and re-stabilization of the ship would be addressed in the context of MASS operations.
- **Concept of Remote Operation Management (ROM):** MSC 110 recognized ROM as an optional framework intended to support the entity responsible for the operation within the Remote Operation Centre (ROC). Clarified that ROM refers specifically to the management of functions at the ROC itself, and does not encompass the direct operation or control of the MASS from the ROC. MSC 110 also noted that ROM is to function as a supplementary element within the ship’s Safety Management System (SMS), enhancing procedural clarity, accountability, and oversight in remote operations.
- **Search and Rescue Operations:** MSC 110 recognized that MASS are subject to the same obligations under SOLAS as any other vessel with respect to participation in search and rescue operations. At the same time, they should not be subject to additional requirements beyond those applicable to conventional ships.
- **Experience building phase:** MSC 110 considered document MSC 110/5/20 (One Sea ry) on a framework for an experience-building phase (EBP) after adoption of the non-mandatory MASS Code, and agreed to keep the document in abeyance, inviting further input on practical experiences during the EBP.

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

While the Marine Environment Protection Committee (MEPC) leads on the overall reduction of greenhouse gas emissions from ships, including lifecycle assessment of fuels and the development of regulatory measures, MSC is responsible for ensuring that the use of new fuels and technologies on board does not compromise safety. The Sub-Committee on Carriage of Cargoes and Containers (CCC) supports this work by developing technical provisions under the IGF Code and relevant interim guidelines for specific fuels and technologies. Under this agenda item, MSC is undertaking a comprehensive analysis of the safety implications associated with alternative fuels and emerging technologies, recognising

that the shift to low- and zero-carbon energy sources introduces new risks not fully addressed by existing instruments. This coordinated approach ensures that IMO's decarbonization efforts are underpinned by robust safety standards.

Identification of barriers

MSC 110 noted 51 regulatory barriers and gaps in current International Maritime Organization (IMO) instruments that may delay the uptake of alternative fuels (e.g. fatty acid methyl ester (FAME), methyl/ethyl alcohol (methanol/ethanol), ammonia, dimethyl ether (DME), hydrogen, liquefied petroleum gas (LPG), fuel blends, hydrothermal liquefaction (HTL) fuel and pyrolysis fuels, hydrotreated vegetable oil (HVO), and Fischer-Tropsch (FT) diesel) and emerging technologies (e.g. fuel cells, lithium-ion batteries, air lubrication, wind propulsion, onboard carbon capture and storage (OCCS), supercapacitor energy storage systems, and advanced waste heat recovery systems).

MSC 110 endorsed the recommendations of the working group and instructed relevant sub-committees for further work. The recommendation also includes work for external organizations, such as the International Organization for Standardization (ISO).

MSC 110 further noted the need for harmonized, flexible, and technology-neutral regulations, with reference to international standards, and highlighted the urgency of updating outdated instruments, such as the Code of Safety for Nuclear Merchant Ships (Nuclear Code).

Methanol vs ethanol

MSC 110 considered submissions, which highlighted key safety-related differences between methanol and ethanol, including energy density, flammability, toxicity, and material compatibility, and proposed amendments to the Interim Guidelines (MSC.1/Circ.1621) to better reflect these. Several delegations supported the proposal, stressing the need to address fire safety, gas detection, corrosion, and crew training. MSC 110 agreed to refer the matter to CCC 11 for further consideration and revision of the Guidelines.

Ammonia and Marine Environmental Concerns

MSC 110 considered submissions, which raised concerns about the environmental impact of ammonia used as marine fuel, particularly the risks of nitrogen releases, toxic spills, and associated climate effects. The submissions called for a coordinated regulatory approach to address monitoring, spill response, and emissions, including real-time detection and threshold alerts. While safety aspects are already being addressed through existing interim guidelines, MSC 110 agreed that the environmental issues raised warranted further consideration and decided to invite MEPC to consider the documents.

Onboard Carbon Capture Systems (OCCS)

MSC 110 noted two information documents on onboard carbon capture systems. One reported on a HAZID study for installing OCCS on a containership, aiming to identify operational risks and propose safety measures in the absence of international regulations. The other presented generic safeguards and recommendations for amine-based OCCS, based on findings from the project.

One-ship-one-code principles

Background

MSC 110 revisited the longstanding policy, first established at MSC 95 and reaffirmed at CCC 10, that ships subject to the IGC Code should not additionally be subject to the IGF Code, even when using low-flashpoint fuels that are not carried as cargo. Several documents addressed regulatory challenges and diverging views on applying the IGF Code to gas carriers using alternative fuels like methanol, ammonia, or hydrogen. The debate centred on how to regulate fuel systems for gas carriers when the fuels used are not listed in Chapter 19 of the IGC Code, particularly in light of SOLAS regulation II-1/56, which defines when the IGF Code is excluded.

Conclusion and next steps

MSC 110 agreed on the following:

- .1 Gas carriers using products listed in Chapter 19 of the IGC Code, as fuel, would be subject to the IGC Code requirements;
- .2 Gas carriers using gaseous or low-flashpoint fuels other than products listed in Chapter 19 of the IGC Code, as fuel, would be subject simultaneously to relevant parts of the IGF Code and the IGC Code;
- .3 The aforementioned coexistence of application of both Codes should be addressed by means of guidelines to be developed by the IMO; and
- .4 As a consequence, the CCC Sub-Committee should develop two sets of guidelines: one concerning products listed in Chapter 19 of the IGC Code, used as fuel; and another concerning gaseous or low-flashpoint fuels not listed in Chapter 19 of the IGC Code.

Cyber risk management and cybersecurity

MSC 110 agreed to develop a non-mandatory, goal-based Maritime Cybersecurity Code, inviting interested Member States and organizations to submit proposals to MSC 111. MSC 110 concluded that any cybersecurity requirements should be goal-based and risk-managed, not prescriptive, and that development should begin with a non-mandatory Code. It was also agreed that no official correspondence group is needed at this stage.

Measures to enhance maritime security

Maritime Information-Sharing Centres

MSC 110 considered submissions, which proposed promoting international maritime information-sharing centres. While the draft resolution was broadly supported, the Secretary-General and several delegations cautioned that such initiatives must remain within the IMO's mandate. Subsequently, MSC 110 adopted resolution MSC.578(110) on *Encouragement of maritime information sharing through the use of national and regional maritime information-sharing centres to enhance maritime safety and security*.

Piracy and armed robbery against ships

Developments Since MSC 109

MSC 110 considered the document, which reported 146 piracy and armed robbery incidents in 2024, a 3% global decrease from 2023. Most cases occurred in the Straits of Malacca and Singapore (91), Indian Ocean (19), and West Africa (17), with the Gulf of Guinea showing a notable 23% drop.

Implementation of the DCoC and YCoC

MSC 110 noted progress in the implementation of the Djibouti Code of Conduct (DCoC). In the Gulf of Guinea, efforts under the Yaoundé Code of Conduct (YCoC) included the BAY project and a high-level maritime security conference in Cabo Verde.

Best Management Practices (BMP) for Maritime Security

MSC 110 was advised that industry guidelines *Best Management Practices (BMP)* were updated in April 2025, consolidating BMP5, BMP West Africa, and the Global BMP into a single document supported by 49 stakeholders.

MSC 110 instructed the Secretariat to update MSC.1/Circ.1601 on *Revised Industry Counter Piracy Guidance* to reflect the revised BMP and circulate it as MSC.1/Circ.1601/Rev.1.

Other highlights

MSC 110 welcomed the decline in incidents in the Gulf of Guinea but expressed concern over increased attacks in the Straits of Malacca and Singapore. It was suggested that incidents in the two straits be reported separately due to differing jurisdictions. ReCAAP-ISC's interactive dashboard and mobile app were noted with appreciation, while concerns were raised over the accuracy of GISIS data. Continued coordination and verification with littoral States were encouraged.

Unsafe mixed migration by sea

Recovery of deceased persons in the context of mixed migration

MSC 110 recalled that MSC 109 had approved a draft MSC-FAL circular on *Guidelines concerning the recovery of deceased persons and of death after recovery*, and had forwarded it to the Facilitation Committee (FAL) for concurrent approval.

Following broad support from Member States, MSC 110 approved the amended draft MSC-FAL circular on *Guidelines concerning the recovery of deceased persons and of death after recovery*, and agreed to forward it to the Facilitation Committee for concurrent approval.

Updated rescue at sea leaflet

MSC 110 recalled that MSC 82 had acknowledged the first edition of the guidance leaflet *Rescue at Sea: A guide to principles and practice as applied to migrants and refugees*, developed in cooperation with UNHCR and industry. MSC 110 noted the release of a new 2025 version of the leaflet, jointly prepared by UNHCR, the IMO Secretariat, and ICS.

Outcome of the eleventh session of the Sub-Committee on Ship Design and Construction (SDC 11)

Emergency Towing Arrangements

MSC 110 approved MSC.1/Circ.1691 on *Interim guidelines for emergency towing arrangements on ships other than tankers*. These guidelines will supplement the amendments to SOLAS regulation II-1/3-4, adopted by resolution MSC.549(109), which are expected to enter into force on 1 January 2028.

The strength of the towing component was one of the key discussions at SDC 11. SDC 11 agreed on:

- to require 2,000 kN for ships having EN of 3,000 to 10,000;
- not to limit the towing strength requirement of larger ships to 2,000 kN;
- to require the towing load (kN) of 0.2 tonnes multiplied by the equipment number for ships having an equipment number of 10,000 and upwards; and
- to set the safety factor at 2.0.

Other instruments

MSC 110 also approved the following:

- MSC.1/Circ.1175/Rev.2 on Revised guidance on shipboard towing and mooring equipment; and
- MSC.1/Circ.1255/Rev.1 on Revised guidelines for owners/operators on preparing emergency towing procedures.

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

MSC 110 approved draft amendments to part IV of the IP Code (industrial personnel weight for stability) and requested circulation for adoption at MSC 111. The amendments clarify that the weight of Industrial personnel shall be 90 kg, not 75 kg, for the stability calculation of the IP ships.

Amendments to the 2011 ESP Code

SDC 11 prepared draft amendments to the ESP Code concerning the use of remote inspection technologies (RIT) for close-up surveys. In this context, "remote inspection" refers to cases where a surveyor is onboard the ship but uses means such as robotic crawlers, drones, or specialist climbers to access the ship's structure for close-up surveys. MSC 110 approved the draft amendments for adoption at MSC 111.

Revised Guidelines on Pressure Testing of Cargo Oil Tanks

MSC 110 approved MSC.1/Circ.1502/Rev.1, providing revised guidance on pressure testing of cargo oil tank boundaries under the direction of the master, with the aim of aligning such provisions with the 2011 ESP Code.

Revised Guidelines on Embarkation and Disembarkation Arrangements

MSC 110 approved MSC.1/Circ.1331/Rev.1, updating the guidelines on the construction, maintenance, and inspection of means of embarkation and disembarkation, specifically addressing the rigging of safety netting on accommodation ladders and gangways.

The revised guidelines are intended for the following application:

- for ships for which the building contract is placed on or after 1 July 2026, or in the absence of the contract, the keels of which are laid or which are at a similar stage of construction on or after 1 July 2026, any installation date on the ship; or
- for ships other than those ships prescribed in (a) above, a contractual delivery date for the equipment or, in the absence of a contractual delivery date, the actual delivery date of the equipment to the ship on or after 1 July 2026.

Load Lines Protocol – Guard Rails

Regulation 25 of the Load Line Convention stipulates guard rail requirements for crew protection only on “superstructures” (i.e. those extending to the full breadth of the ship or 96% of the breadth). Over the past couple of years, the SDC Sub-Committee was tasked with addressing crew protection on structures not classified as superstructures, such as deckhouses, including the potential use of chains instead of handrails.

SDC 11 developed draft amendments to regulation 25 of the 1988 Load Line Protocol. MSC 110 approved the text for subsequent adoption at MSC 111, with entry into force expected on 1 January 2028.

Remotely operated valves

MSC 110 approved MSC.1/Circ.1692 on the Unified Interpretation of SOLAS II-1/12.6.2 ("remotely operated valve").

Fibre-Reinforced Plastics (FRP) in Ship Structures

MSC 110 considered the scope of the output on FRP use and confirmed that the revision of MSC.1/Circ.1574 (Interim FRP Guidelines) will remain limited to fire safety under SOLAS II-2/17.

Code on Alerts and Indicators

MSC 110 approved the *Code on Alerts and Indicators, 2025* (jointly with MEPC 83) for adoption by A 34, and agreed that regular updates were warranted due to evolving referenced instruments. The revision takes into account the recent developments of the IMO instruments, including non-mandatory instruments that include alerts and indicators for clarifying their priority, alert and monitoring locations, etc.

Means of Escape from Machinery Spaces

MSC 110 considered documents on escape arrangements under SOLAS II-2/13.4. Noting divergent views and risk of inconsistent interpretation, MSC 110:

- approved a new output on "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", for inclusion in the 2026-2027 biennial agenda and SDC 12's provisional agenda; and
- approved MSC.1/Circ.1689 on *Escape arrangements from the lower part of machinery spaces (SOLAS regulations II-2/13.4.1 and 13.4.2)*, inviting PSC Authorities to take a pragmatic approach during inspections until any amendments had entered into force, or the conclusion of the work under the above-mentioned new output.

Outcome of the eleventh session of the Sub-Committee on Human Element, Training and Watchkeeping (HTW 11)

Comprehensive Review of the STCW Convention and Code

MSC 110 endorsed the completion of phase 1 (review/identification of gaps) and commencement of phase 2 (amending the Convention and the Codes) of the STCW comprehensive review.

Medical Certificate Information

MSC 110 adopted resolution MSC.579(110) on *Accessibility of information on seafarer medical certificates and medical practitioners recognized for the purpose of conducting seafarer medical examinations*. The resolution:

- Recognizes that ISM Companies must have a means to verify the validity of a seafarer's medical certificate;
- Invites Parties to the STCW Convention to consider publishing such information on the official websites of authorized government organizations, ensuring that the information is available in English; and
- Also invites Parties to note the necessity of providing prompt verification of the validity of seafarer medical certificates on the official websites of authorized government organizations, and that such information should be available in English.

Training on Alternative Fuels and New Technologies

MSC 110 approved STCW.7/Circ.25 on *Generic interim training guidelines for seafarers on ships using alternative fuels and technologies*, and invited MEPC 84 to note the action. The key points of the guidelines are:

- Seafarers responsible for designated safety duties must undergo basic training in the care, use, and emergency response related to the fuel and systems on board ships using alternative fuels and new technologies.
- Masters, engineer officers, and all personnel with immediate responsibility for the care and use of fuel and systems must complete advanced training.

It should be noted that:

- Documentary evidence should be issued by the Administration indicating that the holder has completed the above-mentioned training; and
- Emergency exercises related to the fuels and/or systems on board ships using alternative fuels and new technologies should be conducted at regular intervals.

Assessment of STCW Implementation by Parties

MSC 110 reviewed reports for seven Parties, including Liberia, and confirmed continued full implementation of the STCW Convention. It requested updated information via MSC.1/Circ.1164/Rev.30 and encouraged Parties to use the new GISIS module.

Approval of Competent Persons

MSC 110 approved 18 new entries to the List of competent persons and issued MSC.1/Circ.797/Rev.42. Four withdrawals were noted. Parties were encouraged to keep the list current and nominate additional experts.

Outcome of the 11th session of the Sub-Committee on Ship Equipment and Systems (SSE 11)

Ventilation for Lifeboats and Liferafts

MSC 110 endorsed the decision of SSE 11 that ventilation requirements are needed for partially enclosed lifeboats, but concluded that the requirements are not necessary for liferafts.

Simulated Launch of free-fall Lifeboats

MSC 110 approved the draft amendments to the LSA Code requiring a simulation test device, i.e., equipment such as wires or chains capable of load-testing the release system without actual release, as an accessory for newly installed free-fall lifeboats, which will apply to free-fall lifeboats installed on or after 1 January 2031.

The scope of application of the amendments to the LSA Code and the Revised Recommendation is to apply to new installations only on or after 1 January 2031, while legal entry into force of the amendment will be 1 January 2028.

Consequential Amendments to Circulars

Draft amendments were agreed for:

- MSC.1/Circ.1205/Rev.1 on operation and maintenance manuals;
- MSC.1/Circ.1529 on Unified Interpretation of LSA Code paragraph 4.4.7.6;
- MSC.1/Circ.1578 on abandon ship drill safety; and
- MSC.1/Circ.1630/Rev.3 on test report forms.

Atmospheric Oil Mist Detectors

MSC 110 approved MSC.1/Circ.1086/Rev.1 on *Revised Code of practice for atmospheric oil mist detectors*. The key changes are:

- Inspection and maintenance should be carried out in accordance with the manufacturer's instructions, and detectors should be accompanied by an instruction manual;
- The revised code addresses only conventional fuels and does not cover alternative or new fuels;
- The list of types of detection systems has been deleted; and
- Oil mist detectors should be approved in accordance with international standards acceptable to the flag State Administration, with a corresponding footnote referring to the relevant ISO standard.

Unified Interpretations (UIs)

MSC 110 approved the following unified interpretations, with effect from 1 January 2026:

- LSA Code, paragraphs 6.1.1.3 and 6.1.2.2 (rescue boat launching): interpretation on "launching" and source of power (MSC.1/Circ.1693);
- SOLAS chapter II-2 and the HSC Codes (PFOS restrictions): interpretation on the threshold value (MSC.1/Circ.1694);
- FSS Code, paragraph 2.4.2.2 of chapter 9: interpretation on the spacing of combined smoke and heat detectors (MSC.1/Circ.1695); and

- SOLAS regulation II-1/3-13.2.4 (lifting appliance documentation): interpretation presenting a factual statement as acceptable documentation of the load testing and thorough examination of existing lifting appliances without valid certificates, which were installed before 1 January 2026 (MSC.1/Circ.1696).

Lifejacket Buoyancy Test

MSC 110 adopted resolution MSC.580(110) on updated test procedures and acceptance criteria for lifejackets along with MSC.1/Circ.1628/Rev.4 updating associated test report forms.

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

Dissemination of Maritime Safety Information (MSI) and Search and Rescue (SAR) Information

MSC 110 approved draft amendments to SOLAS regulations IV/5, V/4 and V/5, requiring dissemination of MSI and SAR-related information via all operational recognized mobile satellite services. These amendments will be circulated for adoption at MSC 111, with entry into force on 1 January 2028.

Introduction of the VHF Data Exchange System (VDES)

MSC 110 approved draft amendments to SOLAS chapter V and its appendix, introducing VDES. Consequential amendments to the 1994 and 2000 HSC Codes were also approved. All texts will be circulated for adoption at MSC 111, with entry into force on 1 January 2028.

In addition, MSC 110 approved, in principle:

- A draft resolution on introducing VDES into the IMO regulatory framework;
- Performance standards for shipborne VDES equipment; and
- Guidelines on the operational use of VDES.

MSC 110 endorsed NCSR's decision not to pursue amendments to SOLAS chapter IV for VDES at this stage

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

Revised Recommendations for Enclosed Spaces

MSC 110 adopted resolution MSC.581(110) on *Revised recommendations for entering enclosed spaces aboard ships*. The key changes to the resolution are as follows:

- Highlighted the active involvement of the ISM Company;
- Minor changes and improvements to definitions;
- Removed the prescriptive example of enclosed spaces, but emphasized the need for ship-by-ship risk assessments to designate spaces, which requires involvement of the ISM Company. As part of the risk assessment process, an enclosed space register should be maintained;
- Introduced the concepts of "connected space" and "adjacent space";
- Emphasized the shipper's responsibility to provide cargo information and the support by the ISM Company;

- Set a maximum CO2 limit of 0.5% (5,000 ppm) and devices for testing CO2 should be used;
- Single-person entry into enclosed spaces is no longer permitted;
- Established compatibility with SOLAS requirements (e.g., regulation III/19) and provided supplemental information to support the SOLAS requirements; and
- Proper training for competent persons (management level officers who can fill in the permit to work) and responsible persons (junior officers with operational level competency).

IGF Code Unified Interpretation

MSC 110 noted the draft UI of IGF Code paragraph 5.7.1, as discussed at CCC 10.

The term "fuel pipes", as used in paragraph 5.7.1 of the IGF Code, should be considered to also include fuel tank vent piping and all other fuel gas vent piping. The transverse distance requirement should be made applicable for such piping.

Further information

For further information please contact: imo@liscr.com

Annex

Provisional list of approved/adopted circular/resolution

ID	Title
MSC.572(110)	Amendments to chapters II-2 and V of the International Convention for the Safety of Life at Sea, 1974
MSC.573(110)	Amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code)
MSC.574(110)	Amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code)
MSC.575(110)	Amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code
MSC.576(110)	Performance standards for pilot transfer arrangements
MSC.577(110)	Amendments to the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code)
NA (Sales publication)	Amendments to the Code of Safety for Fishermen and Fishing Vessels, 2005
MSC.578(110)	Encouragement of maritime information sharing through the use of national and regional maritime information-sharing centres to enhance maritime safety and security
MSC.579(110)	Accessibility of information on seafarer medical certificates and medical practitioners recognized for the purpose of conducting seafarer medical examinations
MSC.580(110)	Amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70))
MSC.581(110)	Revised recommendations for entering enclosed spaces aboard ships
MSC.1/Circ.1428/Rev.1	Required pilot transfer arrangements for pilots and other personnel
MSC.1/Circ.1690	Voluntary early implementation of the amendments to SOLAS regulation V/23 on pilot transfer arrangements
MSC.1/Circ.1266/Rev.1	Carriage of dangerous goods
MSC.1/Circ.1264/Rev.1	Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds
MSC.1/Circ.1358/Rev.1	Recommendations on the safe use of pesticides in ships
MSC.1/Circ.1395/Rev.7	Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective
MSC.1/Circ.1601/Rev.2	Revised industry counter piracy guidance
MSC.1/Circ.1691	Interim guidelines for emergency towing arrangements on ships other than tankers
MSC.1/Circ.1175/Rev.2	Revised guidance on shipboard towing and mooring equipment
MSC.1/Circ.1255/Rev.1	Revised guidelines for owners/operators on preparing emergency towing procedures
MSC.1/Circ.1502/Rev.1	Revised guidance on pressure testing of boundaries of cargo oil tanks under direction of the master
MSC.1/Circ.1331/Rev.1	Revised guidelines for construction, installation, maintenance and inspection of means of embarkation and disembarkation
MSC.1/Circ.1692	Unified interpretation of SOLAS regulation II-1/12.6.2
MSC.1/Circ.1689	Escape arrangements from the lower part of machinery spaces (SOLAS regulations II-2/13.4.1 and 13.4.2)
STCW.7/Circ.25	Generic interim guidelines on training for seafarers on ships using alternative fuels and new technologies
MSC.1/Circ.1164/Rev.30	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.42	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.1086/Rev.1	Revised Code of practice for atmospheric oil mist detectors
MSC.1/Circ.1693	Unified interpretations of paragraphs 6.1.1.3 and 6.1.2.2 of the LSA Code
MSC.1/Circ.1694	Unified interpretations of SOLAS chapter II-2, and the 1994 and 2000 HSC Codes
MSC.1/Circ.1695	Unified interpretation of the FSS Code

MSC.1/Circ.1696	Unified interpretation of SOLAS regulation II-1/3-13.2.4
MSC.1/Circ.1628/Rev.4	Revised standardized life-saving appliance evaluation and test report forms (personal life-saving appliances)