

MARITIME SAFETY COMMITTEE
109th session
Agenda item 22

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**DRAFT REPORT OF THE MARITIME SAFETY COMMITTEE
ON ITS 109TH SESSION**

1 INTRODUCTION – ADOPTION OF THE AGENDA

1.1 The 109th session of the Maritime Safety Committee was held from 2 to 6 December 2024, chaired by Mrs. Mayte Medina (United States). The Vice-Chair of the Committee, Mr. Theofilos Mozas (Greece), was also present.

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 109/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 132 (C 132/D, paragraphs 17.2 and 17.3).

1.4 In this regard, the Chair recalled that, as per Article 30 of the IMO Convention, the Committee would adopt its own rules of procedure and, in line with the decisions of the Council, the Committee agreed as follows:

- .1 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), adopted by the Committee at the ALCOM meeting in September 2020, for this hybrid session

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; and

.2 any voting by secret ballot would take place in person only.

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/Secretary-GeneralsSpeechesToMeetings.aspx>

Adoption of the agenda and related matters

1.6 The Committee adopted the agenda (MSC 109/1) and agreed to be guided in its work, in general, by the annotations contained in document MSC 109/1/1 and by the provisional timetable (MSC 109/1/1, annex, as amended).

Credentials

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

2 Decisions of other IMO bodies

2.1 The Committee considered the relevant decisions of TC 74 and C 132 (document MSC 109/2) as well as those of MEPC 82 and C 133, as described hereunder.

Outcome of TC 74

SAR capacity-building and training

2.2 The Committee, having recalled that MSC 108 had invited TC 74 to review the resource allocation for SAR matters, noted that funds had been allocated in the current ITCP under thematic priority MSC 1; that there was a dedicated International SAR Fund with a balance of US\$37,733 as of 31 December 2023; and that TC 74 had invited Member States to contribute to the International SAR Fund in order to ensure that sufficient funds were available for technical cooperation activities.

2.3 Following consideration, the Committee noted the outcome of TC 74.

Outcome of C 132

2.4 The Committee noted the decisions of C 132, in particular regarding Rules of Procedure (C 132/D, paragraphs 3.3 and 3.4) and regarding hybrid meeting capabilities (C 132/D, paragraphs 17.2 and 17.3).

Outcome of MEPC 82

2.5 The Committee was informed on the outcome of MEPC 82, which was held from 30 September to 4 October 2024, and noted the main decisions of MEPC 82 of interest to the Committee, as follows:

- .1 MEPC 82, having noted that no proposals had been received on how best to progress the work related to MASS, reiterated its invitation to interested Member States and international organizations to submit concrete proposals to a future session of the Committee (for example, proposals could address potential working arrangements and/or a draft work plan) (MEPC 82/17, paragraph 2.4);
- .2 MEPC 82 noted that MSC 108 had concurrently approved MSC-MEPC.2/Circ.18 on *Guidelines for the sampling of fuel oil for determination of compliance with MARPOL Annex VI and SOLAS chapter II-2*, as approved by MEPC 81 (MEPC 82/17, paragraph 5.27);
- .3 With regard to the approval of unified interpretations (MEPC 82/17, paragraph 13.6), MEPC 82:
 - .1 concurred with the decision by MSC 108 in relation to the consideration and approval of unified interpretations [, namely that UIs did not need to be approved unanimously and could be approved by consensus;

- .2 concurrently agreed with the policy for consideration and approval of UIs agreed by MSC 108 (MSC 108/20, paragraph 19.6), with a view to the eventual inclusion of a harmonized policy on UIs in the Committees' method of work;
- .3 agreed also that the policy on UIs should be immediately applied by all relevant subsidiary bodies of the Committee, pending finalization and approval of relevant draft amendments to the Committees' method of work by MSC 109 and subsequent concurrent approval by MEPC 83;
- .4 noted that all draft amendments to the Committees' method of work related to the decisions of MSC 108 concerning capacity-building implications, the workload of MSC and subsidiary bodies, and UIs, would be prepared by MSC, with a view to submission of the resulting draft amendments to MEPC 83 as a package, for concurrent approval (MEPC 82/17, paragraph 13.7);
- .4 MEPC 82 agreed to become an associated organ for the new output approved by FAL 48 on "Development of joint FAL-LEG-MEPC-MSC guidelines on electronic certificates" included in the 2024-2025 biennial agenda of the FAL Committee and the provisional agenda for FAL 49, with a target completion year of 2026, as requested by the FAL Committee (MEPC 82/17, paragraph 14.8); and
- .5 MEPC 82 concurred with the decision of MSC 108 to reinstate the output on "Revision of the Interim recommendations for carriage of liquefied hydrogen in bulk" in the provisional agenda for CCC 10 and extend its target completion year to 2026 (MEPC 82/17, paragraph 14.12).

Outcome of C 133

2.6 The Committee was informed of the outcome of C 133, which was held from 18 to 22 November 2024 (document C 133/D), and noted the main decisions on matters of interest to the Committee, as follows:

- .1 C 133 approved the draft Rules of Procedure of the Council, including the matter related to the hybrid meeting capabilities, and invited the other organs of the Organization to consider the amendments to the Rules of Procedure with a view to harmonizing their respective Rules of Procedure with the rules of the Council to the extent possible (C 133/D, paragraph 3.8);
- .2 C 133 also approved amendments to the Organization and method of work of the Council, including matters related to the arrangement of correspondence groups; and remote participation in working or drafting groups (C 133/D, paragraph 15.4); and
- .3 In relation to IMO Member State Audit Scheme, C 133 requested MSC and MEPC to consider the consolidated audit summary report (CASR) containing lessons learned from nine mandatory audits completed in 2022 and 2023 (Circular Letter No.4919), and in due course to advise the Council of the outcome of their consideration (C 133/D, paragraph 8.2).

2.7 The Committee was informed that the Secretariat, consequently to the decisions made by C 133, would submit a document to each committee containing draft amendments to their respective Rules of Procedure, specifically the changes to voting and hybrid capabilities, for their consideration.

2.8 Regarding the request related to the consolidated audit summary report (CASR), the Committee, subject to the concurrent decision by MEPC 83, instructed the III Sub-Committee to consider the CASR containing lessons learned from nine mandatory audits completed in 2022 and 2023 (Circular Letter No.4919) and to advise the Committee of the outcome of their consideration.

Negative effects on international shipping, seafarers and the marine environment of attacks against merchant ships

Red Sea Area

2.9 With regard to the attacks on merchant ships in the Red Sea and the Gulf of Aden, the Committee recalled that MSC 108 had adopted resolution MSC.564(108) on *Security situation in the Red Sea and Gulf of Aden resulting from Houthi attacks on commercial ships and seafarers* (MSC 108/20, annex 17).

2.10 In the ensuing discussion, the Committee noted the following:

- .1 the attacks by Houthi on commercial ships in the Red Sea and the Gulf of Aden continued to raise serious concerns regarding the safety and well-being of seafarers, the freedom of navigation, the threat to the marine environment, and the stability of the global supply chain;
- .2 the adoption by the United Nations Security Council of Resolution 2722 (2024) underscored the importance of the exercise of navigational rights and freedom of vessels of all States in the Red Sea in accordance with international law, condemned the attacks on commercial ships and demanded the immediate release of the **MV Galaxy Leader** and its crew, who had been held hostage since November 2023;
- .3 Along the same lines, the Maritime Safety Committee adopted resolution MSC.564(108) condemning in the strongest possible terms the illegal and unjustifiable attacks by the Houthis against commercial vessels transiting in the Red Sea and the Gulf of Aden, which threatened the safety and welfare of seafarers and the marine environment;
- .4 the support provided by the European Union through Operation ASPIDES, along with the contributions of other international navies operating in the region, was once again acknowledged and appreciated, and
- .5 the Secretary-General's efforts to address the current situation in the region, including his engagement with all relevant parties and provision of regular updates to Member States, were commended. Continued support for his ongoing initiatives was emphasized.

2.11 The full text of statements made by the delegations of Australia, the Bahamas, Canada, Israel, Italy, Japan, Kuwait, New Zealand, Palau, Panama, the Republic of Korea, Saudi Arabia, and Spain, on behalf of the Member States of the European Union (EU) and the European Commission (EC), Ukraine and the United States are set out in annex [...]

2.12 The delegation of the Islamic Republic of Iran reaffirmed its commitment to promoting maritime safety and security within IMO's mandate, advocating for a rules-based maritime

order that ensures smooth and safe maritime activities in accordance with international law. The delegation of the Islamic Republic of Iran stated that they have consistently contributed to combating piracy in cooperation with other States. The delegation regretted that representatives of other States had used the IMO platform to advance political agendas by disseminating disinformation and unfounded accusations against Iran. The delegation stated that attention should be paid to the roots in this crisis, which in their view was the genocide that took place by the Israeli regime, fully supported by the United States, against innocent Palestinian people. The Islamic Republic of Iran remained committed to the UNSC Resolutions 2140 and 2216 and had taken no action in violation of these resolutions, and called on States to act responsibly, to refrain from baseless accusations and to focus on factual discussions. The full statement of the delegation of the Islamic Republic of Iran is set out in annex [...]

2.13 Following discussions, the Committee:

- .1 expressed concern over the safety and welfare of seafarers, freedom of navigation, threats to the marine environment and stability of the global supply chain resulting from the attacks by Houthis on commercial ships in the Red Sea and Gulf of Aden;
- .2 reiterated the call for the immediate release of the **MV Galaxy Leader** and its 25 seafarers which continued to be held captive since its hijacking in November 2023, marking a year of imprisonment of innocent seafarers;
- 3 expressed condolences to the families of all seafarers who had lost their lives since the attacks began;
- .4 recalled the adoption of the United Nations Security Council Resolution 2722 (2024), highlighting the importance of navigational rights and freedom of merchant and commercial ships of all States in the Red Sea in accordance with international law, and resolution MSC.564(108) on the Security situation in the Red Sea and the Gulf of Aden resulting from Houthi attacks on commercial ships and seafarers, condemning the attacks as illegal and unjustifiable, calling for peaceful dialogue and diplomacy to resolve the crisis;

- .5 expressed gratitude to the European Union for the support provided through Operation ASPIDES, as well as all Member States providing assets to the region;
- .6 commended the Secretary-General's strong commitment and efforts, including his recent visit to the countries in the region, to re-establish safety and security in the Red Sea and the immediate release of the **MV Galaxy Leader**, as well as his regular updates on the attacks by Houthis; and
- .7 requested the Secretary-General to continue engaging with all relevant stakeholders, to continue monitoring the situation and providing regular updates to IMO Member States.

Black Sea, Sea of Azov and Straits of Kerch

2.14 The Committee noted the summary of decisions of the Council 133/D, noting the information provided in document C 133/15/3 on the implementation of resolution A.1183(33) on *The Impact of the Russian armed invasion of Ukraine on international shipping* and the additional information provided by the Secretary-General.

2.15 The delegation of Ukraine stated that the situation remained extremely challenging as the Russian Federation's aggression against Ukraine continued with renewed intensity. They reported that on 21 November, the Russian Federation escalated its actions by launching an intercontinental ballistic missile, which posed a grave threat to global stability, safety and undermines international maritime law. Ukraine urged IMO Member States to take decisive measures against the Russian Federation, calling on all countries to prohibit access to seaports for ships flying the Russian flag, ships owned, operated or controlled by Russian nationals or entities registered in Russia and ships transporting goods to or from Ukraine temporarily located in the occupied territories or Russian Ports. Ukraine stated that the so-called "shadow fleet," involved in illicit activities such as sanctions evasion, unauthorized goods transport, and smuggling, threatened global maritime safety, security, and trade integrity by undermining international law and endangering navigational safety. They expressed their appreciation to Member States and international partners for their efforts to identify, monitor, and disrupt these operations, ensuring transparency and stability in the maritime domain. Despite the challenges of the war, Ukraine reiterated that its maritime sector has shown remarkable resilience, handling 8 million tons of cargo in October 2024 – a 60% increase from last year – primarily through its special corridor. Ukraine thanked international partners,

particularly France, the United Kingdom, the European Union and IMO for their support and urged Member States to contribute to the Integrated Technical Cooperation Programme in support of Ukraine, and to support the initiative "UA Maritime Recovery Plan" led by Estonia. The full text of the delegation of Ukraine is set out in annex [...].

2.16 Speaking on behalf of the Member States of the European Union (EU) and the European Commission (EC), the delegation of Spain expressed its solidarity with the people of Ukraine and condemned in the strongest possible terms, the Russian Federation's armed aggression against Ukraine's territory, including the recent attacks on ships in the Black Sea. The delegation of Spain recalled resolution A.1183(33) expressing grave concern over the devastating impact of the Russian Federation's invasion of Ukraine on safety and security of international merchant shipping in the northern part of the Black Sea, the Sea of Azov and the Kerch Strait. Spain reiterated that the European Union will never recognize any of the illegal occupied territories as they remain part of Ukraine's territory. Spain condemn the recent escalation of attacks by the Russian Federation on commercial ships operating in the territorial waters of Ukraine and in the broader area of the Black Sea. Such attacks on ships flying the flags of third countries which are not parties to the military conflict constitute a violation of the international law, the IMO Convention and have led to the loss of lives of innocent seafarers working on board these vessels. As a result, Spain condemned the recent Russian attacks on commercial ships operating in the Black Sea in the strongest possible terms and urged the Russian Federation to cease these attacks immediately since they were leading to the loss of seafarer's lives while they violated the IMO Convention, and they were against IMO Assembly resolution A.1183(33).

2.17 Many delegations took the floor in support of the statement made by Spain on behalf of the Member States of the EU and EC. They also reiterated that they stood with Ukraine in support of its territorial integrity. They condemned the Russian Federation's recent attacks on ships and thanked the Secretary-General for the needs assessment mission organized by IMO under the Integrated Technical Cooperation Programme (ITCP) in support of Ukraine. The full text of the statements made by Australia, Canada, Japan, New Zealand, Spain and the United States are set out in annex [...].

2.18 The delegation of the Russian Federation stressed that yet again the Committee witnessed false information being presented to it with many facts being manipulated. Further they indicated that this discussion should be considered in light of the agenda item on the workload, as many hours of Committee's work were lost in vain and till now this undermines

the Committee's ability to address its core technical issues due to the time constraint imposed by such political discussions. The delegation highlighted the continued use of double standards, which should be condemned by the Committee and monitored by the Chair. It reminded the Committee of its submission to the last session (MSC 108/WP.11). In response to allegations of attacks on civilian port infrastructure and ships, the delegation stated that Western countries used civilian vessels to deliver military supplies to Ukraine and store them at port facilities under the guise of agricultural exports and further stressed that such targets are legitimate under international law. The presence of military cargo was evidenced by secondary detonations, scale of fire and are clearly visible on satellite imagery. It was underscored that the acts of shipowners providing commercial vessels for transport of military cargo are unacceptable. On the Black Sea initiative, the Russian Federation reiterated that Ukraine has used the previous humanitarian corridor and the current sea corridor to conduct terrorist acts against Russian merchant ships and facilities. Moreover, the delegation articulated the need to unblock Russian agricultural exports, which are hindered by Western countries' illegal sanctions. the delegation assured the Committee of the Russian Federation's continued efforts to responsibly supply agricultural products and fertilizers to global markets despite the mentioned blockade. Finally, regarding resolution A.1183(33), it was stated the latter was the weakest resolution in the history of IMO, including in terms of Member States that supported its adoption. With regard to the idea of an IMO mission to Ukraine, it was indicated that the Organization did not have the mandate and budget to deal with such issues. The full text of the statement of the Russian Federation is set out in annex [...]

2.19 In response to the statement made by the Russian Federation, the delegation of Ukraine stated that once again the Russian Federation's acts are manipulative and the claim of politization of the issue is more than absurd. The decisions of the IMO Council, Assembly and all other IMO bodies from 2022 to 2024 are a clear demonstration that IMO is acting within its mandate, in accordance with rules and norms of international law and on the basis of obtained evidence. Ukraine has also mentioned that the International Criminal Court issued an arrest warrant for President Putin. They reminded the Committee of the result of the elections to the IMO Council, when the Russian Federation failed to receive the minimum required number of votes and finally called on Member States to disregard Russia's presentations in the Plenary, including during the current session. The full text of Ukraine's response is set out in annex [...]

2.20 Following the discussions, the Committee took note of all the statements.

3 AMENDMENTS TO MANDATORY INSTRUMENTS

General

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

- .1 International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code); and
- .2 International Code of Safety for Ships Using Gases or other Low flashpoint Fuels (IGF Code).

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 articles VIII(b)(iii) and VIII(b)(iv) of the Convention. The proposed amendments to the Codes mandatory under the Convention had been circulated, in accordance with SOLAS article VIII(b)(i), to all IMO Members and Contracting Governments to the Convention by Circular Letter No.4879 of 29 May 2024.

3.3 In conjunction with the adoption of the aforementioned amendments, the Committee was also invited to consider and approve a draft MSC circular on the voluntary early implementation of amendments to chapter 16 of the IGC Code.

Proposed amendments to the IGC and IGF Codes (expanded Committee under SOLAS article VIII)

Draft amendments to chapter 16 of the IGC Code

3.4 The Committee recalled that MSC 108 had approved draft amendments to chapter 16 of the IGC Code, with a view to adoption at this session, in conjunction with the approval of a draft MSC circular on voluntary early implementation of these draft amendments (MSC 108/20, paragraph 14.20).

3.5 Having noted that no comments on the draft amendments had been submitted, the Committee confirmed their content, as set out in annex 1 to document MSC 109/WP.7, subject to editorial improvements, if any.

Date of entry into force of the proposed amendments

3.6 The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 January 2026 and enter into force on 1 July 2026, in accordance with the *Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1481), noting that MSC 108 had agreed upon an entry into force on that date (MSC 108/20, paragraph 14.20).

Draft amendments to the IGF Code

3.7 The Committee recalled that MSC 108 had approved draft amendments to the IGF Code, with a view to adoption at this session (MSC 108/20, paragraph 14.5).

3.8 In this connection, the Committee considered document MSC 109/3/3 (Liberia and IACS), proposing changes to new paragraph 11.3.2 of the IGF Code, in particular the deletion of a duplicated provision related to the segregation of fuel tanks and cargo.

3.9 Having agreed with the proposed modifications in document MSC 109/3/3, the Committee confirmed the draft amendments, as set out in annex 2 to document MSC 109/WP.7, subject to editorial improvements, if any.

Date of entry into force of the proposed amendments

3.10 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.

Non-mandatory instruments

Associated draft MSC circulars

3.11 The Committee recalled that MSC 108 had approved the draft amendments to chapter 16 of the IGC Code (see paragraph 3.4) with a view to subsequent adoption at this session, together with the approval of an MSC circular on the voluntary early implementation of these draft amendments (MSC 108/20, paragraph 14.20).

3.12 The Committee confirmed the content of the draft MSC circular, as set out in annex 3 to document MSC 109/WP.5, as appropriate, subject to editorial improvements, if any.

Assessment of capacity-building and technical cooperation and assistance implications of the draft amendments to mandatory instrument

3.13 The Committee recalled that, according to the decisions at its last session (MSC 108/20, paragraphs 17.6 to 17.10), when finalizing draft amendments, it should only review the assessment of capacity-building implications emanating from the corresponding sub-committee or a working group of a committee, conducted based on the information provided by the Member State(s) that submitted the initial proposal for the output.

3.14 Having noted that, due to the recent approval of this new procedure, no assessment was provided by the CCC Sub-Committee in relation to the amendments to mandatory instruments considered for adoption at this session, the Committee, in accordance with the relevant decision of MSC 104 (MSC 104/18, paragraph 4.2), instructed the Drafting Group to assess the implications of said amendments for capacity-building and technical cooperation and assistance, against the procedures and criteria for identification of capacity-building implications set out in annex 2 of the Committees' method of work (MSC-MEPC.1/Circ.5/Rev.5).

Establishment of the Drafting Group

3.15 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 the IGC Code, including the associated MSC resolution;
 - .2 draft amendments to the IGF Code, including the associated MSC resolution;
 - .3 draft MSC circular on voluntary early implementation of the amendments to chapter 16 of the IGC Code; and
- .2 assess the implications for capacity-building and technical cooperation and assistance of the new, or amendments to existing, mandatory instruments

submitted for adoption at this session, against the procedures and criteria for identification of capacity-building implications set out in annex 2 of the Committees' method of work (MSC-MEPC.1/Circ.5/Rev.5), and advise the Committee as appropriate.

Report of the Drafting Group

3.16 Having considered the report of the Drafting Group (MSC 109/WP.7), the Committee approved it in general and took action as outlined below.

[Adoption of amendments to chapter 16 of the IGC Code

3.17 The expanded Committee, including delegations of [...] Contracting Governments to the 1974 SOLAS Convention, considered the final text of the proposed amendments to chapter 16 of the IGC Code, prepared by the Drafting Group (MSC 109/WP.7, annex 1), and unanimously adopted them by resolution MSC.[...](109), as set out in annex [...].

3.18 In adopting resolution MSC.[...](109), 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 January 2026 (unless, prior to that date, objections are communicated to the Secretary-General, as provided for in article VIII(b)(vi)(2) of the Convention) and enter into force on 1 July 2026, in accordance with the provisions of article VIII thereof and the Guidance on entry into force (MSC.1/Circ.1481).

Adoption of amendments to the IGF Code

3.19 The expanded Committee, including delegations of [...] Contracting Governments to the 1974 SOLAS Convention, considered the final text of the proposed amendments to the IGF Code, prepared by the Drafting Group (MSC 109/WP.7, annex 2), and unanimously adopted them by resolution MSC.[...](109), as set out in annex [...].

3.20 In adopting resolution MSC.[...](109), 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 are 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 (MSC.1/Circ.1481).

Approval of amendments to non-mandatory instruments

3.21 Having considered the final text of the proposed draft MSC circular concerning non-mandatory instruments prepared by the Drafting Group (MSC 109/WP.7, annex 3), the Committee approved circular MSC[...] on *Voluntary early implementation of the amendments to chapter 16 of the IGC Code*.

Assessment of capacity-building implications

3.22 Having considered the parts of the Drafting Group's report (MSC 109/WP.7, paragraphs 11 to 13) addressing the implications of the amendments adopted at this session for capacity-building and technical cooperation and assistance, the Committee:

- .1 agreed that there might be capacity-building implications and a need for technical cooperation or assistance in relation to the draft amendments to the IGC and IGF Codes adopted at this session; and
- .2 in relation to the above, invited the Technical Cooperation Committee to note the outcome of the assessment and encouraged Member States in need of capacity-building assistance concerning the aforementioned amendments to contact the Organization accordingly.

Authorization of the Secretariat

3.23 The Committee authorized the Secretariat, when preparing the authentic texts of the amendments adopted at this session, to make any editorial corrections that may 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.

3.24 The Committee further 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).

Application provisions of amendments to the LSA Code

3.25 The Committee recalled that MSC 108 had noted that the application provisions in the amendments to the LSA Code adopted at that session and in some other previous amendments to the Code had been included in the text of the resolutions instead of the text of

the requirements, which might hinder their effective implementation (MSC 108/20, paragraph 3.29).

3.26 In this regard, the Committee had for its consideration document MSC 109/3/1, submitted by the Secretariat in response to the request to explore possible ways to address this matter in the provisions concerned and in the future.

3.27 Following consideration, the Committee:

- .1 having noted that this was an issue involving not only the LSA Code (including the lack of a general application provision for the Code), but also other IMO instruments, agreed that a systematic approach be taken to ensure the insertion of relevant application provisions during the regulatory development and amendment processes, including the ongoing comprehensive revision of SOLAS chapter III and the LSA Code, based on the *Guidance on drafting of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1500, as revised); and
- .2 in order to address the issue identified in the LSA Code at this stage, requested the Secretariat to submit draft amendments to resolutions MSC.459(101), MSC.535(107) and MSC.554(108) with a view to approval or adoption by MSC 110, as appropriate, with application provisions included in the corresponding requirements of the LSA Code.

4 GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS

Background

4.1 The Committee recalled that the following combined GBS Audit had been undertaken in the course of 2024, as reported in document MSC 108/INF.25 (Secretariat):

- .1 the Initial GBS Verification Audit of a non-IACS Class Society, Biro Klasifikasi Indonesia (BKI); and
- .2 a GBS audit (outside the three-year cycle) of the revised IACS North Atlantic wave data (IACS Rec.34), submitted as a follow-up to the previous observation stemming from the initial GBS Verification Audit, which took place in 2015 and was considered by MSC 96.

4.2 The Committee also recalled that MSC 108, having noted that the GBS Audit of IACS Rec.34/Rev.2 on Standard Wave Data was ongoing at that session, had agreed to postpone the consideration of documents MSC 108/19 (ICS et al.) and MSC 108/19/6 (IACS), because both documents had been provided to the Audit Team; and the Audit report and the recommendation of the GBS Auditors would be considered at its next session (see paragraph 4.11).

Outcome of the second GBS Workshop

4.3 The Committee recalled that the second GBS Workshop had been held in June 2023, as was reported in document MSC 108/INF.14 (Secretariat); and that a draft table format for rule change, reporting for maintenance audits, had also been considered by the GBS Workshop.

4.4 The Committee also recalled that the second GBS Workshop had recommended to hold the next workshop, which was expected to take place after MSC 110, in 2025, after the start of the next three-year maintenance audit (2025 to 2027) (see paragraph 4.8).

Proposed table format used for the GBS Maintenance Audits

4.5 Regarding the draft table format for rule change (MSC 108/INF.14, annex), the Committee considered document MSC 109/4/4 (IACS), providing comments on the proposed table format used for the GBS Maintenance Audits.

4.6 In particular, the Committee considered whether such a table should be utilized for the GBS Maintenance Audits and, if so, whether it should be finalized at this session, or considered by the third GBS Workshop.

4.7 Following consideration, the Committee:

- .1 agreed to refer the proposed table incorporating amendments, to the third GBS Workshop for consideration by the GBS experts, with a view to being used for the next maintenance audit cycle 2025-2027; and
- .2 noted that, although the report of the third GBS Workshop would be considered by the Committee, the table could be used beforehand.

4.8 The Committee requested the Secretariat to plan and prepare for the third Workshop, tentatively scheduled to take place in 2025.

Initial GBS Verification Audit of Biro Klasifikasi Indonesia (BKI)

4.9 Regarding the Initial GBS Verification Audit of Biro Klasifikasi Indonesia (BKI), the Committee considered documents:

- .1 MSC 109/4 (Secretary-General), containing the final report of the Initial GBS Verification Audit of BKI; and
- .2 MSC 109/4/7 (Secretariat), containing the Corrective Action Plan submitted by BKI to this session, including the Class Society approach to address the non-conformities identified and listed in the final report of the Initial GBS Verification Audit.

4.10 Following consideration, in agreement with the recommendations from the GBS Audit Report in document MSC 109/4, the Committee confirmed that the information provided by BKI demonstrated conformity with the Organization's Goal-based ship construction standards for bulk carriers and oil tankers, provided that BKI adopted the relevant actions to rectify "non-conformities", as referred to in paragraphs 3 and 4 of document MSC 109/4 and submitted a new request for an audit, in accordance with the *Revised guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tankers* (resolution MSC.454(100)) (Revised GBS Guidelines).

GBS Audit of IACS Rec.34/Rev.2 on Standard Wave Data

4.11 With respect to the GBS Audit of IACS Rec.34/Rev.2 on Standard Wave Data, the Committee considered documents:

- .1 MSC 109/4/1 (Secretary-General), containing the final report of the GBS audit outside the three-year cycle, concerning the revision of IACS Recommendation 34 "Standard Wave Data" (IACS Rec.34);
- .2 MSC 109/4/2 (IACS), providing comments on document MSC 109/4/1, and the recommendations stated in the final GBS audit report;

- .3 MSC 109/4/5 (Cyprus et al.), reiterating concerns relating to the methodology used by IACS to calculate the revised wave data for the North Atlantic (IACS Rec.34/Rev.2);
- .4 MSC 109/4/6 (IACS), commenting on document MSC 109/4/1 and outlining the main principles behind Rec.34/Rev.2, the importance of the principles of good seamanship and the responsibility for proper operation and maintenance, as well as endorsing and encouraging the need for the continuous development of rules by Classification Societies;
- .5 MSC 108/19 (ICS at al.), expressing concerns relating to the methodology used by IACS to calculate the revised wave data for the North Atlantic (IACS Recommendation 34); and
- .6 MSC 108/19/6 (IACS), commenting on document MSC 108/19 and providing explanations and details of the methodologies used for the revised wave data to address the concerns raised in document MSC 108/19.

4.12 Prior to the discussion, the Chair made a statement highlighting relevant procedural aspects of the Goal-based ship construction standards for bulk carriers and oil tankers and the GBS verification audit scheme. In this context, and in relation to the GBS audit outside the three-year cycle of IACS Rec.34/Rev.2 on standard wave height, the Committee noted:

- .1 the need to consider the subject matter within the remit of the Revised GBS Guidelines framework when considering the recommendations of the GBS Audit Team expressed in document MSC 109/4/1;
- .2 the fact that an "observation" on a rule, or part of a rule, constituted a finding that, in accordance with the Revised GBS Guidelines, did not give the Committee the option to determine that ships complying with that rule were not meeting the GBS standards;
- .3 the GBS represented a process of iterative development; rules and GBS verification evolving through step-by-step improvements, where disruption of rule application was only taking place in extreme situations, such as in the case of non-conformities where the Committee agreed that safety might be compromised;

- .4 the need to consider the approval of the recommendations of the GBS Audit Team in document MSC 109/4/1, suggesting that the observation made in 2015, was considered addressed;
- .5 the importance of considering the new observation on IACS Rec.34/Rev.2, as expressed in document MSC 109/4/1, as part of an iterative development process in the revision of IACS Common Structural Rules (CSR) which was currently under way; and
- .6 the relevance of understanding the status of the IACS CSR revision timeline, with a view to assessing the recommendations from the GBS Audit Team and the request for clarification as to whether IACS Rec.34/Rev.2 was already being used in the design, order or construction of new bulk carriers or oil tankers.

4.13 In this respect, the Committee noted the statement by the observer from IACS, providing the following clarifications and indicative timeline of events:

- .1 IACS CSR, as developed on the basis of Rec.34/Rev.2, was not being applied to designs, orders or construction of bulk carriers or oil tankers subject to SOLAS regulation II-1/3-10; and
- .2 in 2025:
 - .1 IACS would conduct consultations with the industry through the IACS External Advisory Group on the wave loads resulting from Rec.34/Rev.2;
 - .2 IACS was planning to complete the development of the draft changes to CSR, their detailed technical background and consequence assessment of the impact on the designs of ships as a package, with a view to adoption in 2026 and submission to the Secretary-General to initiate a verification audit; and

- .3 the rule changes were planned to enter into force in 2028, allowing time for the audit and a Committee's decision thereon, and that IACS aimed to deliver classification requirements offering the shipping community the enhanced safety without a reduction in the level of safety of bulk carriers and oil tankers.

The full text of their statement is set out in annex [...].

4.14 Additionally, the Committee noted that:

- .1 concerns stated in document MSC 109/4/5 were supported and should be taken into account, i.e. limiting the wave height hindcasts to the AIS tracks of predominantly weather-routed ships that were actively avoiding storms, the inclusion of southmost areas of the North Atlantic, the lack of consideration for future wave height increases resulting from global warming having a negative impact on wave height, relative comparison between Rec.34/Rev.2 and other sources revealed Rec.34/Rev.2 as less onerous, and the fact that IACS Rec.34/Rev.2 remained published without precautionary notes;
- .2 IACS and the industry should collaborate for a mutually agreeable understanding and resolution of the matter, as appropriate;
- .3 without any compelling evidence for the inclusion of the southern parts of the North Atlantic in the new wave data set, areas 24 and 25 should be removed and Rec.34/Rev.2 should not be applied to IACS CSR until a full impact assessment, including impacts on scantlings, had been completed;
- .4 in comparison with the 2001 and 2022 versions, the latest version recognized that some waves were getting bigger, however the rate of occurrence of ships encountering large waves had reduced with the justification that ships would apply weather routing. The climate change and extreme weather impacted the sea environment with unpredictable consequences. Whilst climate change was getting worse, on the other hand Rec.34/Rev.2 indicated that the average wave heights that determined potential fatigue in structural elements were getting smaller. The ongoing work on updating significant wave height data with modern data was welcome, however the average wave height should not be moderated downwards based on the predictability of future weather;

- .5 the proposed action in document MSC 109/4/5 to include a statement in the report of the Committee indicating that Rec.34/Rev.2 should not be used, could not be accepted; and, as was stated in document MSC 109/4/2, IACS had agreed to the recommendations of the Audit Team and to develop a revised version of Rec.34/Rev.2, and that there was no evidence that the Team had determined that Rec.34/Rev.2 was non-compliant with the GBS. Additionally, such an approach could not only undermine the ongoing improvement of the development of construction standards but also compromise the established structure and confidence in the GBS system;
- .6 consideration of the worst-case sea conditions alone was considered unreasonable without careful technical assessment and probabilistic analysis which could lead to increasing ship weight that would also increase GHG emissions without achieving the expected safety benefit;
- .7 CSR need to be developed based on clear, sound and scientific logic in a manner that the ship construction standards ensured safety of lives at sea; and
- .8 it was considered that the observation emanating from the 2015 Audit had been sufficiently addressed and, for the subsequent audit, the Auditors should take into account the concerns raised in document MSC 109/4/5, as well as information provided by WMO, when auditing the whole package, which would include the revised Rec.34/Rev.2 and the IACS CSR. Additionally, Rec.34/Rev.2 was not referenced in any IMO instruments. If the Class rules were changed and the flag State was concerned about these changes, the issue could be addressed between the two parties concerned.

4.15 Subsequently, the Committee:

- .1 endorsed the recommendations of the GBS Audit Team in paragraph 8.1 of document MSC 109/4/1 in the context of addressing the observation stemming from the GBS initial verification of CSR rules, back in 2015;
- .2 endorsed the recommendations of the GBS Audit Team in paragraphs 8.2 to 8.4 of document MSC 109/4/1 addressing the changes and impact of IACS

Rec.34/Rev.2, considering that the GBS framework was an iterative process and; therefore, a new audit was forthcoming;

- .3 invited IACS to take the necessary actions for a "following" audit; and to provide further updates to the Committee on activities taken to gather more data, with a view to conducting a further GBS audit of IACS Recommendation 34 "Standard Wave Data" at the earliest opportunity, given the major implications on the design, construction and maintenance of ships, and the safety of crews, passengers and cargoes;
- .4 requested the auditors to take into account the documents submitted raising issues/concerns with Rec.34/Rev.2 in future GBS Maintenance Audits when assessing the revised CSR;
- .5 encouraged IACS not to implement the newly developed CSR until a GBS "following" audit in line with the recommendations of the GBS audit had been completed and the Committee, at a future session, had reviewed and acted on the recommendations from the auditors; and
- .6 requested the Secretariat to make the necessary arrangements for the "following" audit as soon as IACS had completed its work on the matter and requested an audit.

4.16 In this respect (see paragraph 4.15.6), the Committee recalled that an essential element supporting the robustness of the GBS framework was very much dependent on the availability of GBS auditors, and invited interested Member States to nominate experts through the dedicated GISIS module.

4.17 Additionally, the Committee further encouraged IACS to work together with other stakeholders, including Member States and the industry, with a view to ensuring an inclusive involvement of all parties concerned, or affected, by the rule development process.

4.18 In response, the observer from IACS made a statement confirming that a balanced consultation process with the industry would be conducted. The full text of this statement is set out in annex [...].

Report on the observations of the GBS Audit Team

4.19 Having considered document MSC 109/4/3 (Secretariat), providing the observations of the GBS Audit Team for the 2024 Combined GBS Audit, in accordance with paragraph 11.10 of the Revised GBS Verification Guidelines, the Committee noted the actions requested in paragraph 18 of the document; and agreed to refer the recommendations to the third GBS Workshop, with a request to identify possible solutions to facilitate the auditors' work (see paragraph 4.8).

Status report addressing GBS audit observations

4.20 The Committee noted the information provided in document MSC 109/INF.6 (IACS), containing the updated status reports addressing IACS "common" observations as of 30 August 2024.

Generic guidelines for developing IMO goal-based standards

4.21 The Committee recalled that MSC 107 had invited interested Member States and international organizations to submit relevant proposals for revising the *Generic guidelines for developing IMO goal-based standards* (MSC.1/Circ.1394/Rev.2) to future sessions of the Committee, including possible consideration of the experience gained in the development of other goal-based instruments, such as the IGF and Polar Codes (MSC 107/20, paragraph 4.21). No submission has been received following this request.

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

Background

5.1 The Committee recalled that:

- .1 MSC 108 had re-established the intersessional MASS Correspondence Group, as well as the intersessional MASS Working Group, to further develop the non-mandatory goal-based MASS Code;
- .2 the Intersessional MASS Working Group (MSC/ISWG/MASS) had held its third session (ISWG/MASS 3) from 9 to 13 September 2024; and
- .3 an oral report by the Coordinator of the MASS Correspondence Group with regard to the status of the development of the draft Code had been delivered at ISWG/MASS 3, which confirmed that the report of the Correspondence Group would be submitted to MSC 110.

5.2 The Committee noted that:

- .1 due to time constraints, ISWG/MASS 3 had not been able to consider some chapters in parts 2 and 3 of the draft MASS Code, as well as the relevant proposals in documents MSC/ISWG/MASS 3/3 (Norway) and MSC/ISWG/MASS 3/4 (China); and
- .2 the report of the third session of the Joint MSC-LEG-FAL Working Group on MASS (MASS-JWG 3) was reproduced in document MSC 109/5/2 (Secretariat), which had already been considered at MSC 108 under the symbol MSC JWG 3/WP.1.

Report of the third session of the intersessional Working Group (ISWG/MASS 3)

5.3 While considering the report of MSC/ISWG/MASS 3 (MSC 109/5), containing, in its annex, the draft International Code of Safety for Maritime Autonomous Surface Ships (MASS Code), the Committee noted that ISWG/MASS 3 had finalized chapters 17 (Safety of navigation) and 20 (Fire Protection, fire detection and fire extinction) of the draft MASS Code and had initial discussions on chapters 23 (Search and rescue) and 28 (Emergency response).

5.4 The Committee noted the following general comments on the report of MSC/ISWG/MASS 3:

- .1 although the progress made at MSC/ISWG/MASS 3 on some chapters of the draft MASS Code (e.g. chapters 17 (Safety of navigation) and 20 (Fire Protection, fire detection and fire extinction)) were considered important, there were still other chapters that needed focus for development and finalization, namely chapters 7 (Risk assessment) and 12 (Connectivity);
- .2 the chapters that had been considered finalized should not be re-opened; and
- .3 following the call by MSC/ISWG/MASS 3, the HAZID tables that had not been shared with the Secretariat yet, should be submitted at the earliest opportunity and compiled for support/reference in assisting the development of the draft MASS Code, with a view to ensuring technical quality and robustness in drafting of the Code.

Search and rescue impacts of MASS

5.5 In relation to further development of chapter 23 (Search and rescue), the Committee considered document MSC 109/5/10 (France, Spain and IMRF), commenting on document MSC 109/5 and the SAR implications of MASS.

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

- .1 assisting SAR operations at sea remained an important task often allocated to merchant ships operating in areas where the intervention of rescue services might not always be immediately available. It is important that MASS should also be able to play the same role when required. To this end, the provisions on SAR were considered critical; and
- .2 the suggested involvement of the NCSR Sub-Committee, at that stage, was not supported. Similarly to other sections of the draft MASS Code requiring consideration by different sub-committees, such as the HTW Sub-Committee, chapter 23 (SAR) should only be subject to consideration by the NCSR Sub-Committee after finalization of the non-mandatory MASS Code, and the consideration of different sub-committees should be utilized as part of the experience-building phase (EBP).

5.7 Following discussion, the Committee agreed to instruct the MASS Working Group to be established to consider further document MSC 109/5/10 (see paragraph 5.42).

Further development of chapter 28

5.8 In relation to the further development of chapter 28 (Emergency response), the Committee considered document MSC 109/5/11 (Republic of Korea and ICS), commenting on document MSC 109/5.

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

- .1 chapter 28 (Emergency response) had already been suggested for deletion and MSC/ISWG/MASS 3 had agreed to keep the discussion in abeyance while expecting further proposals for a revised chapter, addressing the concerns expressed in document MSC/ISWG/MASS 3/3 (Norway);

- .2 the requirements on emergency response were already reflected in chapters 8 (Operational context) and 11 (Management of safe operations). Instead of having a separate chapter in the draft MASS Code, the relevant provisions on emergency response should be considered as possible additions in the development of the relevant parts of chapters 8 and 11; and
- .3 the inclusion of new definitions for "accident state" or "abnormal conditions" was not supported.

5.10 Subsequently, the Committee agreed to instruct the MASS Working Group to be established to consider further document MSC 109/5/11, with a view to deciding which parts of the proposed chapter 28 could be considered and incorporated in chapters 8 and 11 (see paragraph 5.42).

Potential contributions identified by ISWG/MASS 3

5.11 The Committee instructed the above-mentioned MASS Correspondence Group (see paragraph 5.1.1) to address the following potential contributions identified by ISWG/MASS 3:

- .1 proper record keeping, relating to navigational data for the safety of navigation and casualty investigation purposes, could be included in part 2 of the draft MASS Code; and
- .2 the term "override" might also be relevant for functions other than navigation; and could be defined in section 4 (Terminology and definitions).

Delegation of the master's tasks and duties in the context of MASS

5.12 The Committee instructed the MASS Working Group to be established to consider further the potential gap in the draft MASS Code on the delegation of the master's tasks and duties (see paragraph...).

HAZID tables

5.13 The Committee invited the leaders of the splinter groups that contributed to the development of the draft MASS Code to share the latest available HAZID tables with the Secretariat, with a view to making them available on IMODOCS (MSC/ISWG/MASS 3/Virtual Portal) for future reference (see paragraph 5.4.3).

Chapters not considered/finalized at ISWG/MASS 3

5.14 The Committee noted that due to time constraints, ISWG/MASS 3 could not:

.1 consider chapters 6, 7, 9, 10, 11, 12, 13 and 16 in part 2, and chapters 18, 19, 21, 22, 24, 25, 26 and 27 in part 3 of the draft MASS Code, as well as the relevant proposals made in some of the documents submitted to ISWG/MASS 3; and

.2 finalize the discussion on chapters 23 and 28.

5.15 Therefore, the Committee instructed the MASS Working Group to be established to consider further the above-mentioned chapters of the draft MASS Code, based on the annex to document MSC 109/5 (see paragraph 5.42).

Remaining documents from ISWG/MASS 3

5.16 The Committee noted that, due to time constraints, ISWG/MASS had not been able to consider documents MSC/ISWG/MASS 3/3 (Norway) and MSC/ISWG/MASS 3/4 (China), and instructed the MASS Working Group to be established to consider documents MSC/ISWG/MASS 3/3, taking into account consideration of the proposal on chapter 23 by ISWG/MASS 3, and MSC/ISWG/MASS 3/4 (see paragraph ...).

Verbal report of the Correspondence Group

5.17 The Committee recalled that the MASS Correspondence Group, established at MSC 108, had been instructed to report its work verbally to this session.

5.18 The Committee noted the verbal report on the current status of the Correspondence Group provided by the Coordinator and invited the Correspondence Group to submit its report to MSC 110, taking into account the outcome of this session.

Re-introduction of the term "equivalent"

5.19 The Committee considered document MSC 109/5/3 (India), proposing the re-introduction of the term "equivalent" in conjunction with the level of safety expected from a MASS in comparison with that of a conventional ship in the draft MASS Code.

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

- .1 the current draft MASS Code should include requirements for the demonstration of an equivalent level of safety between MASS and conventional SOLAS ships, notably due to the introduction of new technologies and hazards;
- .2 the draft MASS Code should be considered complementary to SOLAS. To this end, it was considered important to note that the safety of MASS ships should be demonstrated by the complementary application of relevant provisions in SOLAS together with the MASS Code. The MASS Code would, therefore, only address MASS functions as far as they were not adequately addressed anywhere else in SOLAS; and
- .3 the discussion on "equivalency" could be revisited at a later stage during the EBP, after the adoption of the non-mandatory MASS Code. A prioritization should be placed in the finalization of the MASS Code.

5.21 In this respect, some delegations suggested that document MSC 109/5/3 be referred to the FSA Expert Group for further consideration. However, noting that the scope of this Group's work would not cover entirely the draft MASS Code, the Committee decided not to proceed in this manner.

5.22 Following consideration, the Committee agreed to revisit the issue after the adoption and the experience building phase.

Concept of Operations in the MASS Code

5.23 While considering document MSC 109/5/5 (China), proposing the inclusion of a preliminary framework for Concept of Operations (ConOps) into the draft MASS Code, the Committee recalled that, based on the Coordinator's report, the Correspondence Group had been working on chapter 8 (Operational context), with a view to finalization.

5.24 Having agreed with the added value of the proposed framework for ConOps, the Committee instructed the MASS Working Group to be established to consider document MSC 109/5/5, in general, for advice to the Correspondence Group (see paragraph 5.42).

Revision of chapter 18 (Remote operations)

5.25 The Committee considered document MSC 109/5/8 (United Kingdom), commenting on the draft MASS Code by highlighting the need to apply chapter 18 (Remote operation) to all MASS.

5.26 In the ensuing discussion, the Committee noted the views expressed regarding the possible application of the "remote operation" provisions to all MASS. To this end, the Committee noted that MASS could have different levels of autonomy and, therefore, in some cases, the requirement for MASS to always encompass a Remote Operating Centre (ROC) would be unreasonable. Consequently, the delegations that expressed such concerns suggested that chapter 18 of the draft MASS Code should remain in part 2.

5.27 Following consideration, the Committee instructed the MASS Working Group to be established to consider further document MSC 109/5/8 (see paragraph 5.42).

Remote operation management

5.28 The Committee considered document MSC 109/5/9 (Belgium), proposing the inclusion of Remote Operation Management (ROM) into chapter 11 (Management of safe operations) and the inclusion of ROM guidance, as an annex to the draft MASS Code, with a reference in chapter 5 (Certificate and survey); and instructed the MASS Working Group to be established to consider further document MSC 109/5/9 (see paragraph 5.42).

Seafarers' survey on autonomous shipping

5.29 The Committee considered document MSC 109/5/1 (Russian Federation), providing the results of a survey conducted among seafarers and cadets of Russian maritime universities to observe their attitude towards autonomous shipping implementation.

5.30 In this regard, the Committee recalled that, on MASS training and competencies, MSC 108 had agreed to develop high-level training provisions for the MASS Code, whereby the detailed competence and knowledge, understanding and proficiency (KUPs) requirements might be developed by the HTW Sub-Committee at a later stage, when the Code had been finalized.

5.31 The Committee noted the views expressed that document MSC 109/5/1 provided an example of an initiative that could be replicated by different Member States and organizations,

with a view to increasing awareness on, and interest in, MASS operations and on autonomous technologies applied to shipping. In this context, and in coherence with the decision by MSC 108 to develop high-level training provisions for the MASS Code, the Committee agreed to revisit the matter after the MASS Code has been finalized.

Data quality and management

5.32 The Committee considered document MSC 109/5/4 (IACS), elaborating on general data quality and management aspects specific to MASS and suggesting a high-level approach towards data quality, which is essential for the safety of MASS. Subsequently, the Committee instructed the MASS Working Group to be established to take document MSC 109/5/4 into account when further developing the MASS Code (see paragraph 5.42).

Potential joint work of IMO and ILO on MASS

5.33 The Committee considered document MSC 109/5/12 (France and ITF), providing comments on document MSC 109/5/2 (Secretariat) concerning the potential joint work of IMO and ILO on MASS.

5.34 Prior to discussion, the Committee noted the Chair's statement highlighting the importance of concluding the non-mandatory MASS Code prior to the identification of MASS personnel as seafarers or not, for the purpose of the STCW Convention and the Maritime Labour Convention (MLC). To this end, the establishment of duties and responsibilities was the central objective that would be agreed formally with the adoption of the MASS Code, prior to:

- .1 developing training, certification, watchkeeping and manning provisions for the personnel with defined responsibilities in the MASS Code by the HTW Sub-Committee; and
- .2 bringing the item of MASS personnel to the attention of ILO.

5.35 Additionally, the Committee further noted the procedural guidance provided by the Secretariat, as follows:

"The establishment, terms of reference and method of work of the Joint ILO/IMO Tripartite Working Group (JTWG) are set out in document MSC 105/16/2

(Secretariat) and were approved at MSC 105. The mandate of this Group was also approved at that session and any additional task can only be jointly mandated by the ILO Governing Body and the relevant IMO bodies (i.e. the Council, Maritime Safety Committee and Legal Committee, as appropriate).

The terms of reference of this Group also provide that, unless the duration of the JTWG is extended by express decision of the ILO Governing Body and the IMO Council, the JTWG shall complete its work by the end of 2024.

However, C 132 approved the extension of the duration of the JTWG and endorsed a request of the Legal Committee to the ILO/IMO Joint Secretariat to convene a meeting to conduct a final review and consideration of the Task Force Report on the review and update (or redevelopment) of the joint ILO/IMO abandonment database (C 132/D paragraphs 11.2.5 and 11.2.6). Based on the above, this extension of the duration of the Group and its mandate will also need to be agreed by the ILO Governing Body, which will meet in March 2025".

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

- .1 the issues related to the MASS Code, requiring input from other IMO bodies, should be kept in abeyance until the finalization of the MASS Code. Further consideration of the MASS Code text should be considered in the context of the EBP;
- .2 prior to the discussion of labour issues related to MASS personnel, it is important to ensure the finalization of the relevant responsibilities of such personnel, either on board ships or ashore. The matters related to the applicability of the MLC would fall under ILO;
- .3 it would be premature to conclude chapter 15 (Human element) before labour issues were addressed;
- .4 the IMO Secretariat should liaise with the ILO Secretariat, with a view to ensuring adequate information-sharing and preparation of ILO for the need to address relevant MASS personnel labour issues once the MASS Code has been finalized;

- .5 given that the MLC only deals with onboard personnel, the ROC operator should be covered only by the MASS Code; and
- .6 labour-related issues should be dealt with at ILO and not at IMO nor through the MASS Code.

5.37 Subsequently, the Committee noted the importance of acknowledging the separation of scope and remit of both organizations, i.e. IMO and ILO, and requested the IMO Secretariat to liaise with the ILO Secretariat, with a view to informing on the work related to MASS personnel in the context of labour-related matters under relevant ILO bodies.

Regulatory revisions and outcome of MASS trials in the Russian Federation

5.38 With respect to regulatory revisions and the outcome of MASS trials, the Committee considered the following documents submitted by the Russian Federation:

- .1 MSC 109/5/6, providing information on the amendments introduced to the national legislation of the Russian Federation that have been adopted recently to promote autonomous shipping; and
- .2 MSC 109/5/7, reporting on MASS trials that have been conducted from 2020 to 2025 on ships flying the flag of the Russian Federation.

5.39 Following consideration, the Committee noted the information provided in the documents, and invited interested Member States to share their experiences on MASS trials and operations.

Information documents submitted

5.40 The Committee noted the information contained in the following documents:

- .1 MSC 109/INF.11 (Republic of Korea), providing information on the process for developing verification procedures for the Autonomous Navigation System, as well as the details of the procedures developed through the MASS R&D project of the Republic of Korea;

- .2 MSC 109/INF.13 (Republic of Korea), providing information on the remote operation simulator developed through the autonomous vessel technology development project of the Republic of Korea;
- .3 MSC 109/INF.14 (Republic of Korea), providing information on sea trial items for each of the main functions of MASS and sea trial procedures that take into account the interconnectivity of MASS technologies;
- .4 MSC 109/INF.15 (Republic of Korea), providing information on the development of a simulation database-based decision support system and its prototype for efficiently responding to incidents involving MASS; and
- .5 MSC 109/INF.17 (United Kingdom), summarizing a study undertaken to co-design safety and inclusion guidelines for maritime autonomous systems (MAS) through a survey, interviews and "Serious Game" workshops with diverse participants.

5.41 The Committee also noted that all these information documents might be beneficial when developing the draft MASS Code and, therefore, instructed the MASS Working Group to be established to take them into account in its work (see paragraph 5.42).

Establishment of the MASS Working Group

5.42 Recalling the draft terms of reference prepared by ISWG/MASS 3, the Committee established the MASS Working Group and instructed it, taking into account comments and decisions made in plenary, as well as the following documents:

MSC 109/5/4, MSC 109/5/5, MSC 109/5/8, MSC 109/5/9, MSC 109/5/10, MSC 109/5/11, MSC 109/INF.11, MSC 109/INF.13, MSC 109/INF.14, MSC 109/INF.15, MSC 109/INF.17, MSC/ISWG/MASS 3/3 (pending parts only) and MSC/ISWG/MASS 3/4; to:

- .1 develop further the draft MASS Code, based on the annex to document MSC 109/5, and in particular:

- .1 further consider chapters 6, 7, 9, 10, 11, 12, 13 and 16 in part 2 of the draft MASS Code, including principles, application and necessary definitions, to confirm their need and ensure their alignment and consistency with part 3; and
- .2 further consider chapters 18, 19, 21, 22, 23, 24, 25, 26, 27 and 28 in part 3 of the draft MASS Code, taking into account the Generic Guidelines (MSC.1/Circ.1394/Rev.2) for Tier I and Tier II, and to ensure consistency and that all necessary IMO instruments are addressed, as appropriate;
- .2 consider the potential gap in the draft MASS Code on delegation of the master's tasks and duties, taking into account paragraph 17 of document MSC 109/5; and
- .3 update the revised road map, based on annex 16 to document MSC 108/20/Add.1.

[Report of the MASS Working Group

5.43 Having considered the report of the Working Group (MSC 109/WP.8), the Committee approved it in general and took action as described hereunder.

[to be finalized by the Secretariat in consultation with the Chair after the session]]

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

6.1 The Committee recalled that MSC 108 had established a Correspondence Group (CG) on "Development of a Safety Regulatory Framework to Support the Reduction of GHG Emissions from Ships Using New Technologies and Alternative Fuels" (GHG Safety); and instructed the Group to submit its written report to MSC 110 and provide an interim oral report on the status of the Group's work at this session.

Report of the Correspondence Group and commenting documents

Interim oral report of the Correspondence Group

6.2 The Committee noted the interim oral report of the ongoing work and progress provided by the coordinator (United States) of the Correspondence Group (CG) informing that approximately 51 recommendations were being developed to address identified barriers and gaps in IMO instruments that may need to be amended. In addition to the above-referred recommendations, the Committee also noted that the CG was also identifying which IMO bodies may be best suited to undertake each task, based on the terms of reference of each Committee and sub-committee, together with the instruments under their purview. With regard to potential new instruments to be developed, the CG was considering which body had the best subject matter expertise in that given area.

6.3 The Committee further noted the CG's views that the future work assignments to address barriers and gaps may not be evenly distributed across the various IMO bodies. For instance, a majority of the alternative fuels recommendations would fall under the remit of the CCC Sub-Committee. Therefore, the CG was of the opinion that an important aspect for successfully implementing the Framework would be to first develop criteria and a mechanism for prioritizing work assignments to sub-committees.

6.4 Having considered the progress made by the CG, the Committee concurred that the CG should take the time to identify carefully the respective sub-committees that would be tasked with issues related to alternative fuels or new technologies. In this context, the Committee, having noted that this would represent a heavy workload for these bodies, agreed that the work needed to be prioritized. The Committee, therefore, agreed to task the Working Group (WG) established at this session to start developing criteria for the assignment of work, so that sub-committees could be assigned with specific tasks at MSC 110.

6.5 The Committee recalled that a comprehensive report of the CG would be expected to be submitted to MSC 110.

SOLAS, IGF Code and low-flash point fuels

6.6 The Committee considered document MSC 109/6 (United Kingdom), proposing amendments to SOLAS to clarify the application of the IGF Code to gas fuels. The submitters were of the view that the current applicability of the IGF Code covered slow-flashpoint fuels, as defined in SOLAS regulation II-1/2.29, and ammonia did not present flammable vapour

during the phase change from liquid to gas. Therefore, ammonia seemed to fall outside the scope of the IGF Code. The document stated that, consequently, this could create uncertainty within the industry looking to invest in ammonia fuelled ships, compliant with the Guidelines, as developed by CCC 10.

6.7 Additionally, the Committee noted that CCC 10 had invited the Committee to consider document CCC 10/10/3 (IACS), as an urgent matter, at this session under this agenda item, specifically in connection with the IGF Code and low-flash point fuels (MSC 109/14, paragraph 2.5).

6.8 In this context, the Committee also noted that CCC 10 was of the view that the proposal to address the issue through a unified interpretation (UI) would not meet the safeguards put in place by the Committee when considering UI proposals; and since this was not a matter of interpretation, it could not be solved through a UI. In this regard, CCC 10 had recommended that an amendment to SOLAS chapter II-1 should be in line with paragraph 20 of document CCC 10/10/3 (CCC 10/16, paragraphs 10.7 to 10.15).

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

- .1 there was general support for the proposal to draft amendments to SOLAS in relation to the application of the IGF Code, including a possible relaxation of the four-year amendment cycle to bring them into force on 1 January 2027; and
- .2 an opinion was expressed that the definition in paragraph 9.1 of document MSC 109/6/1 did not specify whether liquid ammonia referred to liquefied gas or to ammonia solution.

6.10 The Chair of the CCC Sub-Committee confirmed that the draft interim guidelines for ships using ammonia as fuel would apply to hydrous ammonia, either in its liquefied or gaseous states, and that these guidelines were intended to apply to ships other than tankers.

6.11 The Committee noted that the safe adoption of alternative fuels like ammonia and hydrogen should be aligned with equitable capacity-building efforts and technology transfer to ensure that all Member States, especially developing ones, can participate meaningfully in this transition.

6.12 The Committee, taking into account all information provided and comments on this matter, referred document MSC 109/6 to the WG, for further consideration, together with paragraph 20 of document CCC 10/10/3 (IACS), to prepare draft amendments to SOLAS regulation II-1/2.29 for consideration by the Committee.

Additional information on alternative fuels

6.13 The Committee considered document MSC 109/6/1 (IACS), providing additional information on some alternative fuels and proposing a generic format for representing the physical properties for each fuel.

6.14 The delegation of China supported the provision of relevant safety information for each new type of fuel in a standardized form, having expressed concerns about the columns in their current form, only requiring the upper and the lower flammable limits to be provided for gas fuels. In this context, the delegation proposed that the provision of additional information be considered.

6.15 The Committee agreed to refer the proposal to the WG for further consideration.

Swappable traction lithium-ion battery containers

6.16 The Committee considered documents MSC 109/6/2 (China) and MSC 109/INF.7 (China), providing reference to 19 gaps in the regulations of IMO instruments in connection to the safe use of battery containers, and proposing amendments to those existing instruments, and eight recommendations regarding instruments that needed to be developed or revised.

6.17 The Committee, having noted the concern expressed on the use of swappable traction lithium-ion battery containers and the potential of swappable lithium-ion battery containers, as a technology to decarbonate shipping particularly for short inland voyages, agreed to refer the documents to the WG for further consideration.

Hydrogen fuel cell system and hydrogen-powered vessel

6.18 The Committee noted document MSC 109/INF.2 (India) providing information on the successful completion of design, development, commissioning and trials of a first indigenously developed hydrogen fuel cell system and hydrogen-powered vessel.

Marine biofuels (FAME type)

6.19 The Committee considered document MSC 109/INF.8 (China), containing information on a project to develop the safe use of marine biofuels (FAME types) on a low-speed engine bench and a real ship, and noted that the project aimed to develop solutions for the safe use of biofuels as alternative fuels.

6.20 The Committee also considered document MSC 109/INF.9 (China), presenting the results of a test on the application of marine biofuel (FAME type) oil with different blending ratios on low-speed engine test beds and on board a ship. The Committee noted the recommendation that, based on existing research, attention should be given to the variations in calorific value and kinematic viscosity of marine biofuels (FAME type) at different blending ratios and their effects on engines and systems, and the changes in calorific value; and viscosity of marine biofuel oil should be incorporated into the crew training manual.

Safety management system for alternative fuels on board ships

6.21 The Committee noted document MSC 109/INF.16 (Singapore et al), providing information and guidelines to develop and implement a safety management system for alternative fuels on board ships.

GHG Safety Working Group***Establishment of the Working Group***

6.22 Having considered the above matters, the Committee established 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, instructing it, based on document MSC 109/6, together with documents CCC 10/10/3, MSC 109/6/1, and MSC 109/6/2, and taking into account the comments made, and decisions taken, in plenary, to:

- .1 further develop and update the list of alternative fuels and new technologies to support the reduction of GHG emissions from ships taking into account the interim oral report of the coordinator of the Correspondence Group and related comments made in plenary;
- .2 progress as appropriate the assessment for each identified fuel and new technology;

- .3 continue identifying, and recording as convenient, safety obstacles and gaps in the current IMO instruments that may impede the use of the alternative fuels or new technologies;
- .4 on the basis of document MSC 109/6 together with paragraph 20 of document CCC 10/10/3 (IACS), prepare draft amendments to SOLAS regulation II-1/2.29, 56 and 57 for consideration by the Committee;
- .5 develop criteria for the assignment of work to sub-committees;
- .6 develop a work plan that includes timelines, tasks and priorities on GHG Safety-related matters; and
- .7 submit a written report Part 1 to plenary covering the above terms of reference .1 to .4 by Thursday, 5 December 2024, and submit Part 2 to MSC 110 covering the above terms of reference .5 and .6.

[Report of the Working Group]

6.23 Having considered the report of the Working Group (MSC 109/WP.[9]), the Committee approved it in general and took actions as described hereunder:

[MORE TO COME]]

7 REVISION OF THE GUIDELINES ON MARITIME CYBER RISK MANAGEMENT (MSC-FAL.1/CIRC.3/REV.2) AND IDENTIFICATION OF NEXT STEPS TO ENHANCE MARITIME CYBERSECURITY

7.1 The Committee recalled that MSC 108 had approved the draft revised *Guidelines on maritime cyber risk management* (MSC-FAL.1/Circ.3/Rev.3) and agreed to forward them to the FAL Committee for its concurrent approval.

Cyber incident response planning

7.2 The Committee considered document MSC 109/7 (INTERPORTPOLICE) which gave details of recently developed tools that would complement the revised Guidelines, highlighting the aspects of cyber incident response.

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

- .1 the inclusion of a reference to the European Union and United Kingdom's guidance in the revised Guidelines would constitute more than an editorial correction;
- .2 the revised Guidelines should be retained as they had already been approved at MSC 108 and forwarded to the FAL Committee for concurrent approval;
- .3 given the global uniform application and recognition of the IMO guidelines, it was not appropriate for individual States' own guidance to be added to the revised Guidelines;
- .4 a new method to promulgate the latest cybersecurity guidance was needed to address rapidly evolving cybersecurity threats and risks;
- .5 paragraph 4.5 of the draft revised Guidelines specified that further references may be found on the IMO website under "Maritime cyber risk", and IMO Members were encouraged to forward references for relevant guidance and standards to the Secretariat for inclusion on the IMO public website, which would be updated by the Secretariat; and
- .6 the proposal in the document to include suitable guidance on cyber incident response and its management in future revisions to the *IMO Guide to Maritime Security and the ISPS Code* was a separate issue from the revision of the Guidelines.

7.4 Following discussion, the Committee:

- .1 decided not to include the reference to the European Union and United Kingdom's guidance in the revised Guidelines as an editorial correction, recalling paragraph 4.5 of the revised Guidelines which specified how to include further references; and

- .2 encouraged Member States and international organizations to forward references relevant to maritime cyber risk management to the Secretariat for inclusion on the IMO public website.

Proposal for next steps to enhance maritime cybersecurity

7.5 The Committee considered the following documents:

- .1 MSC 109/7/1 (Antigua and Barbuda et al.), proposing to further develop cybersecurity standards for ships and port facilities to enhance maritime cybersecurity following the Committee's approval of the draft revised Guidelines; and
- .2 MSC 109/7/2 (United Arab Emirates), commenting on document MSC 109/7/1 and proposing to extend the target completion of the output to year 2026 based on the fact that the Guidelines have to be approved by both MSC and FAL Committees.

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

- .1 the maritime industry had an urgent need for enhanced and holistic cybersecurity measures to protect commercial ships and port facility operations from increased cyber threats and risks;
- .2 considering the importance of cybersecurity issues, the development of unified cybersecurity standards for ships and port facilities should be discussed in depth in a working group at the next session of the Committee, and this would be subject to submissions being put forward under this agenda item and to the limit of the number of working groups agreed to be established at MSC 110;
- .3 a working group should include a broad spectrum of cyber security experts such as the International Organization for Standardization (ISO) and the International Electrotechnical Commission (IEC), and should develop a cybersecurity framework and road map for implementation;

- .4 FAL 48 agreed a new output on "Development of a comprehensive strategy on maritime digitalization", with a target completion year of 2027, and maritime cybersecurity should be considered as part of this work;
- .5 cyber security standards needed to be broader than the ship/port interface, and include other aspects such as the supply chain; and
- .6 given that the Guidelines were a joint MSC-FAL circular which had to be approved by both Committees, it was essential to extend the target completion of the output to 2026.

7.7 Following discussion, the Committee:

- .1 agreed the need to further develop cybersecurity standards for ships and port facilities with the possibility of establishing a working group at the next session of the Committee pending submissions under this agenda item, taking into account the limit to the number of working groups for the next session of the Committee;
- .2 invited Member States and international organizations to submit proposals on the next steps to enhance maritime cybersecurity for consideration; and
- .3 agreed to extend the target completion of the output to 2026.

8 MEASURES TO ENHANCE MARITIME SECURITY

Updates on developments related to maritime security

8.1 The Committee considered document MSC 109/8 (Secretariat), reporting on developments related to maritime security since MSC 108, 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 postponement by FAL 48 of the inclusion of the Booking and Reservation Information/Passenger Name Record (BRI/PNR) data set in the IMO Compendium to a later stage when experience had been gained through the pilots under way by WCO and CLIA, and inclusion in the 2024-2025 biennial agenda of the FAL Committee and the provisional agenda for FAL 49 of an output on "Amendments to the FAL Convention to introduce mandatory reporting of API and BRI/PNR for maritime transport", with a target completion year of 2025; 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.

8.2 In the ensuing discussion, the Committee noted, inter alia, the following views:

- .1 the delegation of Antigua and Barbuda thanked the Secretariat for its delivery of the Maritime Person and Baggage Screening and Searching pilot workshop, given the importance of the cruise sector to the Caribbean, and for its support to the regional initiative on maritime single window through the CARICOM Advance Passenger Information System (eAPIS) ensuring alignment with the Organization's work on API and BRI/PNR;
- .2 the delegation of Spain highlighted the importance of projects financed by the EU in the Red Sea area in view of the attacks carried out by the Houthis; and
- .3 the delegation of Nigeria stated that, as a nation with a critical maritime sector, it recognized the importance of keeping the maritime security module of the Global Integrated Shipping Information System (GISIS) updated, stressed the need for maintaining accurate information on the security of port facilities, utilizing the electronic transfer of data facility as needed, commended the Secretariat for its technical assistance under the Global Enhancement of Maritime Security Programme, and urged Member States to contribute to the IMST Trust Fund to ensure the delivery of such activities in developing States and future updates to the programme.

- 8.3 The full text of the statement made by the delegation of Spain is set out in annex [...].
- 8.4 Following discussion, 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.

Best practices in the combat of organized crime in the maritime industry

8.5 The Committee noted with appreciation information provided by Belgium and the Kingdom of the Netherlands (MSC 109/INF.4) on the best practices to mitigate the impacts of organized crime on international maritime traffic and port facilities including, inter alia, the importance of Private-Public Participation in the fight against drug smuggling.

9 PIRACY AND ARMED ROBBERY AGAINST SHIPS

Developments since MSC 108

9.1 The Committee considered document MSC 109/9 (Secretariat) reporting on developments concerning piracy and armed robbery against ships since MSC 108, including relevant statistics and updates on the implementation of the Djibouti Code of Conduct (DCoC) and the situation in the Gulf of Guinea, and noted in particular:

- .1 72 incidents of piracy and armed robbery against ships had been reported to the Organization as having occurred or been attempted from January to June 2024, constituting a decrease of approximately 20% at the global level compared to the same period in 2023. The areas most affected during the period in 2024 were the Straits of Malacca and Singapore (37), the Indian Ocean (13) and West Africa (10). The number of incidents in the Gulf of Guinea (West Africa) had decreased in the first half of 2024 by four compared to the same period in 2023, constituting a decrease of approximately 29%;
- .2 in relation to the implementation of the DCoC, the region, with the support of the Secretariat, had agreed an eight-point action plan in response to diverse threats, including attacks on commercial shipping in the Red Sea area, which included, inter alia, the development of the DCoC Information Sharing Network (ISN) guided by the 2021 DCoC ISN Strategy and Roadmap and the regionally agreed Standard Operating Procedures (SOPs); development of the DCoC Regional Maritime Security Strategy and Risk Register; and support in building regional coastguard capabilities, particularly in Somalia and Yemen; and
- .3 in relation to initiatives in the Gulf of Guinea, the Secretariat remained fully engaged in providing assistance to the region including, inter alia, support to the development of the Gulf of Guinea Commission (GGC) Maritime Security Strategy and, under the Germany-funded "Boosting African Implementation of the Yaoundé Code of Conduct (YCoC)" project, support to ECCAS, ECOWAS and GGC to commence the enhancement of communication in ECCAS Zone A and ECOWAS Zone G, as well as direct support to the Inter-regional Coordination Centre (ICC), based in Yaoundé, Cameroon, and partnering in the delivery of a successful Maritime Security Conference in Cabo Verde in October 2024, which promoted innovation and liaison between regional countries and industry.

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

- .1 the decrease in the overall number of incidents of piracy and armed robbery, and the initiatives of the DCoC, YCoC and the Organization in this regard, including funding by Germany, the Republic of Korea and the United Kingdom, were welcomed;

- .2 concern was expressed at the number of incidents involving hostage/kidnapped crew, particularly in the Arabian Sea and Indian Ocean;
- .3 the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia – Information Sharing Centre (ReCAAP-ISC) was commended for its capacity-building programmes in Asia, specifically the ReCAAP Data Visualization Map and Panel (Re-VAMP) interactive dashboard and enhanced mobile application. The IMO Secretariat and ReCAAP-ISC would continue to work together to address inconsistencies in the reports;
- .4 the efforts of the Government of the Philippines had led to further downgrading of the threat level in the Sulu and Celebes Seas area;
- .5 incidents in the Straits of Malacca and Singapore continued to decrease, and no recent incident had involved hostage/kidnapped crew, with enhanced cooperation between Indonesia, Malaysia and Singapore a significant factor in this reduction;
- .6 the importance of regional cooperation among States, industry and partner organizations, including public-private partnerships and the role of regional reporting centres in information-sharing, was highlighted;
- .7 the delegation of Nigeria provided updates on several important initiatives including, inter alia, its Deep Blue project, a working group with industry to improve situational awareness and response, convictions of pirates under its enhanced legal framework, accession to the 2005 SUA Protocol and the development of a National Maritime Coordination Strategy and Risk Register;
- .8 the Secretariat was thanked for its reporting, which was important in the formulation of regional strategies and national policies and regulations, but some discrepancies remained in the reporting of incidents in the Straits of Malacca and Singapore;

- .9 the actions of India in successfully rescuing the crew of the **MV Ruen**, its prosecution of the pirates involved and significant counter-piracy efforts, as well as the prosecution of the pirates involved in the **MV Crystal Artic** incident by Seychelles were commended;
- .10 China and Saudi Arabia had both hosted important regional workshops in the fight against piracy and armed robbery; and
- .11 the ICC International Maritime Bureau played an important global role in the timely receipt of attack data and the promulgation of accurate maritime statistics.

9.3 The observer from INTERTANKO, on behalf of the authors of the Best Management Practices, informed the Committee that following the removal of the High-Risk Area in the Indian Ocean in January 2023, the development of a new more dynamic threat assessment process was almost complete. A new consolidated version bringing together the three existing regional volumes would be issued in January 2025, and would be supported by Maritime Industry Security Threat Overviews, which would provide detailed regional updates on specific threats to shipping.

9.4 The full text of statements made by the delegation of Saudi Arabia and the observers of BIMCO, INTERPOL and INTERTANKO is set out in annex [...].

9.5 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 MSC.1/Circ.1333/Rev.1 (*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 (PCASP)* (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; and
- .4 called upon Member States, in line with resolution A.1159(32) (*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 may 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.

Progress report by ReCAAP-ISC

9.6 The Committee noted, with appreciation, the information contained in document MSC 109/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, and thanked it for its continuous support to the Organization's piracy reporting; together with an oral update on the activities carried out by ReCAAP-ISC and the situation of piracy and armed robbery against ships in Asia for the period January-November 2024. The full text of its statement is set out in annex [...].

10 UNSAFE MIXED MIGRATION BY SEA

Inter-agency group on protection of refugees and migrants moving by sea

10.1 The Committee considered document MSC 109/10 (Secretariat), reporting on the activities of the UNHCR-led Inter-Agency Group on protection of refugees and migrants moving by sea since MSC 106, in particular that the Group had held one meeting on 17 September 2024 with different entities of the United States Government involved in addressing sea movements in the Caribbean.

10.2 The Committee requested the Secretariat to continue keeping it informed about the work of the Group and other developments concerning refugees and migrants moving by sea.

Proposal to develop a draft MSC-FAL circular on guidelines concerning the recovery of deceased persons in migrant boats and of death after recovery

10.3 The Committee recalled that MSC 108, when considering document MSC 108/9/1 (Liberia and UAE), proposing a draft MSC-FAL circular on guidelines concerning non-survivors

in migrant boats, and, having considered the views expressed, had agreed not to approve the draft guidelines at that session and invited Member States and international organizations to submit a revised proposal to MSC 109.

10.4 The Committee considered documents MSC 109/10/1 (Germany et al.), proposing the development of a draft MSC-FAL circular on guidelines concerning the recovery of deceased persons in migrant boats and of death after recovery, and MSC 109/10/2 (France and Spain), commenting on document MSC 109/10/1 and proposing to extend the scope of the draft guidelines to all SAR situations, not only to migrant boats.

10.5 In the ensuing discussion, the Committee noted, inter alia, the following views:

- .1 there was a need to approve the guidelines to handle situations with deceased persons without further delay, to assist all parties involved in these situations (flag States, shipowners, shipmasters, port Authorities and MRCC) which were under enormous pressure;
- .1bis it is important to approve the guidelines at this session; and
- .2 the guidelines provided the parties with a useful tool to handle situations with deceased persons, preserving human dignity and human rights.

10.6 The delegation of Italy highlighted that the guidelines should take into account a more prominent role for the flag State of the vessel involved in the SAR activity, which should be the only formal interlocutor with the RCC coordinating the rescue operation, particularly for the purpose of identifying the port of disembarkation of both the shipwrecked and the bodies of the deceased. The delegation of Italy also recalled that this role of the flag State had already been enshrined in other IMO instruments, such as the SAR Convention, chapter 3, the SOLAS Convention, regulation V/33, resolutions MSC.167(78) and MSC.528(106), and FAL.2/Circ.194. The delegation of Italy also proposed to submit the draft guidelines to the NCSR Sub-Committee or to a specific intersessional working group for further consideration by SAR experts.

10.7 While the proposal to send the guidelines for further consultation with SAR experts was supported by some delegations, the majority of delegations expressed the need to approve the guidelines at this session because they were needed to be available as soon as

possible and consultation with SAR experts would delay their approval. In particular, some delegations informed that, following the reservations raised at MSC 108, they had already consulted their experts on SAR before MSC 109.

10.8 The observer delegation of BIMCO expressed the need to amend paragraph 2.1.2 of the draft guidelines to provide better clarity for masters. The statement made by the observer from BIMCO is set out in annex [...].

10.9 While some delegations expressed caution at extending the scope of the guidelines to all SAR situations, taking into account that the output of this agenda item was related to migration, the majority of the delegations were of the view that the guidelines should apply, irrespective of the status of the rescued boats and the circumstances, taking into account the benefits of the guidelines to handle the management of deceased persons. One delegation emphasized that the Committee had already adopted resolution MSC.528(106), *Recommended cooperation to ensure the safety of life at sea, the rescue of persons in distress at sea and the safe disembarkation of survivors*, under this output, where no reference was made to migrants in its title or content.

10.10 The Committee approved the MSC-FAL circular on *Guidelines concerning the recovery of deceased persons and of death after recovery*, as set out in annex [...], and agreed to forward it to the Facilitation Committee for its concurrent approval.

11 FORMAL SAFETY ASSESSMENT

Background

11.1 The Committee recalled that the two previous 2019 and 2023 sessions of the FSA Experts Group had provided some recommendations to improve the *Revised guidelines for Formal Safety Assessment (FSA) for use in the IMO rule-making process* (MSC-MEPC.2/Circ.12/Rev.2); and that these recommendations had been reported in documents MSC 102/12 and SSE 10/10 by the respective Chairs of the FSA Experts Group.

11.2 The Committee also recalled that SSE 9 had endorsed some editorial modifications to the Revised FSA Guidelines contained in document SSE 9/5 (Germany).

11.3 The Committee further recalled that MSC 108 had (MSC 108/20, paragraph 11.4):

- .1 deferred the consideration of document MSC 108/11 (Norway), together with the relevant parts of documents SSE 10/10 and MSC 102/12, to this session, for a coordinated review of all possible findings to improve the Revised FSA Guidelines (MSC-MEPC.2/Circ.12/Rev.2);
- .2 requested the Secretariat to incorporate all the suggested concrete modifications to the Revised FSA Guidelines so far, in a submission, with a view to facilitating their consideration; and
- .3 invited relevant submissions with concrete text proposals to this session to improve the text of the Revised FSA Guidelines, addressing in particular the findings of the FSA Experts Group.

Further revision of the Revised FSA Guidelines

11.4 With respect to the further revision of the Revised FSA Guidelines, the Committee had for its consideration the following documents:

- .1 MSC 108/11 (Norway), proposing to update the cost criterion used in the Revised FSA Guidelines for the cost-benefit assessment of risk mitigating measures;
- .2 MSC 109/11 (Secretariat), providing an update on the revision of the Revised FSA Guidelines, as requested by MSC 108;
- .3 MSC 109/11/1 (Germany and IACS), proposing revisions of the Revised FSA Guidelines; and
- .4 MSC 109/11/2 (IACS), proposing editorial modifications to the Revised FSA Guidelines.

11.5 Having agreed, in principle, with the above-mentioned proposals, the Committee decided to establish the Experts Group on FSA to prepare draft amendments to the Revised FSA Guidelines based on document MSC 109/WP.11 (Secretariat), consolidating all the draft amendments, and taking into account documents MSC 108/11, MSC 109/11, MSC 109/11/1 and MSC 109/11/2 (see paragraph 11.7).

Fire-simulation model developed to assess the fire safety of green ships

11.6 The Committee noted document MSC 109/INF.12 (Republic of Korea), providing information on a fire-simulation model developed to assess the fire safety of green ships and to develop a database for rapid and accurate response to fire incidents.

Establishment of the Experts Group on FSA

11.7 Having considered the above matters, the Committee established the Experts Group on FSA, and instructed it, taking into account comments and decisions made in plenary, to prepare draft amendments to the Revised FSA Guidelines (MSC-MEPC.2/Circ.12/Rev.2), together with the draft associated MSC circular, based on document MSC 109/WP.11, and taking into account documents MSC 108/11, MSC 109/11, MSC 109/11/1 and MSC 109/11/2.

[Report of the Expert Group

11.8 Having considered the report of the Expert Group (MSC 109/WP.12), the Committee approved it, in general, and:

- .1 approved the draft revision of MSC-MEPC.2/Circ.12/Rev.2 on *Revised guidelines for formal safety assessment (FSA) for use in the IMO rule-making process*, as set out in annex [...], for dissemination as MSC-MEPC.2/Circ.12/Rev.3, subject to concurrent approval by MEPC 83; and
- .2 authorized the Secretariat to effect any minor editorial corrections that may be identified when preparing the final text of the circular.]

12 SHIP SYSTEMS AND EQUIPMENT

12.1 The Committee approved, in general, the report of the tenth session of the Sub-Committee on Ship System and Equipment (SSE) (SSE 10/20 and MSC 109/12) and took action as indicated below.

New requirements for ventilation of survival craft

12.2 The Committee noted that, following the discussion on the compelling need for ventilation requirements for partially enclosed lifeboats and liferafts, SSE 10 had agreed to revisit this matter at SSE 11, with the understanding that the item would be considered completed, if no submissions justifying the compelling need were received at that session.

Development of design and prototype test requirements for free-fall lifeboat release systems without launching the lifeboat

12.3 The Committee noted the discussions and progress made on design and prototype test requirements for the equipment used in the simulated launching of free-fall lifeboats.

Expansion of the scope of the output

12.4 The Committee, taking into account the justification provided by the Sub-Committee (SSE 10/20, paragraph 4.12), endorsed the expansion of the scope of the output on "Development of design and prototype test requirements for the arrangements used in the operational testing of free-fall lifeboat release systems without launching the lifeboat" to cover amendments to other related instruments in addition to the LSA Code, to be considered by SSE 11, with a view to finalization of all relevant amendments, for approval by MSC 110 and adoption by MSC 111, as appropriate.

Amendments to paragraph 4.7.6.4 of the LSA Code

12.5 The Committee noted the agreement, in principle, on the draft amendments to paragraph 4.7.6.4 of the LSA Code, for finalization at SSE 11, together with any consequential amendments to other related instruments, as endorsed (see paragraph 12.4), with a view to approval by MSC 110 and adoption by MSC 111.

Revision of SOLAS chapter III and the LSA Code

12.6 The Committee endorsed the road map (SSE 10/20, paragraph 5.9) to facilitate drafting of related functional requirements and expected performances for SOLAS chapter III and the LSA Code.

The carriage of self-righting or canopied reversible liferafts for new ships

12.7 The Committee noted that, following the discussion on automatically self-righting or canopied reversible liferafts, a consensus could not be reached on the scope of the draft amendments to SOLAS chapter III and chapter IV of the LSA Code at SSE 10; and that relevant submissions were invited to SSE 11.

12.8 In this respect, having noted a view that the Committee should provide a clear instruction to the Sub-Committee on the matter and the invitation for relevant submissions to SSE 11, the Committee instructed SSE 11 to discuss the issue and to recommend to MSC 110 whether or not the work on this output should continue.

Amendments to paragraph 8.3.5 and annex 1 of the 1994 and 2000 HSC Codes

12.9 For the harmonization of the lifejacket carriage requirements in the 1994 and 2000 International Codes of Safety for High-Speed Craft (HSC Codes) with the relevant requirements in SOLAS chapter III, the Committee approved the draft amendments to:

- .1 paragraph 8.3.5 (Personal life-saving appliances) and annex 1 (Record of Equipment), of the 1994 HSC Code; and
- .2 paragraph 8.3.5 (Personal life-saving appliances) and annex 1 (Record of Equipment), of the 2000 HSC Code,

as set out in annexes [...] and [...], respectively; and requested the Secretary-General to circulate them in accordance with SOLAS article VIII, with a view to adoption at MSC 110, which is expected to enter into force on 1 January 2028.

Revision of the 2010 FTP Code to allow for new fire protection systems and materials

12.10 The Committee noted that, following the discussion on the revision of the 2010 FTP Code to allow for new fire protection systems and materials, SSE 10 had agreed to coordinate the work under this output with that of the post-biennial item on "Review and update SOLAS regulation II-2/9 on containment of fire to incorporate existing guidance and clarify requirements". In this respect, the Committee also noted that this agenda item had already been included in the provisional agenda of SSE 11, as endorsed by MSC 108.

Revision of the provisions for helicopter facilities in SOLAS and the MODU Code

12.11 The Committee, having noted the discussion on the revision of the provisions for helicopter facilities in SOLAS and the MODU Code, decided that the work on this output had been completed, as no submission had been received over two sessions, and requested the Secretariat to inform ICAO of such a decision accordingly.

Detection and control of fires in cargo holds and on the cargo deck of containerships***Report of the FSA Experts Group***

12.12 The Committee recalled that the FSA Experts Group's relevant observations (SSE 10/20, paragraph 10.6.10) to improve the Revised FSA Guidelines (MSC-MEPC.2/Circ.12/Rev.2) had been dealt with under agenda item 11 (see paragraph 11.1).

CARGOSAFE study

12.13 The Committee noted the discussions and progress made with respect to the development of amendments to SOLAS chapter II-2 and the FSS Code, concerning detection and control of fires in cargo holds and on the cargo deck of containerhips.

12.14 The Committee also noted the invitation to CCC 10 and HTW 11 to consider a non-exhaustive list of risk-prevention-related areas on containerhip fires within their respective purviews, identified by the Sub-Committee, with a view to taking action, as deemed appropriate.

Validated model training courses

12.15 The Committee noted that SSE 10 had validated the revised Model Course 3.04, with a view to publication; and had agreed to revise Model Course 3.05 on Survey of Fire Appliances and Provisions next.

12.16 The Committee also noted that SSE 10 had established a Review Group to work between sessions by correspondence to review the draft revision of Model Course 3.05 on Survey of Fire Appliances and Provisions, reporting to SSE 11. In this respect, the Committee encouraged the active participation of more members in both the Review Group and the Drafting Group at future sessions.

Unified interpretations of SOLAS regulations III/20.8.4 and 20.11, and resolution MSC.402(96)

12.17 The Committee approved MSC.1/Circ.[...] on *Unified interpretations of SOLAS regulations III/20.8.4 and 20.11, and resolution MSC.402(96)*, on the applicability of SOLAS regulation III/20.11 and resolution MSC.402(96) to inflated rescue boats.

Unified interpretations of SOLAS regulation II-2/4.5.6.1, and paragraphs 3.1.2, 3.1.4 and 3.5.3 of the IBC Code

12.18 The Committee approved MSC.1/Circ.[...] on *Unified interpretations of SOLAS regulation II-2/4.5.6.1, and paragraphs 3.1.2, 3.1.4 and 3.5.3 of the IBC Code*, on cargo/vapour piping and related gas-freeing piping/ducts on tankers, with the effective date of 1 January 2026.

Unified interpretations of SOLAS chapter II-2

12.19 The Committee approved MSC.1/Circ.[...] on *Unified interpretations of SOLAS chapter II-2*, on consistent application of SOLAS regulation II-2/11.4.1 on the crown of a machinery space of category A, as well as SOLAS regulations II-2/4.5.3.2.2 and 11.6.3.2 on the secondary means of venting cargo tanks.

Revised unified interpretations of SOLAS chapter II-2

12.20 The Committee approved MSC.1/Circ.1276/Rev.2 on *Revised unified interpretations of SOLAS chapter II-2*, rectifying an oversight regarding references to SOLAS regulation II-2/9.7.5.1.

Unified interpretation of SOLAS chapter II-1

12.21 The Committee approved MSC.1/Circ.[...] on *Unified interpretation of SOLAS chapter II-1* on SOLAS regulation II-1/26 concerning single essential propulsion components, with the effective date of 1 January 2026.

Prohibiting the use of fire-fighting foams containing fluorinated substances, in addition to PFOS

12.22 The Committee noted that, following the discussion on development of provisions to consider prohibiting the use of fire-fighting foams containing fluorinated substances, in addition to perfluorooctane sulfonic acid (PFOS), for fire-fighting on board ships, SSE 10 had agreed to discuss the matter further at SSE 11.

Justification for a new output on consistent application of resolution MSC.402(96)

12.23 The Committee noted that SSE 10 had (SSE 10/20, paragraphs 14.23 and 14.24, and annex 8):

- .1 prepared a draft justification for a new output on "Amendments to the 1994 and 2000 HSC Codes and the 1979, 1989 and 2009 MODU Codes to ensure the consistent application of resolution MSC.402(96)" for inclusion on the post biennial agenda of the Committee; and
- .2 requested the Committee to place the new output on the provisional agenda of the next appropriate session of the Sub-Committee, upon the completion of the existing output relating to the comprehensive review of resolution MSC.402(96), for the continuity of the two outputs.

12.24 In this respect, the Committee:

- .1 noted that the draft justification for a new output on "Amendments to the 1994 and 2000 HSC Codes and the 1979, 1989 and 2009 MODU Codes to ensure the consistent application of resolution MSC.402(96)" would be considered under agenda item 19 (see paragraph 19.[...]); and
- .2 subject to agreement (see paragraph 19.[...]), the Committee decided to place the new output on the provisional agenda of the appropriate session of the Sub-Committee, upon the completion of the existing output relating to the comprehensive review of resolution MSC.402(96), for the continuity of the two outputs.

Amendments to the LSA Code for thermal performance of immersion suits

12.25 The Committee noted that, following the discussion on thermal performance of immersion suits, SSE 10 had agreed to discuss the matter further at SSE 11.

Fire risks of ships carrying new energy vehicles

12.26 The Committee noted that, following the discussion and progress made on fire safety of ships carrying new energy vehicles, SSE 10 had agreed on a road map for an effective consideration of the matter, together with a goal-based approach (SSE 10/20, paragraphs 16.4 to 16.19).

Amendments emanating from assumed weight in self-righting tests and retro-reflective materials

12.27 The Committee adopted amendments to paragraph 6.14.1.1 of the *Revised recommendation on testing of life-saving appliances* (resolution MSC.81(70)) by resolution MSC.[...](109), concerning assumed weight used to represent each person in self-righting tests for totally enclosed lifeboats, as set out in annex [...].

12.28 The Committee approved the following circulars with the effective date of 15 August 2025, incorporating consequential amendments:

- .1 MSC.1/Circ.1628/Rev.3 on *Revised standardized life-saving appliance evaluation and test report forms (personal life-saving appliances)*;

- .2 MSC.1/Circ.1630/Rev.3 on *Revised standardized life-saving appliance evaluation and test report forms (survival craft)*;
- .3 MSC.1/Circ.1631/Rev.1 on *Revised standardized life-saving appliance evaluation and test report forms (rescue boats)*; and
- .4 MSC.1/Circ.1632/Rev.1 on *Revised standardized life-saving appliance evaluation and test report forms (launching and embarkation appliances)*.

Revision of MSC.1/Circ.677

12.29 The Committee approved MSC.1/Circ.677/Rev.1 on *Revised standards for the design, testing and locating of devices to prevent the passage of flame into cargo tanks in tankers*, with the effective date of 4 December 2026.

Minor correction to SOLAS regulation II-2/11

12.30 The Committee approved the draft amendments to SOLAS regulation II-2/11, for consistent implementation of this provision for passenger ships and cargo ships, as a minor correction, as set out in annex [...], and requested the Secretary-General to circulate them in accordance with SOLAS article VIII, with a view to adoption at MSC 110.

Substantive documents being considered under the agenda item on "Any other business"

12.31 The Committee noted that the concern of the Sub-Committee regarding the proliferation of substantive documents considered under the agenda item on "Any other business" would be considered under agenda item 19 (see paragraph 19[...]).

13 NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE

Report of NCSR 11

13.1 The Committee approved, in general, the report of the eleventh session of the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) (MSC 109/13, NCSR 11/19, NCSR 11/19/Add.1 and NCSR 11/19/Add.2) and took action as indicated hereunder.

13.2 The Committee noted that actions in paragraphs 2.15 to 2.17 and 2.20 of document MSC 109/13, including document MSC 109/13/1 (Secretariat), were considered under agenda item 19 (see paragraphs 19.[...] to 19.[...]).

Ships' routing measures

13.3 The Committee adopted, 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)):

- .1 the amended traffic separation schemes and associated measures *In the approaches to Hook of Holland and at North Hinder*, to be implemented from 00:00 hours UTC on 1 July 2025, and approved COLREG.2/Circ.[...] on *Traffic separation schemes and associated measures* containing the above-mentioned amended measure, revising and superseding COLREG.2/Circ.67, annex 3; and
- .2 the revised recommendation on navigation for containerships in traffic separation schemes *Off Vlieland, Terschelling-German Bight, Off Friesland and German Bight western approach*, and the areas to be avoided around oil rigs off the Brazilian coast – Santos Basin, to be implemented from 00:00 hours UTC on 1 July 2025, and approved SN.1/Circ.[...] on *Routing measures other than traffic separation schemes* containing the above-mentioned measures.

Revision of resolution A.707(17)

13.4 The Committee approved the draft Assembly resolution on *Charges for distress, urgency and safety communications through recognized mobile satellite services in the GMDSS*, revising and revoking resolution A.707(17), as set out in annex [...], and invited A 34 to adopt it.

Amendments to the IAMSAR Manual

13.5 The Committee approved MSC.1/Circ.[...] on *Amendments to the IAMSAR Manual*, taking into account ICAO's concurrence with the inclusion of the proposed amendments to the Manual in its 2025 Edition. In doing so, the Committee noted that, in accordance with the *Procedures for amending and updating the IAMSAR Manual* (resolution A.894(21), annex), the application date of the draft amendments to the Manual had been set as of 1 January 2026.

13.6 In this connection, the Committee considered document MSC 109/13/7 (Colombia), proposing the inclusion of new guidelines under IAMSAR Manual Volume I in relation to "Management of SAR communications and information" and "Periodic Contact Verification".

13.7 Noting the need for seeking ICAO's concurrence and confirmation of the proposal, the Committee referred document MSC 109/13/7 to the NCSR Sub-Committee for consideration and advice, in consultation with ICAO, as appropriate.

Revision of SAR.7/Circ.15

13.8 The Committee endorsed the approval of SAR.7/Circ.16 on *List of documents and publications which should be held by a maritime or joint rescue coordination centre*, revising and superseding SAR.7/Circ.15.

Performance standards for a digital navigational data system (NAVDAT)

13.9 The Committee adopted resolutions MSC.[...] on *Performance standards for the reception of maritime safety information and search and rescue related information by MF and HF digital navigational data (NAVDAT) system* and MSC.509(105)/Rev.1 on *Provision of radio services for the Global Maritime Distress and Safety System (GMDSS)*, as set out in annexes [...] and [...], respectively. In doing so, the Committee confirmed that carriage of NAVDAT equipment was not mandated under the 1974 SOLAS Convention and that the provision of radio services for the GMDSS was determined by SOLAS Contracting Governments. The Committee also noted that NAVDAT implementation would continue to be considered by the NCSR Sub-Committee (see paragraph 19.[...]).

Appropriateness and effectiveness of SOLAS regulation IV/5

13.10 The Committee noted the consideration of the Sub-Committee on the review of the appropriateness and effectiveness of SOLAS regulation IV/5 (Provision of radiocommunication service) (NCSR 11/19, paragraphs 10.6 and 10.7) and invited the Technical Cooperation Committee to consider including a thematic priority in the Integrated Technical Cooperation Programme intended to assist Member States in implementing coastal State requirements, including those specified in SOLAS regulation IV/5.

Revision of resolution A.1001(25)

13.11 The Committee approved the draft Assembly resolution on *Criteria for the provision of mobile satellite communication systems in the Global Maritime Distress and Safety System (GMDSS)*, as set out in annex [...], revising and revoking resolution A.1001(25) and MSC.1/Circ.1414, and invited A 34 to adopt it.

Pilot transfer arrangements

13.12 The Committee had for its consideration:

- .1 draft amendments to SOLAS regulation V/23 on *Pilot transfer arrangements* and the appendix (Certificates) and the associated draft MSC resolution on performance standards for pilot transfer arrangements, including the revocation of resolutions A.1045(27) and A.1108(29) (NCSR 11/19/Add.1, annexes 8 and 9);
- .2 consequential draft amendments to the 1994 and 2000 HSC Codes and the 2008 SPS Code (NCSR 11/19/Add.1, annexes 10 to 12, respectively);
- .3 the associated check/monitoring sheet for the process of amending the 1974 SOLAS Convention and related mandatory instruments (NCSR 11/19/Add.1, annex 13); and
- .4 a draft MSC circular on voluntary early implementation of the amendments to SOLAS regulation V/23 on pilot transfer arrangements (NCSR 11/19/Add.1, annex 14).

13.13 In connection with the above, the Committee considered also the following documents:

- .1 MSC 109/13/2 (New Zealand), proposing draft amendments to the *Code of Safety for Fishermen and Fishing Vessels, 2005* (MSC 79/23/Add.3, annex 38), with a view to aligning the relevant parts of the Code with the draft amendments to SOLAS regulation V/23 and associated instruments;

- .2 MSC 109/13/4 (Australia et al.), presenting an assessment of capacity-building implications related to the draft amendments to SOLAS regulation V/23 and associated instruments, including a completed checklist in accordance with appendix 1 of annex 2 to MSC-MEPC.1/Circ.5/Rev.5;
- .3 MSC 109/13/5 (IMPA), proposing a draft revision of MSC.1/Circ.1428 on *Pilot transfer arrangements – Required boarding arrangements for pilots*, including modified illustrations for pilot transfer arrangements;
- .4 MSC 109/13/8 (IACS), proposing modifications to certain footnotes of the draft MSC resolution on performance standards for pilot transfer arrangements, and clarifications regarding dedicated strong points; and
- .5 MSC 109/13/9 (Marshall Islands et al.), proposing modifications to the draft amendments to SOLAS regulation V/23 and the draft MSC resolution on performance standards for pilot transfer arrangements to address a possible unintended exclusion of the mandatory application of certain provisions.

13.14 Following consideration, the Committee approved:

- .1 the draft amendments to SOLAS regulation V/23 and the appendix (Certificates), including the proposed modifications in document MSC 109/13/9;
- .2 the associated draft MSC resolution on performance standards for pilot transfer arrangements, including the proposed modifications in documents MSC 109/13/8 and MSC 109/13/9; and
- .3 the consequential draft amendments to the 1994 and 2000 HSC Codes,

as set out in annexes [...] to [...], respectively, and requested the Secretary-General to circulate them, in accordance with SOLAS article VIII, with a view to adoption by MSC 110.

13.15 In doing so, the Committee agreed that, following adoption of the aforementioned amendments, A 34 should be invited to revoke resolutions A.1045(27) and A.1108(29) at a date

to be determined at MSC 110, taking into account the implementation dates of the draft amendments to SOLAS regulation V/23.

13.16 The Committee also approved, in principle, the consequential draft amendments to:

- .1 the 2008 SPS Code; and
- .2 the Code of Safety for Fishermen and Fishing Vessels, 2005 (MSC 79/23/Add.3, annex 38),

as set out in annexes [...] and [...], respectively, with a view to approval/adoption by MSC 110, as appropriate, together with the adoption of the associated amendments to SOLAS regulation V/23 (see paragraph 13.14).

13.17 In this regard, the Committee requested the Secretariat to refer the draft amendments to the Code of Safety for Fishermen and Fishing Vessels, 2005, to ILO and FAO for confirmation and concurrent approval before final approval by MSC 110.

13.18 The Committee also agreed to:

- .1 the draft MSC circular on Required pilot transfer arrangements for pilots and other personnel, revising MSC.1/Circ.1428, with an effective date to be determined at MSC 110; and
- .2 the draft MSC circular on Voluntary early implementation of the amendments to SOLAS regulation V/23 on pilot transfer arrangements,

as set out in annexes [...] and [...], with a view to approval by MSC 110 together with the adoption of the associated amendments to SOLAS regulation V/23 (see paragraph 13.14).

13.19 The Committee endorsed the associated check/monitoring sheet for the process of amending the 1974 SOLAS Convention and related mandatory instruments (NCSR 11/19/Add.1, annex 13) and the assessment of capacity-building implications of the draft amendments to SOLAS regulation V/23 and associated instruments (MSC 109/13/4, annex).

Revision of resolution MSC.74(69), annex 3

13.20 Having noted the consideration by the Sub-Committee of the identification of measures to improve the security and integrity aspects of AIS (NCSR 11/19, paragraph 14.9), the Committee adopted resolution MSC.[...](109) on *Performance standards for a universal shipborne automatic identification system (AIS)*, as set out in annex [...], revising annex 3 to resolution MSC.74(69), and applicable to new installations.

Other circulars

13.21 The Committee approved:

- .1 MSC.1/Circ.1460/Rev.5 on *Guidance on the validity of radiocommunications equipment installed and used on ships*, revising and superseding MSC.1/Circ.1460/Rev.4;
- .2 SN.1/Circ.297/Rev.1 on *IALA Maritime Buoyage System*, revising and superseding SN.1/Circ.297; and
- .3 SN.1/Circ.296/Rev.1 on *IALA Risk Management Toolbox for aids to navigation and vessel traffic services*, revising and superseding SN.1/Circ.296.

Difficulties of the radar SART

13.22 The Committee considered document MSC 109/13/3 (United States) highlighting the ineffectiveness of the radar search and rescue transponder (SART) in locating survivors and proposing measures, including a draft circular to provide guidance on the difficulties and risks involved in the setting of radar displays to correctly visualize radar SART signals in order to mitigate the problem until a permanent solution was developed, taking into account the considerations at NCSR 11 (NCSR 11/19, paragraphs 18.16 to 18.18).

13.23 Recognizing the need to raise awareness of the above-mentioned potential difficulties with the setting of radar displays, the Committee agreed, as a short-term solution, to the circulation of the information contained in the annex to document MSC 109/13/3 under a Safety of Navigation (SN) circular, with a modification to remove paragraph 3.2, which referred to alternative technologies, noting that the phasing out of radar SARTs and possible replacement with other technologies would require further consideration under a new output. The Committee also agreed that an output was needed in order to discuss a long-term solution.

13.24 Following consideration, the Committee approved SN.1/Circ.[...] on *Difficulties and risks involved in the setting of radar displays to correctly visualize radar SAR transponder (SART) signals* and requested the Secretariat to prepare the cover page of the circular.

Joint WMO-IMO Symposium on Extreme Maritime Weather

13.25 The Committee noted the information provided in document MSC 109/13/6 (IMO and WMO Secretariats) on the second joint WMO/IMO Symposium on *Extreme Maritime Weather: Bridging the Knowledge Gap Towards Safer Shipping*, which had been held at IMO from 23 to 26 September 2024, in particular the substantial matters and key outcomes emanating from the Symposium. In this regard, the Committee:

- .1 encouraged greater participation in the WMO Voluntary Observing Ship (VOS) scheme, taking into account the current degree of automation of data gathering and transmission (see MSC.1/Circ.1293 for further information on the WMO VOS scheme); and
- .2 invited interested Member States and international organizations to consider submitting proposals to the HTW Sub-Committee in connection with the comprehensive review of the STCW Convention to address the aspects of metocean competencies.

Information document

13.26 The Committee noted the information provided in document MSC 109/INF.18 (Nautical Institute) concerning actions taken by the Nautical Institute, in conjunction with the OCEAN Project, to promote the continuous professional development of seafarers in respect of navigation safety.

14 CARRIAGE OF CARGOES AND CONTAINERS

Urgent matters emanating from CCC 10

14.1 The Committee considered urgent matters emanating from the tenth session of the Sub-Committee on Carriage of Cargoes and Containers (CCC) (CCC 10/16), as outlined in document MSC 109/14/Rev.1 (Secretariat), and took action as indicated below.

Interim guidelines for the safety of ships using ammonia as fuel

14.2 The Committee approved MSC.1/Circ.[...] on *Interim Guidelines for the safety of ships using ammonia as fuel*.

Updated work plan for the development of new alternative fuels

14.3 The Committee endorsed the updated work plan for the development of new alternative fuels, as contained in annex 2 of document CCC 10/16.

Extension of the target completion year of the output on "Review of IGC Code" and modification of its scope

14.4 The Committee noted that the issue on extension of the target completion year of the output on "Review of IGC Code" and modification of its scope would be considered under agenda item 19 (see paragraphs 19.[...] to 19.[...]).

Draft amendments to the IGC Code and preparation of a new consolidated version of the Code

14.5 The Committee considered the draft amendments to the IGC Code contained in annex 4 of document CCC 10/16, including the draft associated cover page of the MSC resolution, taking into account the associated check/monitoring sheet.

14.6 The Committee also considered document MSC 109/14/1 (IACS), providing comments on the draft amendments to the IGC Code contained in document CCC 10/WP.7, and agreed to:

- .1 the proposals concerning paragraph 1.1.1.1, with a replacement of the words "as appropriate" with the words "as applicable" therein, and 2.1.4 of the IGC Code;
- .2 the proposals concerning paragraphs 5.4.4.2 and 5.11.4.2 of the IGC Code;
- .3 the proposals concerning paragraph 5.11.6.1 of the IGC Code, while inviting the delegation of China to submit a further proposal to MSC 110 concerning the wording of the text on its application, and noting a view expressed by the delegation of Germany that, with regard to preparation of an information document highlighting all existing and pending amendments to the 2014 IGC Code, a table of application dates of provisions as per annex 1 of the annex to MSC.1/Circ.1500/Rev.2 should be included (see also paragraph 14.10); and

.4 the proposals concerning paragraph 16.3.4 of the IGC Code.

14.7 In this context, the Committee further considered document CCC 10/10/4 (Republic of Korea) and noted the following views expressed:

- .1 applying the IGF Code to gas carriers cannot be supported because it would be a major policy reversal and would have significant implications for the safety philosophy of these ships. In this regard, it should be noted that there are considerable differences between IGF and IGC Code ships in terms of, e.g. location of tanks, piping systems and vents. In line with the policy decision made at MSC 95, concerning application of one code to one ship type, chapter 16 of the IGC Code should apply to any fuel systems of gas carriers. Therefore, document CCC 10/10/4 should not be referred to the GHG Safety Working Group;
- .2 one example of problems in applying the policy on one code per one ship type is the case of an LNG-fuelled gas carrier with LCO₂ as cargo. In this case, the IGC Code requirements would need to be applied because the IGF Code requirements are not applicable to gas carriers – even if the fuel storage and supply systems are designed independently from the cargo systems. The current policy is a barrier for using alternative fuels on gas carriers. Therefore, document CCC 10/10/4 should be referred to the GHG Safety Working Group;
- .3 scopes of application of the IGF and IGC Codes need to be clarified in sufficient detail. The current policy should be retained, and, as a way forward, it may be considered which provisions from the IGF Code could be incorporated into the IGC Code. With this in mind, document CCC 10/10/4 could be referred to the GHG Safety Working Group;
- .4 it should be ensured that adequate safety standards are applied to each ship. Further consideration is needed with regard to those cases where a gas carrier uses fuel that is different from the cargo that it carries. Document CCC 10/10/4 should be referred the GHG Safety Working Group;

- .5 the approved amendments to paragraph 1.1.1.1 of the IGC Code further demonstrate that the policy on applying one code to one ship type has always been the underlying intention. The fundamental issue for concern seems to, in fact, be the case where a low-flashpoint liquid fuel, such as methanol, is planned to be used on gas carriers; and
- .6 all guidelines under the IGF Code clearly state that they are not to be applied to IGC Code ships. Therefore, it is clear that these guidelines cannot be applied to gas carriers. To close the regulatory gap, new provisions are needed for gas carriers when they plan to use fuel that is different from the cargo they carry.

14.8 Subsequently, with regard to the issues raised in document CCC 10/10/4, the Committee invited interested Member States and international organizations to submit further proposals to MSC 110, with a view to finding regulatory solutions for using alternative fuels on gas carriers, taking into account the policy decision made at MSC 95.

14.9 After consideration, the Committee approved the draft amendments to the IGC Code, as set out in annex [...], with a view to circulation in accordance with SOLAS article VIII and subsequent adoption at MSC 110.

14.10 With regard to preparation of a new consolidated version of the IGC Code, the Committee noted that some of the adopted amendments to the IGC Code would not have entered into force by the time MSC 110 takes place. In this context, and in order to have a reference document showing all amendments to the 2014 IGC Code, the Committee requested the Secretariat to submit an information document to MSC 110, highlighting all existing and pending amendments to the 2014 IGC Code, including a table of application dates of provisions as per annex 1 of the annex to MSC.1/Circ.1500/Rev.2, for consideration, as appropriate.

Unified interpretations

14.11 Having noted that the issues related to document CCC 10/10/3 (IACS) had been considered under agenda item 6 (see paragraphs 6[...] and 6[...]) and the issues related to document CCC 10/10/4 (Republic of Korea) had been considered when dealing with the draft amendments to the IGC Code (see paragraphs 14.8 to 14.9), the Committee noted the discussions at CCC 10 concerning UIs.

Workload

14.12 The Committee noted that the discussions of the Sub-Committee on workload would be considered under agenda item 19 (see paragraphs 19.[...] to 19.[...]).

Intersessional meetings

14.13 The Committee noted that the approval of intersessional meetings would be considered under agenda item 19 (see paragraphs 19.[...] to 19.[...]).

15 IMPLEMENTATION OF IMO INSTRUMENTS (REPORT OF THE TENTH SESSION OF THE SUBCOMMITTEE)

15.1 The Committee approved the report of the tenth session of the Sub-Committee on Implementation of IMO Instruments (III 10/18 and MSC 109/15), in general, and took action as indicated hereunder (for the matter related to the workload and the updated draft terms of reference of the Sub-Committee, see paragraph [...]), subject to concurrent decision by MEPC 83, as appropriate.

Recommendations to national Administrations to prevent collisions with fishing vessels

15.2 The Committee approved MSC.1/Circ.[...] on *Recommendations to national Administrations to prevent collisions with fishing vessels*, which was developed taking into account the findings of the analysis of investigation reports and the survey circulated through III.3/Circ.12 on *Casualty investigation questionnaire on fishing vessel collisions (2018-2022)*.

Data analysis of marine casualties and incidents

15.3 The Committee approved the process for consideration of data-based reports and studies to support data-driven decision-making and policy development, based on apparent safety issues identified from casualty data analysis reports and studies, as set out in annex 3 of document III 10/18.

Observations on quality of investigation reports

15.4 The Committee endorsed, subject to concurrent decision by MEPC 83, the issuance of III.3/Circ.13 on *Casualty Analysis and Statistics - observations on the quality of investigation reports*.

New outputs related to casualty investigation

15.5 The Committee noted that the Sub-Committee had invited interested Member States and international organizations to submit proposals for a new output to revise MSC-MEPC.3/Circ.4/Rev.1 on *Revised harmonized reporting procedures – Reports required under SOLAS regulations I/21 and XI-1/6, and MARPOL, articles 8 and 12*, in accordance with MSC-MEPC.1/Circ.5/Rev.5.

15.6 The Committee considered the information provided in documents III 10/4/3 (paragraphs 7 to 13) and III 10/INF.16 (InterManager) in the context of the proposed new output "Development of guidelines addressing risks of falls from height" under agenda item 19 (see paragraph [19...]).

Guidelines on control and compliance measures to enhance maritime security

15.7 The Committee noted that the draft guidelines on control and compliance measures to enhance maritime security as a new appendix to the draft Procedures for port State control were being developed on the basis of resolution MSC.159(78) on *Interim Guidance on control and compliance measures to enhance maritime security* (derived only from its PSC-related provisions).

Integration of the reporting communication channels, including non-GISIS information

15.8 The Committee agreed, subject to concurrent decision by MEPC 83, to forward the proposals to develop methodology to integrate the reporting communication channels so that non-GISIS information could be submitted through the GISIS platform (III 10/8/1, paragraph 9.3) to the Council for further consideration under its agenda item "Enhancement of GISIS".

Guidelines addressing the implementation of provisions left "to the satisfaction of the Administration", or equivalent

15.9 The Committee noted that the Sub-Committee had invited interested Member States and international organizations to consider submitting proposals for a new output to the Committees for the development of guidelines that would address the implementation of provisions left "to the satisfaction of the Administration", or equivalent, in the relevant mandatory IMO instruments.

15.10 In this regard, the delegation of the Russian Federation made a statement, recalling the findings of IMSAS carried out in its country, in particular relevant to provisions left "to the satisfaction of the Administration" in the mandatory IMO instruments, welcoming the outcome of discussion on the issue at III 10 and expressing its support for the measures undertaken by the Organization in dealing with systemic issues.

Analysis of consolidated audit summary reports (CASRs)

15.11 With regard to the outcome of analysis of six consolidated audit summary reports (CASRs), the Committee took the following actions, subject to concurrent decisions by MEPC 83, as appropriate:

- . 1 endorsed the outcome of the analysis of the six CASRs, regarding the five main areas of recurrent findings and observations identified by the sections of the III Code and their detailed specific related issues (III 10/18, paragraphs 8.38 and 8.39, and annex 4, appendix 1);
- .2 endorsed the outcome of the analysis of the most recurrent references recorded against specific provisions of the mandatory IMO instruments, which identified the lack in their effective implementation (III 10/18, paragraphs 8.40 to 8.42, and annex 4, appendix 2);
- .3 concurred with the four main areas of root causes, indicating reasons for the shortfall in the effective implementation and enforcement of the mandatory IMO instruments and the audit standard, including the specific issues/difficulties under each area (III 10/18, paragraphs 8.43 and 8.44, and annex 4, appendix 3);
- .4 noted the proposed areas where technical assistance could be provided to Member States and agreed to forward them to the Technical Cooperation Committee to review current technical assistance programmes in order to establish whether they adequately covered the areas of recurrent shortcomings in audits and/or to develop any new technical assistance programmes that would provide more specific support to Member States, with a view to informing the Council of the outcome of its consideration (III 10/18, paragraphs 8.45 to 8.49, and 8.55.2, and annex 4, appendices 4 and 5);

- .5 initiated the review of the appropriateness and effectiveness of the provisions identified for review and referred the initial analysis of the criteria for the determination of the appropriateness and effectiveness to the NCSR, CCC and HTW Sub-Committees for review of related provisions (III 10/18, paragraphs 8.50 to 8.55, annex 4, appendix 5). In particular, the Committee decided to refer the following three provisions to the aforementioned Sub-Committees, as appropriate, for review, which could include development of relevant amendments or guidelines/interpretations, and reporting back to the Committee, while requesting the Secretariat to provide those Sub-Committees with additional background information in relation to each provision referred to them for review:
- .1 SOLAS regulation V/7.3 (search and rescue services) to the NCSR Sub-Committee, for initial consideration under its existing agenda item on "Development of global maritime SAR services, including harmonization of maritime and aeronautical procedures and amendments to the IAMSAR Manual (1.34)";
 - .2 SOLAS regulation VII/3 (requirements for the carriage of dangerous goods) to the CCC Sub-Committee under its existing agenda item on "Amendments to the IMDG Code and supplements (7.10)"; and
 - .3 STCW regulation VIII/2 (provisions related to watchkeeping arrangements and principles to be observed) to the HTW Sub-Committee under its existing agenda item on "Comprehensive review of the 1978 STCW Convention and Code (6.17)"; and
- .6 agreed to report to the Council on the outcome of the consideration of the six CASRs (III 10/18, paragraph 8.60) and, in this connection, requested the Secretariat to provide the Council with a note containing a summary of the Committee's decisions as a part of the methodology for providing feedback to the Council, taking into account that this was an iterative process and that further information should be provided to the Council as it became available.

Interim guidance to assist in the implementation of the Cape Town Agreement of 2012

15.12 The Committee recalled that MSC 108 had noted the discussion of the III Sub-Committee on the applicability of the Cape Town Agreement of 2012 to existing vessels, including the impact on the draft guidance to assist competent authorities in the implementation of the Cape Town Agreement of 2012, and endorsed the Sub-Committee's decision to continue developing the draft guidance on the basis that the Agreement would apply to existing vessels, including the provisions on survey and certification in section 3 of the draft guidance, pending the Sub-Committee's consideration of the legal advice provided by the Secretariat (MSC 108/20, paragraph 13.14).

15.13 The Committee was advised that III 10, having taken into account applicability of the Cape Town Agreement of 2012 to existing vessels and the legal advice provided by the Secretariat (III 10/14/1), had further developed the Interim guidance, which included, among others:

- .1 the draft guidance should be considered as interim until such time as the Cape Town Agreement of 2012 had entered into force and was implemented, and the title of the guidance be amended accordingly;
- .2 a sub-paragraph was added to the draft MSC resolution that invited Parties and Member States concerned to consider establishing appropriate measures in order to ensure that compliance of existing fishing vessels with the relevant requirements of the CTA was documented, as appropriate; and
- .3 one sub-paragraph was also added to the draft MSC resolution to consider paying particular attention to the case where a flag State had a pre-existing safety standard which was higher than the CTA and, in such circumstances, higher national standards should be retained for that State.

15.14 In the above context, the Committee adopted resolution MSC.[...](109) on Interim guidance to assist in the implementation of the Cape Town Agreement of 2012, as set out in annex [...], while noting the work on this output had been completed.

15.15 Consequently, the Committee urged Member States and, in particular, the signatories of the 2019 Torremolinos Declaration to take necessary measures to ensure that the entry-into-force criteria of the Cape Town Agreement were met as soon as possible.

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

15.16 The Committee agreed, subject to a concurrent decision by MEPC 83, to extend the target completion year from 2024 to 2025 for the output on "Development of guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications" (1.18).

Assembly resolutions to be prepared by III 11

15.17 The Committee authorized III 11, subject to concurrent decision by MEPC 83, to report the outcome of its work on matters that would require the adoption of the following draft Assembly resolutions directly to A 34:

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

Fifth session of the Joint FAO/ILO/IMO Ad Hoc Working Group on IUU fishing and related matters

15.18 The Committee noted the discussion of the Sub-Committee on the outcome of the fifth Joint FAO/ILO/IMO Ad Hoc Working Group on Illegal, Unreported and Unregulated (IUU) Fishing and Related Matters (JWG 5) and the intersessional work plan on implementation of the recommendations emanating from JWG 5 (III 10/18, paragraphs 17.4 to 17.10, and annex 9).

15.19 In this connection, the observer from FAO made a statement, as set out in annex [...], recalling the recent relevant events jointly carried out by FAO, ILO and IMO, highlighting the importance of safety at sea in the fisheries sector stressed by the FAO Committee on Fisheries (COFI) and welcoming the interagency cooperation between IMO, ILO and FAO on this issue, as well as on the fight against IUU fishing, within the mandate of each organization, with a view to achieving safe and sustainable fisheries and ensuring decent living and working conditions for fishers at a global level.

16 POLLUTION PREVENTION AND RESPONSE

Report of PPR 11

16.1 Having recalled that the Sub-Committee on Pollution Prevention and Response (PPR) had held its eleventh session from 19 to 23 February 2024 and that its report on that session had been circulated as documents PPR 11/18 and PPR 11/18/Add.1 (MSC 109/16), the Committee took action as indicated below.

Volatile organic compound emissions

16.2 The Committee noted that PPR 11, in the context of work on reducing emissions of volatile organic compounds, had invited the SSE Sub-Committee to consider a requirement for new crude oil tankers to be fitted with P/V valves with opening pressure of minimum 0.20 bar and identify any negative implications (PPR 11/18, paragraph 17.12).

Holistic approach on the human element

16.3 The Committee noted the Sub-Committee's discussion with regard to the holistic approach on the human element (PPR 11/18, paragraph 17.16).

17 DOMESTIC FERRY SAFETY

Activities and initiatives on domestic ferry safety undertaken by the Organization

17.1 The Committee considered document MSC 109/17 (Secretariat), providing updated information on the Organization's recent and planned future activities, and initiatives on domestic ferry safety, following the adoption of the *Model Regulations on Domestic Ferry Safety* (resolution MSC.518(105)), since the report provided to MSC 108 (MSC 108/10). In particular, document MSC 109/17 referred to implementation partnerships with the World Maritime University (WMU), the International Maritime Law Institute (IMLI), INTERFERRY, the Lloyd's Register Foundation (LRF), as well as regional and national entities, to strengthen domestic ferry safety, nationally, regionally and globally.

17.2 During the discussion, the Committee noted the interventions made by the following delegations, appreciating and supporting the activities and initiatives mentioned in document MSC 109/17, while highlighting some additional steps, taken at national and regional levels, for enhancing domestic ferry safety:

- .1 China, on the contributions to the development of the new e-learning platform and recent activities conducted in the ASEAN region, including the fifth ASEAN Regional Forum (ARF) Workshop on Ferry Safety;
- .2 Indonesia, Malaysia, Spain and Thailand, on the importance of domestic ferry safety for the Asian region, welcoming the EU-ASEAN Sustainable Connectivity Package (SCOPE) Ship Safety Project aimed at improving domestic ferry safety in these countries, as well as the wider ASEAN region, and stating their support to the ongoing initiatives;
- .3 Venezuela, on the importance of implementing and further promoting the Model Regulations (resolution MSC.518(105)), as well as the development of a draft manual on domestic ferry operations by Venezuela, which could be of interest to island States in the Caribbean region when finalized; and
- .4 INTERFERRY, on their partnership with IMO, for a long time, with a view to promoting the enhancement of domestic ferry safety, in particular the focused attention on the African region, inviting for more efforts to collect and to collate casualty information for the benefit of future deliberations and safety assessments, and ensuring that the safety of passengers on board ferries does not depend on where they operate. The full text of the statement made by INTERFERRY is set out in annex [...].

17.3 Following the discussion, the Committee:

- .1 noted the information provided in the document, together with the statements made with respect to domestic ferry safety activities;
- .2 encouraged interested Member States and international organizations to:
 - .1 consider providing in-kind and financial support for the ongoing work of the Secretariat; and
 - .2 benefit from, and contribute to, the new training material on domestic ferry safety; and

- .3 requested the Secretariat to provide further updates on the matter at future sessions of the Committee, as appropriate, under the agenda item on "Any other business".

Outcome of the regional workshop in Gabon

17.4 The Committee considered document MSC 109/17/1 (Congo et al.) reporting the output of the Regional Workshop on the Safety of Inland Waterways and Passenger Ferries, held in Gabon, from 15 to 18 July 2024.

17.5 In the ensuing discussion, the Committee noted the interventions made by the following delegations on the Regional Workshop and relevant statements:

- .1 Nigeria, on supporting the Libreville Action Plan for enhancing the operational safety of domestic ferries and the importance of contributing in-kind and financial support for its effective implementation through capacity-building and legislative framework; and
- .2 Sierra Leone, on the recent steps taken on the review and revision of the national legislation addressing domestic ferry safety, additional technical requirements that had been put in place to enhance the safety of inland waterways, designation of anchorage areas, and the development of a SAR database and an additional SAR station to ensure rapid response to incidents.

17.6 Consequently, the Committee:

- .1 noted the outcomes of the Workshop, in particular, the request for IMO and MOWCA to continue their collaborative support to the countries in the region in enhancing operational safety of domestic ferries by providing technical assistance at the national and regional levels;
- .2 invited interested parties to support Member States in the effective implementation of the Libreville Action Plan through, inter alia, engaging the expertise of WMU; and
- .3 referred document MSC 109/17/1 to TC 75 for consideration, as appropriate.

ASEAN Regional Forum Statement

17.7 The Committee noted with appreciation the information contained in document MSC 109/INF.10 (Cambodia et al.), presenting the ASEAN Regional Forum Statement on Enhancing Regional Cooperation on Ferry Safety.

18 Application of the Committee's method of work

18.1 The Committee, having recalled that MSC 108 had agreed to amend the Committees' method of work related to capacity-building implications and unified interpretations (UIs) taking into account the outcomes on the workload of MSC and subsidiary bodies, noted that it had agreed that the Working Group on Workload established under agenda item 19 prepare draft amendments to the Committees' method of work (see paragraph 19.[...]). The Committee further noted that MEPC 82 had agreed to consider the draft revised Committees' method of work, to be finalized by MSC 109, with a view to concurrent approval.

19 WORK PROGRAMME

WORKLOAD OF THE COMMITTEE AND ITS SUBSIDIARY BODIES

General

19.1 The Committee recalled that MSC 108, having had initial considerations of the holistic review of the workload of the Committee and its subsidiary bodies (MSC 108/20, paragraphs 18.1 to 18.17):

- .1 invited all sub-committees to review their terms of reference and to undertake an analysis of the continuous and annual outputs under their purview;
- .2 instructed the NCSR Sub-Committee to explore additional measures to return to five-day sessions;
- .3 invited the Secretariat to keep the Committee informed on developments concerning resources of the Secretariat and provide any additional information on the issue of the workload, as appropriate; and
- .4 invited interested Member States and international organizations to submit relevant proposals on measures to address the increased workload of the Committee and its subsidiary bodies, including draft amendments to MSC-MEPC.1/Circ.5/Rev.5, taking into account the progress made at MSC 108, for consideration at this session.

19.2 The Committee recalled also that MSC 108 had approved amendments to annexes 1 and 2 to the Committees' method of work regarding the assessment of capacity-building implications (MSC 108/20, annex 22) and agreed on a policy for consideration and approval of unified interpretations (MSC 108/20, paragraph 19.6), for inclusion in the revised version of the Committees' method of work (i.e. MSC-MEPC.1/Circ.5/Rev.6) at this session.

Measures to address the workload of the Committee and its subsidiary bodies

19.3 With regard to the measures to address the workload of the Committee and its subsidiary bodies, the Committee had for its consideration the following documents:

- .1 MSC 109/19/8 (Chile and France), proposing to introduce a new tool to assess the workload associated with proposals for a new output and providing related draft amendments to the Committees' method of work and a suggestion to consider modifying the GISIS module on Organizational Planning, accordingly;
- .2 MSC 109/19/9 (Brazil, China and United Arab Emirates), providing comments and proposals on the measures considered by the Working Group on Workload of the Committee at MSC 108; and
- .3 MSC 109/19/10 (New Zealand), containing proposals for improvement of the administration of the workload of the Committee and its subsidiary bodies with a view to establishing an effective mechanism to keep the workload within manageable levels.

19.4 After consideration, the Committee decided to refer documents MSC 109/19/8, MSC 109/19/9 and MSC 109/19/10 to a working group for further consideration and advice, as appropriate.

Relevant outcomes emanating from SSE 10, NCSR 11, CCC 10 and III 10

19.5 The Committee considered the outcomes emanating from SSE 10 (MSC 109/12, paragraph 2.32), NCSR 11 (MSC 109/13, paragraph 2.17), CCC 10 (MSC 109/14/Rev.1, paragraph 2.7) and III 10 (MSC 109/15, paragraphs 2.16 and 2.17) concerning the workload of the sub-committees and took actions as summarized in the ensuing paragraphs.

19.6 The Committee noted the SSE Sub-Committee's concern regarding the proliferation of substantive documents being considered under agenda item on "any other business" before such documents had been properly addressed by the Committee, in accordance with the relevant procedures for new outputs.

19.7 The Committee also noted the preliminary considerations of the NCSR Sub-Committee concerning the workload, in particular, that:

- .1 the Secretariat was requested to conduct an analysis of the scope of continuous outputs contained in the biennial agenda of the Sub-Committee, in consultation with the Chair and Vice-Chair of the Sub-Committee, and to advise MSC 109 accordingly; and
- .2 further considerations on the workload of the Sub-Committee were referred to NCSR 12 with a view to providing appropriate recommendations to MSC 110 when approving the 2026-2027 biennial agenda of the Sub-Committee.

19.8 In this regard, the Committee considered document MSC 109/13/1 (Secretariat) providing an analysis of the scope of continuous outputs contained in the biennial agenda of the NCSR Sub-Committee for 2024-2025. After consideration, the Committee:

- .1 agreed to the proposed scope of the outputs contained in the annex to document MSC 109/13/1 and instructed the NCSR Sub-Committee to keep the scope of continuous outputs under review, explore additional measures to return to five-day sessions from the next biennium (2026-2027) and to advise the Committee, as appropriate;
- .2 agreed that IMO-related matters considered by the Joint IMO/ITU Experts Group and the ICAO/IMO Joint Working Group should remain within the scope of existing outputs, unless instructed otherwise by the NCSR Sub-Committee or the Committee; and
- .3 requested the Secretariat to ensure, in consultation with the Chair of the NCSR Sub-Committee, that proposals submitted under continuous outputs contained in the biennial agenda of the NCSR Sub-Committee were within the scope of the outputs.

19.9 With regard to the relevant outcomes of CCC 10 and III 10, the Committee decided to refer the updated draft terms of reference of the CCC and III Sub-Committees, as set out in documents CCC 10/16, annex 6, and III 10/18, annex 6, respectively, to a working group for consideration and advice, and instructed this working group to also consider the flexible arrangements recommended by the III Sub-Committee (MSC 109/15, paragraph 2.16) from the workload point of view, including the possibility of applying similar arrangements to other sub-committees, for advice to the Committee, as appropriate.

Establishment of the Working Group on Workload of the Committee

19.10 Having considered the above matters, the Committee established the Working Group on Workload of the Committee and instructed it, taking into account the comments made and decisions taken in plenary, to:

- .1 consider measures to address the workload of the Committee and its subsidiary bodies, taking into account the initial considerations at MSC 108 (MSC 108/WP.9) and documents MSC 109/19/8, MSC 109/19/9, MSC 109/19/10 and MSC 109/12 (paragraph 2.32 only);
- .2 subject to the outcome of the above, prepare draft amendments to the Committees' method of work (MSC-MEPC.1/Circ.5/Rev.5), including the amendments approved by the Committee regarding the assessment of capacity-building implications (MSC 108/20/Add.1, annex 22), as well as the decision-making process and safeguards agreed by the Committee concerning unified interpretations (MSC 108/20, paragraph 19.9), for approval by the Committee and concurrent approval by MEPC 83;
- .3 consider if any consequential amendments would be necessary to any instruments (e.g. resolution A.1174(33), MSC.1/Circ.1500/Rev.3, MSC.1/Circ.1587, etc.) as a result of the above action;
- .4 review the updated draft terms of reference of the CCC and III Sub-Committees, as set out in documents CCC 10/16, annex 6, and III 10/18, annex 6, respectively; and

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- .5 consider the flexible arrangements recommended by the III Sub-Committee (i.e. MSC 109/15, paragraph 2.16) from the workload point of view, including the possibility of applying similar arrangements to other sub-committees;

and advise the Committee, as appropriate.

Report of the Working Group on Workload of the Committee

19.11 Having considered the report of the Working Group (MSC 109/WP.10), the Committee approved it in general and took action as described hereunder.

19.12 **[MORE TO COME]**

PROPOSALS FOR NEW OUTPUTS

General

19.13 The Committee recalled that MSC 108 had agreed (MSC 108/20, paragraph 18.3):

- .1 to extend the moratorium on the submission of proposals for new outputs until MSC 109 in order to enable further consideration of the workload of the Committee and sub-committees; and
- .2 that only duly justified urgent proposals for new outputs should be considered at MSC 109, subject to prior assessment of all new proposals, including those proposals, consideration of which was deferred by MSC 108 (MSC 108/20, paragraph 18.2) and by the sub-committees, as appropriate.

19.14 The Committee noted that, despite the moratorium, 12 documents concerning nine proposals for new outputs had been received at these two sessions, as listed in annex 1 to document MSC 109/WP.2. The Committee noted also that, in order to facilitate their consideration, the Chair, in consultation with the Secretariat, had undertaken a prior assessment of all proposals, as set out in annexes 2 (proposals from Member States and international organizations) and 3 (proposals from Sub-Committees) of said document, based on paragraph 4.13 of the Committees' method of work.

19.15 In this regard, the Committee considered the proposals requiring urgent consideration based on the outcome of the assessment (MSC 109/WP.2, paragraph 6) and took action as indicated in the following paragraphs. In doing so, the Committee agreed that other proposals would be fully assessed at a future session of the Committee.

Development of a comprehensive strategy on maritime digitalization

19.16 Noting the invitation of FAL 48 to MSC and MEPC to become associated organs of output 2.11 "Development of a comprehensive strategy on maritime digitalization" (FAL 48/20, paragraphs 17.3 and 20.5.13), the Committee agreed to become an associated organ of output 2.11, concurrently with the agreement at MEPC 82.

Introduction of digital technology for VHF voice communications

19.17 The Committee considered document MSC 109/19 (Austria et al.) proposing the development of a transition scheme for the introduction of digital technology for Very High Frequency (VHF) voice communications, as an urgent matter, to guide ITU regulatory developments taking into account the implementation impact on shipping.

19.18 Having noted general support for the proposal, the Committee agreed to include in the biennial agenda of the NCSR Sub-Committee for the 2026-2027 biennium* and the provisional agenda for NCSR 13 an output on "Development of a transition scheme for the introduction of digital technology for Very High Frequency (VHF) voice communications", with a target completion year of 2027. In this regard, the Committee authorized NCSR 12 to initiate intersessional work on the output in 2025 through the Joint IMO/ITU Experts Group on Maritime Radiocommunication Matters.

Data distribution and connectivity of ECDIS using S-100 products

19.19 The Committee considered document MSC 109/19/3 (Antigua and Barbuda et al.) proposing the development of guidance to establish a framework for data distribution and global Internet Protocol (IP)-based connectivity in order to realize the full potential of Electronic Chart Display and Information System (ECDIS) using S-100 products, including the following documents commenting on the above proposal:

- .1 MSC 109/19/11 (CIRM), advising against certain elements of the proposal, in particular mandating the use of secure communication between ship and shore (SECOM) for real-time exchange of certain S-100 products, and revising the ECDIS performance standards, noting that ECDIS equipment manufacturers were already developing and testing "Dual Fuel ECDIS" according to the adopted performance standards, and also proposing alternative solutions.

* This output will be reflected in the post-biennial agenda of the Committee during the current biennium 2024-2025.

- .2 MSC 109/19/12 (Japan), supporting in general the concept of the proposal to enable the secure and standardized S-100 data exchange, and proposing consideration of additional modifications to the ECDIS Performance standards, amendments to SOLAS chapters IV and V and development of a road map to ensure smooth implementation of the guidelines and guidance related to S-100 ECDIS as part of the output.
- .3 MSC 109/19/13 (United Kingdom), supporting the intent to create a framework including IP connectivity to fully realize and deliver S-100 capabilities, and proposing to include also as part of the new output, among other things, consideration of related amendments to SOLAS chapters IV and V and associated instruments, and development of a road map.

19.20 The Committee recalled that, following adoption of resolution MSC.530(106)/Rev.1 on *Performance standards for electronic chart display and information systems (ECDIS)* at MSC 108, it had instructed the NCSR Sub-Committee to consider the development of appropriate operational guidance for route exchange in accordance with operative paragraph 4 of the resolution and advise the Committee, as appropriate (MSC 108/20, paragraph 12.15).

19.21 The Committee recalled also that MSC 108 had (MSC 108/20, paragraph 12.16):

- .1 instructed NCSR 11 to consider S-100 implementation matters and training needs of seafarers, taking into account the views expressed at that session, and advise MSC 109, as appropriate;
- .2 invited interested Member States and international organizations to consider, if necessary, submitting proposals for new outputs to a future session of the Committee; and
- .3 agreed to consider any necessary actions by the Facilitation Committee and the HTW Sub-Committee after receiving the advice from the NCSR Sub-Committee.

19.22 In this regard, the Committee noted the outcome of NCSR 11, inter alia that S-100 matters required urgent consideration due to S-100 ECDIS becoming available for installation as of 1 January 2026, and that concerning, in particular, the work on route planning information

exchange, the Sub-Committee had invited MSC 109 to include a new output on "Development of operational guidance for route exchange" in the post-biennial agenda of the Committee, taking into account that the work was consequential to the adoption of resolution MSC.530(106)/Rev.1 (NCSR 11/19, paragraphs 18.22 to 18.29) (see also paragraph 19.[...]).

19.23 The Committee noted also that NCSR 11 had invited the HTW Sub-Committee to consider revising Model Course 1.27 on Operational Use of ECDIS to incorporate the necessary updates emanating from resolution MSC.530(106)/Rev.1.

19.24 Recognizing the urgent need to address this matter due to the upcoming implementation of S-100 capable ECDIS from 1 January 2026, the Committee held a lengthy discussion about the scope of the output. In particular, the following views were expressed:

- .1 general support for the development of the guidance proposed in document MSC 109/19/3 as a first step;
- .2 proposals related to SOLAS amendments would require further consideration following a proposal for a new output, along with the necessary assessment;
- .3 it would be premature to amend the ECDIS Performance Standards at this stage; and
- .4 a road map could be developed to implement the proposed guidance and identify further elements for future consideration by the Committee.

19.25 Following consideration, the Committee agreed to take a stepwise approach by developing first the proposed guidance for data distribution and global IP-based connectivity, and identifying further elements associated with the implementation of S-100 capable ECDIS. The Committee did not agree to develop a road map at this stage.

19.26 In view of the above, the Committee:

- .1 agreed to include in the biennial agenda for 2024-2025 and the provisional agenda for NCSR 12 an output on "Development of guidance to establish a framework for data distribution and global IP-based connectivity between shore-based facilities and ships for ECDIS S-100 products", with a target completion year of 2026, assigning the NCSR Sub-Committee as the associated organ;

- .2 agreed also that the scope of the above output should include the identification of elements associated with the implementation of S-100 capable ECDIS;
- .3 agreed further that any additional relevant work, including possible amendments to SOLAS, the ECDIS Performance standards or any other instruments related to this matter, should be considered only once the above-mentioned output was completed, based on proposals for new outputs submitted by interested Member States;
- .4 considering the urgency of this matter for the implementation of ECDIS S-100, authorized NCSR 12 to report to MSC 110 on any matters related to this output that might require urgent consideration, including approval of the new guidance, if finalized in one session; and
- .5 invited interested Member States and international organizations to submit relevant proposals to the HTW Sub-Committee to address STCW competency requirements for ECDIS S-100 as part of the existing output on the comprehensive review of the 1978 STCW Convention and Code.

ISM CODE RELATED MATTERS

19.27 Due to time constraints, the Committee postponed the consideration of issues related to the ISM Code as contained in documents MSC 109/19/7 (Secretariat) and MSC 109/INF.3 (Secretariat), as well as the new output proposed in document MSC 107/17/5 (Norway), to MSC 110.

[REMAINING WORK PROGRAMME MATTERS

Endorsement of new outputs

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

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

Biennial agenda of the CCC Sub-Committee and provisional agenda for CCC 11

19.29 The Committee agreed to:

- [.1 extend the target completion year of the existing output 1.17 on "Review of IGC Code" to 2026 and modify the scope of the output to read "Development of guidelines for the use of ammonia cargo as fuel";
- .2 approve the holding of two intersessional meetings of the E&T Group for the IMDG Code, one in the spring of 2025 and another one immediately after CCC 11;
- .3 re-establish the Intersessional Working Group on Development of Technical Provisions for Safety of Ships using Alternative Fuels (ISWG-AF 2), and the holding of a meeting immediately before CCC 11, from [1 to 5] [15 to 19] September 2025. In this connection, the Committee modified the chapeau of the terms of reference of the Group set out in annex 3 to document CCC 10/16 as follows:

"The Working Group, taking into account the progress made at CCC 10, and the high workload according to the work plan, especially regarding the finalization of the interim guidelines for the safety of ships using hydrogen as fuel, and taking into account documents submitted to ISWG-AF 2 and relevant documents submitted to CCC 11, is instructed to:"]

19.30 Taking into account the above decisions, the Committee noted the biennial status report of the Sub-Committee for the 2024-2025 biennium; and, subject to concurrent decision by MEPC, approved the proposed provisional agenda for CCC 11, as set out in annexes [...] and [...], respectively.

Biennial agenda of the HTW Sub-Committee and provisional agenda for HTW 11

19.31 The Committee confirmed the Sub-Committee's biennial status report for the 2024-2025 biennium and the proposed provisional agenda for HTW 11, as approved at MSC 108, as set out in annexes [...] and [...], respectively.

Biennial agenda of the III Sub-Committee and provisional agenda for III 11

19.32 Having recalled the completion of output 7.45 "Development of guidance to assist competent authorities in the implementation of the Cape Town Agreement of 2012" considered

under agenda item 15, the Committee noted the biennial status report of the Sub-Committee for the 2024-2025 biennium; and, subject to concurrent decision by MEPC, approved the proposed provisional agenda for III 11, as set out in annexes [...] and [...], respectively.

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

19.33 The Committee recalled its previous decision to include in the biennial agenda for 2024-2025 and the provisional agenda for NCSR 12 an output on "Development of guidance to establish a framework for data distribution and global IP-based connectivity between shore-based facilities and ships for ECDIS S-100 products" (see paragraph 19.[...]).

19.34 The Committee considered the actions emanating from NCSR 11 concerning the work programme and [agreed with all the recommendations listed in document NCSR 11/19, paragraph 16.3, concerning the work and outputs in the biennial agenda].

19.35 The Committee agreed also with the recommendation of NCSR 11 (NCSR 11/19, paragraph 18.29) to include in [its post-biennial agenda a new output on "Development of operational guidance for route exchange", with one session needed to complete the item, assigning the NCSR Sub-Committee as the associated organ.]

19.36 Accordingly, the Committee noted the Sub-Committee's biennial status report for the 2024-2025 biennium and approved the proposed provisional agenda for NCSR 12, as revised, as set out in annexes [...] and [...], respectively.

Biennial agenda of the SDC Sub-Committee and provisional agenda for SDC 11

19.37 The Committee noted that MEPC 82 (MEPC 82/17, paragraphs 9.16 and 9.17) had:

- .1 agreed to revise the title of output 1.16 to "Experience-building phase for the reduction of underwater radiated noise from shipping" and extended its target completion year to 2026; and
- .2 included in the provisional agendas of SDC 11 and SDC 12, with a view to Member States, international organizations and the Secretariat submitting all technical documents concerning the experience-building phase and other technical action items in the URN Action Plan to those two sessions of the Sub-Committee; and in the provisional agendas of MEPC 83, MEPC 84

and MEPC 85, to accommodate potential proposals from Member States, international organizations or the SDC Sub-Committee requiring high-level direction or policy decisions.

19.38 Subsequently, the Committee confirmed the Sub-Committee's biennial status report for the 2024-2025 biennium and the proposed provisional agenda for SDC 11, as approved at MSC 108 and revised at MEPC 82, as set out in annexes [...] and [...], respectively.

Biennial agenda of the SSE Sub-Committee and provisional agenda for SSE 11

19.39 Having recalled its earlier actions regarding:

- .1 the expansion of the output on "Development of design and prototype test requirements for the arrangements used in the operational testing of free-fall lifeboat release systems without launching the lifeboat", taking into account the justification provided (paragraph 12.4); and
- .2 PPR 11's invitation to the SSE Sub-Committee, in the context of work on the reduction of emissions of volatile organic compounds (paragraph 16.2),

the Committee noted the biennial status report of the Sub-Committee for the 2024-2025 biennium and approved the proposed provisional agenda for SSE 11, as set out in annexes [...] and [...], respectively.

Biennial status report and post-biennial agenda of the Committee

19.40 The Committee invited the Council to note its updated report on the status of outputs for the 2024-2025 biennium and its post-biennial agenda, as set out in annexes [...] and [...], respectively.

Intersessional meetings

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

- .1 two intersessional meetings of the E&T Group for the IMDG Code, one in the spring of 2025 and another one immediately after CCC 11;

- .2 the second meeting of the Intersessional Working Group on Development of Technical Provisions for Safety of Ships using Alternative Fuels (ISWGAF 2), tentatively scheduled from [1 to 5] September 2025, immediately prior to CCC 11; and
- .3 intersessional meeting of the Working Group on MASS in 2025.

19.42 In this regard, the Committee, recalling 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), noted that:

- .1 the twenty-first meeting of the Joint IMO/ITU Experts Group on Maritime Radiocommunication Matters, had been planned from 6 to 10 October 2025, at the IMO Headquarters; and
- .2 the thirty-second meeting of the ICAO/IMO Joint Working Group on Harmonization of Aeronautical and Maritime Search and Rescue, had been provisionally planned from 3 to 7 November 2025, in Sydney, Australia.

Substantive items for inclusion in the agendas for MSC 110 and MSC 111

19.43 Having considered the proposals in document MSC 109/WP.6, the Committee agreed to the substantive items to be included in the provisional agendas for MSC 110 and MSC 111, as set out in annex [...].

Establishment of working and drafting groups at MSC 110

19.44 The Committee agreed that, based on the decisions taken under various agenda items, working and drafting groups on the following subjects may be established at MSC 110:

- .1 maritime autonomous surface ships (MASS);
- .2 [development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels];
- .3 [development of cybersecurity standards for ships and port facilities]; and

- .4 amendments to mandatory instruments.

Duration and dates of the next two sessions

19.45 The Committee noted that MSC 110 had been tentatively scheduled to take place from 18 to 27 June 2025, and MSC 111 would be held in spring 2026.]

[20 ELECTION OF CHAIR AND VICE-CHAIR FOR 2025

20.1 The Committee unanimously re-elected Mrs. Mayte Medina (United States) as Chair and Mr. Theofilos Mozas (Greece) as Vice-Chair, both for 2025.]

21 ANY OTHER BUSINESS

Updates to ISO survival craft equipment standard

21.1 The Committee considered document MSC 109/21 (ISO), providing an update on the revised ISO international standard 18813:2022 and proposing amendments to the corresponding footnotes referring to the standard in the LSA Code.

21.2 In the ensuing discussion, the Committee noted, inter alia, the following views expressed:

- .1 the implications of such revision of the standard on the LSA Code would need to be thoroughly considered;
- .2 given that the updated ISO standard was not available to the Committee, it would not be possible to evaluate the differences between the previous and revised versions of the standard. Therefore, the matter should be further considered by the SSE Sub-Committee;
- .3 ISO should be invited to submit a document to SSE 11, providing more information on the differences between the previous and revised versions of their standard and their implications on the LSA Code for consistency;
- .4 the guidance in resolution A.911(22) on *Uniform wording for referencing IMO instruments* should be taken into account;

- .5 based on the analysis carried out by some Member States, the updated ISO standard would not make any significant modifications to the LSA Code and the proposal could be accepted; and
- .6 such documents requiring technical expertise should not be discussed under the agenda item on "Any other business".

21.3 Following the discussion, the Committee:

- .1 instructed SSE 11 to further consider document MSC 109/21 (ISO), taking into account the comments, as well as the guidance, in particular, in resolution A.911(22); and
- .2 invited ISO to provide detailed information to the SSE Sub-Committee on the differences between the previous and revised versions of the ISO standard concerned.

The application of safeguards to the proposed IMO unified interpretations

21.4 The Committee recalled that MSC 108 had agreed on the policy for the consideration and approval of unified interpretations (UIs) to be followed by all its subsidiary bodies and, preferably, by all IMO bodies concerned (MSC 108/20, paragraph 19.6).

21.5 In this connection, the Committee considered document MSC 109/21/1 (IACS), providing views on the meaning of the safeguards agreed by MSC 108 in the context of UIs, and recommending the further development of guidelines to assist in the application of the above-mentioned safeguards.

21.6 In the ensuing discussion, the Committee noted:

- .1 the clarifications provided by IACS on the need for such guidelines and that this matter was discussed under agenda item 19 (Work programme) with a view to inclusion of the safeguards in the Committees' method of work (see paragraph 19.[...]); and
- .2 the following views expressed:

- .1 the proposal was supported to enhance uniform implementation of IMO instruments in an efficient manner, which could also lead to a degree of reduced workload;
- .2 it would be preferable to draft provisions in the instrument itself, rather than providing UIs on the provisions of the instrument;
- .3 notwithstanding the view expressed in paragraph 21.6.2.1 above, the safeguards were considered sufficiently clear, with the understanding that the approval of UIs, including compliance with the "safeguards", should be considered on a case-by-case basis, taking into account the legal and technical context. The safeguards should not be applied in a prescriptive manner. Therefore, the development of such guidance was not considered necessary;
- .4 sufficient experience had not been gained following the decision of MSC 108 on the safeguards and adequate time should be allowed for the IMO bodies to implement them before deciding on the need for additional guidance. If there was such a need, then, the Committee's method of work would be the right place to address this matter, instead of developing an additional set of guidelines;
- .5 non-mandatory provisions should rather be amended than UIs being developed thereon; and
- .6 as was experienced at CCC 10, providing UIs for non-mandatory instruments should be considered further.

21.7 Following consideration, the Committee agreed:

- .1 that the safeguards agreed by MSC 108 needed to be implemented in order to gain sufficient experience before consideration was given to providing more specific guidance on their implementation; and

- .2 to re-visit the matter in the future after sufficient experience on their implementation had been gained, in order to decide whether such guidance was needed; and

invited Sub-Committees to provide relevant feedback to the Committee for making informed decisions in future.

Inconsistent implementation of SOLAS regulations IV/10 and IV/15 and COMSAR.1/Circ.32/Rev.2

21.8 The Committee recalled that amendments to SOLAS chapter IV (Radiocommunications) emanating from the outcome of the modernization of the GMDSS were adopted by resolution MSC.496(105) and had entered into force on 1 January 2024. The Committee also recalled that the Modernization Plan of the GMDSS (NCSR 4/29, annex 11), as approved by MSC 98, did not propose new carriage or retrofit requirements for ships.

21.9 The Committee considered document MSC 109/21/2 (IACS), highlighting the issue of inconsistent implementation of SOLAS regulations IV/10 and IV/15 and COMSAR.1/Circ.32/Rev.2 relating to an MF radio installation for sea area A3.

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

- .1 a single MF/HF radio installation should be accepted as a means to comply with the requirements of a primary MF radio installation and a duplicated MF/HF radio installation simultaneously in sea area A3;
- .2 ships should be able to use existing equipment for as long as it is serviceable without a need to retrofit or install new equipment as a result of the 2024 SOLAS chapter IV amendments;
- .3 this issue had already been considered and agreed at NCSR 10 (NCSR 10/WP.5, paragraph 50), in particular, that ships could choose a duplicated MF/HF telephony to substitute an MF telephony in sea area A3;

- .4 additional guidance might be necessary to clarify the implications of the 2024 SOLAS chapter IV amendments on existing ship certificates, taking into account the principle that these amendments were not intended to modify the ships' carriage requirements; and
- .5 the issue required further consideration given that in case of a failure of a single MF/HF equipment, the duplication requirement could not be satisfied.

21.11 Following consideration and noting support in general to clarify the carriage requirements in sea area A3 to ensure uniform application of SOLAS chapter IV, the Committee confirmed the understanding in paragraph 24 of document MSC 109/21/2 and requested the Secretariat to issue a revision of COMSAR.1/Circ.32/Rev.2 amending footnote no. 6 of the table beneath paragraph 2.3 to read:

- "6 A single MF/HF radio installation may be accepted both as a primary MF radio installation and a duplicated MF/HF radio installation, as provided in this circular."

21.12 Consequently, the Committee approved COMSAR.1/Circ.32/Rev.3 on *Harmonization of GMDSS requirements for radio installations on board SOLAS ships*, superseding COMSAR.1/Circ.32/Rev.2 with immediate effect.

Matters related to IQARB and IMO/IACS cooperation

21.13 The Committee recalled that MSC 106, having noted information on the developments at IQARB's fourth meeting provided in documents MSC 106/18/2 and MSC 106/INF.9 (Secretariat), had requested the Secretariat to continue keeping it regularly updated on any developments during the IQARB trial phase. The Committee recalled also that a verbal report on the outcome of the fifth meeting of IQARB had been provided by the IQARB Chair at MSC 107 (MSC 107/20, paragraphs 19.19 and 19.20).

21.14 In this regard, having noted the updated information on the sixth meeting of IQARB in the trial phase, provided in document MSC 109/21/4 (Secretariat), the Committee requested the Secretariat to continue keeping the Committee regularly updated on any developments during the trial phase.

Secretary-General's report pursuant to regulation I/8 (Quality standards) of the STCW Convention

21.15 The Committee considered the reports for China, Finland, Madagascar, Sri Lanka, the Syrian Arab Republic, Ukraine and Viet Nam, as set out in document MSC 109/WP.3/Rev.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.29.

21.16 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 STCW GISIS module.

Approval of competent persons

21.17 The Committee considered document MSC 109/21/3 (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.

21.18 Following consideration, the Committee took actions as follows:

- .1 approved the inclusion of 12 competent persons recommended in the *List of competent persons maintained by the Secretary-General pursuant to section A-I/7 of the STCW Code* (MSC.1/Circ.797/Rev.40) and requested the Secretariat to issue the revised list by means of MSC.1/Circ.797/Rev.41;
- .2 noted the competent person who had been withdrawn from the list by one STCW Party;
- .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 were available to serve and were readily contactable; and

- .4 having thanked those STCW Parties that had nominated competent persons, encouraged all Parties to submit additional nominations to ensure effective implementation of the provisions of the STCW Convention through the STCW GISIS module.

Measures taken by the Government of Sri Lanka regarding the safety of navigation and marine environment protection

21.19 The Committee noted document MSC 109/INF.19 (Sri Lanka), providing information on the progress regarding the measures taken by the Government of Sri Lanka regarding the safety of navigation and marine environment protection and engagement with the interested stakeholders, in particular Sri Lanka's commitment to environmentally sustainable approaches and protection of the marine environment including marine mammals.

PROVISIONAL LIST OF ANNEXES

ANNEX ...	RESOLUTION MSC.[...](109) – AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (IGC CODE)
ANNEX ...	RESOLUTION MSC.[...](109) – AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS (IGF CODE)
ANNEX ...	REVISED ROAD MAP FOR DEVELOPING A GOAL-BASED CODE FOR MARITIME AUTONOMOUS SURFACE SHIPS (MASS)
ANNEX ...	DRAFT REVISED GUIDELINES FOR FORMAL SAFETY ASSESSMENT (FSA) FOR USE IN THE IMO RULE-MAKING PROCESS
ANNEX ...	DRAFT AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 1994 (1994 HSC CODE)
ANNEX ...	DRAFT AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 2000 (2000 HSC CODE)
ANNEX ...	RESOLUTION MSC.[...](109) – AMENDMENTS TO THE REVISED RECOMMENDATION ON TESTING OF LIFE-SAVING APPLIANCES (RESOLUTION MSC.81(70))
ANNEX ...	DRAFT AMENDMENTS TO SOLAS CHAPTER II-2
ANNEX ...	DRAFT ASSEMBLY RESOLUTION ON CHARGES FOR DISTRESS, URGENCY AND SAFETY COMMUNICATIONS THROUGH RECOGNIZED MOBILE SATELLITE SERVICES IN THE GMDSS
ANNEX...	RESOLUTION MSC.[...](109) – PERFORMANCE STANDARDS FOR THE RECEPTION OF MARITIME SAFETY INFORMATION AND SEARCH AND RESCUE RELATED INFORMATION BY MF AND HF DIGITAL NAVIGATIONAL DATA (NAVDAT) SYSTEM
ANNEX ...	RESOLUTION MSC.509(105)/REV.1 – PROVISION OF RADIO SERVICES FOR THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)
ANNEX ...	DRAFT ASSEMBLY RESOLUTION ON CRITERIA FOR THE PROVISION OF MOBILE SATELLITE COMMUNICATION SYSTEMS IN THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)
ANNEX ...	DRAFT AMENDMENTS TO SOLAS REGULATION V/23 AND THE APPENDIX (CERTIFICATES)
ANNEX ...	DRAFT MSC RESOLUTION ON PERFORMANCE STANDARDS FOR PILOT TRANSFER ARRANGEMENTS

ANNEX ...	DRAFT AMENDMENTS TO THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008 (2008 SPS CODE)
ANNEX ...	DRAFT AMENDMENTS TO THE CODE OF SAFETY FOR FISHERMEN AND FISHING VESSELS, 2005
ANNEX ...	DRAFT MSC CIRCULAR ON REQUIRED PILOT TRANSFER ARRANGEMENTS FOR PILOTS AND OTHER PERSONNEL
ANNEX ...	DRAFT MSC CIRCULAR ON VOLUNTARY EARLY IMPLEMENTATION OF THE AMENDMENTS TO SOLAS REGULATION V/23 ON PILOT TRANSFER ARRANGEMENTS
ANNEX ...	RESOLUTION MSC.[...](109) – PERFORMANCE STANDARDS FOR A UNIVERSAL SHIPBORNE AUTOMATIC IDENTIFICATION SYSTEM (AIS)
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ANNEX ...	RESOLUTION MSC.[...](109) – INTERIM GUIDANCE TO ASSIST IN THE IMPLEMENTATION OF THE CAPE TOWN AGREEMENT OF 2012
ANNEX ...	DRAFT AMENDMENTS TO ORGANIZATION AND METHOD OF WORK OF THE MARITIME SAFETY COMMITTEE AND THE MARINE ENVIRONMENT PROTECTION COMMITTEE AND THEIR SUBSIDIARY BODIES
ANNEX ...	UPDATED TERMS OF REFERENCE OF THE CCC AND III SUB-COMMITTEES
ANNEX ...	BIENNIAL STATUS REPORTS OF THE SUB-COMMITTEES
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ANNEX ...	BIENNIAL STATUS REPORT OF THE MARITIME SAFETY COMMITTEE
ANNEX ...	POST-BIENNIAL AGENDA OF THE MARITIME SAFETY COMMITTEE
ANNEX ...	SUBSTANTIVE ITEMS FOR INCLUSION IN THE AGENDAS FOR MSC 110 AND MSC 111
ANNEX ...	STATEMENTS BY DELEGATIONS AND OBSERVERS

LIST OF CIRCULARS APPROVED BY MSC 109

MSC.1/Circ.[...]	Voluntary early implementation of the amendments to chapter 16 of the IGC Code
MSC-FAL.1/Circ.[...]	Guidelines concerning the recovery of deceased persons and of death after recovery
MSC.1/Circ.[...]	Unified interpretations of SOLAS regulations III/20.8.4 and 20.11, and resolution MSC.402(96)
MSC.1/Circ.[...]	Unified interpretations of SOLAS regulation II-2/4.5.6.1, and paragraphs 3.1.2, 3.1.4 and 3.5.3 of the IBC Code
MSC.1/Circ.[...]	Unified Interpretations of SOLAS chapter II-2
MSC.1/Circ.1276/Rev.2	Revised unified interpretations of SOLAS chapter II-2
MSC.1/Circ.[...]	Unified interpretation of SOLAS chapter II-1
MSC.1/Circ.1628/Rev.3	Revised standardized life-saving appliance evaluation and test report forms (personal life-saving appliances)
MSC.1/Circ.1630/Rev.3	Revised standardized life-saving appliance evaluation and test report forms (survival craft)
MSC.1/Circ.1631/Rev.1	Revised standardized life-saving appliance evaluation and test report forms (rescue boats)
MSC.1/Circ.1632/Rev.1	Revised standardized life-saving appliance evaluation and test report forms (launching and embarkation appliances)
MSC.1/Circ.677/Rev.1	Revised standards for the design, testing and locating of devices to prevent the passage of flame into cargo tanks in tankers
COLREG.2/Circ.[81]	Traffic separation schemes and associated measures
SN.1/Circ.[344]	Routeing measures other than traffic separation schemes
MSC.1/Circ.[...]	Amendments to the IAMSAR manual
MSC.1/Circ.1460/Rev.5	Guidance on the validity of radiocommunications equipment installed and used on ships
SN.1/Circ.297/Rev.1	IALA maritime buoyage system
SN.1/Circ.296/Rev.1	IALA risk management toolbox for aids to navigation and vessel traffic services
MSC.1/Circ.[...]	Interim guidelines for the safety of ships using ammonia as fuel

MSC.1/Circ.[...]	Recommendations to national administrations to prevent collisions with fishing vessels
MSC.1/Circ.1164/Rev.29	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978
MSC.1/Circ.797/Rev.41	List of competent persons maintained by the Secretary-General pursuant to Section A-I/7 of the STCW Code