

Preliminary Report of MSC 110

The 110th session of the IMO Maritime Safety Committee (MSC 110) was held at the IMO in London, U.K. from 18 to 27 June 2025. A summary of the outcome is given hereunder for your information.

1. Adopted mandatory requirements

Mandatory requirements adopted at MSC 109 were as follows:

(1) **Amendments to SOLAS Chapter II-2 and V**

Amendments to SOLAS regulation II-2/11 to correct the wording regarding structural integrity and amendments to regulation V/23 regarding pilot transfer arrangements. In addition, the performance standards for pilot transfer arrangements, which are made mandatory by the amended regulation V/23, were also adopted. It was also agreed to invite a voluntary early implementation at that time.

Applied to: on or after 1 January 2028.

(2) **Amendments to HSC Code**

Amendments to 1994 HSC Code and 2000 HSC Code regarding the numbers of lifejackets for infants and adults weighing up to 140 kg.

Applied to: on or after 1 January 2028.

2. Approved mandatory requirements

The following draft amendments were approved at this session, and are expected to be adopted at MSC 111 to be held in May 2026.

(1) **Amendments to IP Code**

Amendments to Part IV of IP Code to change the assumed mass of each industrial personnel from 75 kg to 90 kg in the ship stability calculation.

(2) **Amendments to 2011 ESP Code**

Amendments to 2011 ESP Code to regarding Remote Inspection Technique (RIT). This includes the procedures for certification of a firm engaged in close-up survey of hull structures using RIT. In addition, the guidelines on the use of RIT will be in place by the entry into force of the amendments to the 2011 ESP Code, to ensure a standardized and safe approach of the use of RIT.

(3) **Amendments to 1988 Load Lines Protocol**

Amendments to 1988 Load Lines Protocol regulation 25 to the effect that chains used in lieu of guardrails on decks shall be tightened as much as reasonably practicable.

(4) **Amendments to LSA Code**

Amendments to LSA Code regarding the arrangement to test the release system under load without launching the free-fall lifeboat into the water.

(5) **Amendments to SOLAS Chapter V and HSC Code**

Amendments to SOLAS Chapter V and HSC Code to allow the VHF Data Exchange System (VDES), which has function of VHF data exchange in addition to Automatic Identification System (AIS), to install ships as an alternative to AIS. In addition, the performance standards for shipborne VDES are expected to be approved at MSC 111.

3. Approval of unified interpretations, etc.

The following unified interpretations (UIs), guidelines and guidance etc. were approved during MSC 108.

3.1 Unified interpretations

(1) Unified interpretation of SOLAS regulation II-1/12.6.2

Unified interpretation of SOLAS regulation II-1/12.6.2 to clarify remotely controlled valve complying with the SOLAS regulation.

(2) Unified interpretation of 6.1.1.3 and 6.1.2.2 of the LSA Code

Unified interpretation of 6.1.1.3 and 6.1.2.2 of the LSA Code to accept manual hoisting up of a dedicated rescue boat to embarkation position from stowed position for cargo ships.

(3) Unified interpretation of SOLAS regulation II-2 and the HSC Code

Unified interpretation of SOLAS regulation II-2/10.11.2.2 and 7.9.4 of the HSC Code regarding the permissible values of perfluorooctane sulfonic acid (PFOS) in fire-extinguishing media and procedures for Verification.

(4) Unified interpretation of the FSS Code

Unified interpretation of 2.4.2.2 of chapter 9 of the FSS Code regarding the acceptable spacings of combined smoke and heat detectors.

(5) Unified interpretation of SOLAS regulation II-1/3-13.2.4

Unified interpretation of SOLAS regulation II-1/3-13.2.4 regarding the factual statement for existing non-certified lifting appliances including sample format.

3.2 Guidelines and guidance etc.

(1) Interim guidelines for emergency towing arrangements on ships other than tankers

Interim guidelines for emergency towing arrangements on ships other than tankers to specify strength, safety factor, type approval, prototype test, etc. for towing arrangements.

(2) Revised guidelines for construction, installation, maintenance and inspection/survey of means of embarkation and disembarkation

Amendments to guidelines for construction, installation, maintenance and inspection/survey of means of embarkation

and disembarkation (MSC.1/Circ.1331) to add requirements for the side net, which is an alternative to the safety net, and the revision of the test procedure of accommodation ladder to be conducted every five years.

(3) Amendment to requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear, and revised recommendation of testing of life-saving appliances

Regarding 2.(4), amendment to requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear (resolution MSC.402(96)), and revised recommendation of testing of life-saving appliances (resolution MSC.81(70)) to specify examination and testing for the arrangement to test the release system under load without launching the free-fall lifeboat into the water

4. Consideration of requirements for Maritime Autonomous Surface Ships (MASS)

In the recent development of MASS, it has been discussed at MSC on an international instrument of MASS (MASS Code). Non-mandatory MASS Code mainly on goal and functional requirements for items such as safety, operation, security, etc. is currently under consideration. Results of deliberations at the previous session, it is planned to finalize the non-mandatory MASS Code at MSC 110 scheduled to be held in May 2025, and after the development of the non-mandatory MASS Code and adopt a mandatory MASS Code by 2030.

At this session, based on the report by the correspondence group and the meeting outcome arranged by the related working group, chapters regarding Purpose, Application, Approval Process, Alert Management, Maintenance, Safety of Navigation, Search and Rescue, etc. were finalized. In the future work, the non-mandatory MASS Code will be finalized at MSC 111, scheduled for 2026, and after that, mandatory MASS Code will be considered with a view to adoption by 2030.

At this time, the structure of the non-mandatory MASS Code will be as follows.

Part 1: Introduction (purpose and application of the code)

Part 2: Main principles for MASS and remote

operations centres (ROC) functions (certificate and survey, approval process, risk assessment, operational context, human element, etc.)

Part 3: Specific requirements (functional requirements and expected performance for each detailed item such as navigation and remote operations)

5. A safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels

At MSC 107, identification and updating a list of new technologies and alternative fuels to reduce greenhouse gas (GHG) emissions and their technical assessment, as well as a review of safety obstacles and gaps in the current IMO instruments that may impede the use of the alternative fuel or new technology, were initiated.

At this session, based on the recommendations to address each of the identified barriers and gaps in current IMO instruments reported by the correspondence group, amendments to conventions or cords, development of guidelines, etc. are instructed to each sub-committee.

For example:

- Develop safety requirements for onboard carbon capture and storage systems on ships (CCC)
- Develop requirements for the Safety of Ships Using Lithium-ion Battery Installations (SSE)
- Update the Code of Safety for Nuclear Merchant Ships (Resolution A.491(XII)) (SDC)

- Develop Interim guidelines for the Safety of Ships Using Wind Propulsion and Wind Assisted Power (SDC)

The discussion on nuclear power was limited to safety at this session, and cooperation with the International Atomic Energy Agency (IAEA), legal status, relationships with other treaties such as the Treaty on the Non-Proliferation of Nuclear Weapons (NPT), and environmental impact will be discussed at the future session.

6. Cyber risk management

In view of the growing importance of cyber security on board ships and the need for security risk countermeasures, resolution MSC.428(98) on maritime cyber risk management and the non-mandatory guidelines (MSC-FAL.1/Circ.3/Rev.3) for reference in the implementation of this resolution have been developed.

At the previous session, it was agreed to initiate discussions to further develop cybersecurity standards for ships and port facilities as next steps to enhance maritime cybersecurity.

At this session, based on the report of the related working group, it was agreed to develop a non-mandatory cybersecurity Code of which requirements are goal-based and include risk management. As the development of the Code would be subject to the approval of a future session of the committee, preliminary work on the Code will be undertaken by an informal group of experts.

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