



TECHNICAL CIRCULAR

TC No: 006/2023
10 July 2023

TO SHIP OWNER/SHIP MANAGER/INTERESTED PARTIES

Key Points of The IMO MSC 107 Outcome

The IMO's Maritime Safety Committee (MSC) 104th session was held in London, UK, from 31 May to 09 June 2023.

Meeting highlights

- Adopted new mandatory requirements for onboard lifting appliances and anchor handling winches
- Adopted SOLAS amendments to prohibit the use of perfluorooctane sulfonic acid (PFOS) in firefighting foams
- Adopted SOLAS amendments to mandate electronic inclinometers for containerships and bulk carriers
- Adopted mandatory navigation and voyage planning requirements for non-SOLAS ships operating in polar waters
- Adopted new mandatory requirements for ventilation of totally enclosed lifeboats
- Adopted STCW amendments to accommodate the use of electronic certificates and documents for seafarers
- Approved a new Code of Safety for Diving Systems, 2023
- Approved interim guidelines for the safety of ships using LPG fuels
- Approved interim guidelines for the safe operation of onshore power supply
- Approved draft amendments to extend the SOLAS requirements for emergency towing devices to all new ships over 20,000 GT
- Approved draft amendments SOLAS and related instruments to enhance the fire safety of ro-ro passenger ships

Adoption of Amendments to Mandatory Instruments

Onboard Lifting Appliances and Anchor Handling Winches

MSC 107 adopted a new SOLAS Regulation II-1/3-13 containing new mandatory safety measures for shipboard lifting appliances in general, and for anchor handling winches on board ships involved with anchor handling operations. The intention is to prevent mechanical failure that has regularly caused injuries, fatalities and ship damages.

The draft new SOLAS Regulation II-1/3-13 requires relevant onboard lifting appliances and anchor handling winches to be designed, constructed and installed in accordance with classification rules or equivalent rules accepted by the flag administration. Associated guidelines for lifting appliances and for anchor handling winches were approved.

Non-certified existing lifting appliances, installed prior to entry into force of the new regulation, are required to be tested and thoroughly examined no later than the date of the first renewal survey on or after 01 January 2026.

The new regulations will enter into force on 01 January 2026.

Prohibition of Firefighting Foams Containing PFOS

MSC 107 adopted amendments to SOLAS Chapter II-2 and the HSC Codes (1994 and 2000) to prohibit the use of firefighting foams containing perfluorooctane sulfonic acid (PFOS).

Existing ships are required to comply with the new requirement no later than the date of the first survey after 01 January 2026.

The amendments will enter into force on 01 January 2026.

Electronic Inclinometers for Containerships and Bulk Carriers

Strong movement of ships at sea regularly causes injuries, loss of lives and loss of containers, and damage to bulk cargo. MSC 107 adopted amendments to SOLAS Chapter V and the certificate forms to mandate electronic inclinometers for the measurement of heel angles for containerships and bulk carriers of 3,000 gross tonnage and upwards.

The requirements are not applicable to cargo ships occasionally carrying cargo in bulk and general cargo ships carrying containers on deck.

The amendments will enter into force on 01 January 2026.

Non-SOLAS Ships Operating in Polar Waters

Incidents in polar waters pose a risk to human life and the polar environment, including search and rescue operations. MSC 107 adopted amendments to SOLAS and the Polar Code to mandate navigation and voyage planning requirements for certain non-SOLAS ships operating in polar waters.

The requirements will be applicable to:

- Fishing vessels of 24 m and above
- Pleasure yachts of 300 GT and above not engaged in trade
- Cargo ships of 300 GT and above but below 500 GT

The amendments will enter into force on 01 January 2026.

Safety Equipment Forms

MSC 107 adopted a minor correction to the record of equipment forms in the 1994 and 2000 HSC Codes, pertaining to the type of immersion suits and anti-exposure suits. Similar consequential amendments to the SPS Codes (1983 and 2008) were approved by MSC 106.

Ventilation of Totally Enclosed Lifeboats

MSC 107 adopted amendments to the Life-Saving Appliances (LSA) Code to mandate ventilation of totally enclosed lifeboats. A ventilation rate of at least 5 cbm/hr/person should be provided to prevent high CO₂ concentrations inside the lifeboat.

MSC 107 also approved consequential amendments to the:

- “Revised recommendations on testing of lifesaving appliances” (MSC.81(70)), addressing testing with respect to the new ventilation requirements
- Revised standardized life-saving appliance evaluation and test report forms (survival craft) (MSC.1/Circ.1630/Rev.1)
- Requirements for maintenance, thorough examination and operational testing of LSA (Resolution MSC.402(96))

The LSA Code amendments will enter into force on 01 January 2026 and be applied to survival craft installed on or after 01 January 2029.

The International Maritime Solid Bulk Cargoes (IMSBC) Code

MSC 107 adopted amendment 07-23 of the IMSBC Code. The draft amendments include:

- New individual cargo schedules for celestine concentrate, celestine, crushed granodiorite fines, ground granulated blast furnace slag powder, and magnesite fines
- Alignment of the stabilization requirements for fish meal with the IMDG Code, and classification as MHB (SH) instead of class 9
- Alignment of the IMSBC Code with SOLAS on the declaration of solid bulk density, and a new MSC circular on bringing the issue to the attention of stakeholders

MSC 107 also approved amendments to MSC.1/Circ.1453/Rev.1 and MSC.1/Circ.1454/ Rev.1 regarding the inclusion of the expression “dynamic separation”.

The amendments to the IMSBC Code will enter into force on 01 January 2025.

Electronic certificates and documents for seafarers

Seafarers’ certificates and documents are, to an increasing extent, available electronically. MSC 107 adopted amendments to the STCW Convention and Code to accommodate the use of electronic certificates and documents for seafarers.

The amendments will enter into force on 01 January 2025.

Goal-Based New Ship Construction Standards

Goal-Based Standards for Bulk Carriers and Oil Tankers

Goal-based standards (GBS) for new ship construction of bulk carriers and oil tankers are, conceptually, the IMO’s rules for class rules. Under GBS, IMO auditors use guidelines to verify the construction rules for bulk carriers and oil tankers of class societies acting as Recognized Organizations (Resolution MSC.454(100)). Following the third GBS maintenance audit, MSC 107 confirmed that the rules of all eleven IACS members and two non-IACS ROs continue to conform to the GBS for new ship construction.

Generic GBS Guidelines

MSC 107 considered the “Generic guidelines for the development of goal-based standards” (MSC.1/Circ.1394/Rev.2) in the context of the development of a new goal-based code for maritime autonomous surface ships (MASS). It was agreed that the generic guidelines provide sufficient guidance at this stage and that relevant hazards should be clearly identified for the development of goals and functional requirements.

Maritime Autonomous Surface Ships (MASS)

The prospect of autonomous ships operating internationally with little or no human intervention has revealed the need for a regulatory framework for such ships, including their interaction and co-existence with conventional manned ships. The current regulatory framework generally assumes manning and human intervention.

The IMO has agreed to develop a non-mandatory, goal-based code for MASS, potentially entering into force as a mandatory code upon experience with its application. The non-mandatory MASS Code is planned to be ready by 2025.

MSC 107 progressed the development of the new MASS Code and agreed in principle that the code would apply to SOLAS cargo ships and high-speed craft, and be complimentary to SOLAS and other relevant IMO instruments.

It was considered how a ship’s operational capabilities and limitations could be established. MSC 107 further agreed that the code should contain a risk-analysis-based approach following the structure of MSC.1/Circ.1455 and should utilize suitable risk analysis methods.

A definition of “modes of operation” was agreed in principle to determine the conditions of the various functions that, together, safely operate a ship for its intended purpose, noting that the various functions may move between multiple modes of operation.

MSC 107 noted that the joint working group (MSC/FAL/LEG) agreed in principle that there shall be a human master responsible for MASS regardless of its modes of operation, and that the term “Remote Operations Centre” (ROC) will be used to designate the place where the remote master and remote operator(s) are located.

MSC 107 further noted that the requirements of COLREG would be relevant and applicable regardless of how a ship is operated (conventional or MASS), and that there was no need to amend COLREG to accommodate MASS at this stage.

The work will continue in a Correspondence Group until MSC 108 (May 2024). An Intersessional Working Group meeting will be held from 30 October to 3 November 2023. In addition, there will be a Joint Working Group (MSC-LEG-FAL) on MASS in April 2024.

Carriage Of Cargo and Containers

Interim Guidelines for The Safety of Ships using LPG Fuels

MSC 107 approved new interim guidelines for the safety of ships using LPG fuels. The interim guidelines are goal-based and intend to provide provisions for the arrangement, installation, control and monitoring of machinery, equipment and systems using LPG as fuel to minimize the risk to the ship, its crew and the environment.

IGF Code – Safety for Ships using Gases or Other Low-Flashpoint Fuels

MSC 107 approved draft amendments to the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), based on experience with the code since its entry into force in 2017. The draft amendments are technical and editorial, and relate to:

- Definition of ships constructed on or after 01 January 2026
- Amendments to the provisions for bunkering manifolds and bunkering operations
- Clarification of the requirements related to the capacity of the fuel tank’s pressure relief valves
- Clarification of the requirements for control of tank pressure and temperature
- Clarification of the requirements for single fuel installations redundancy and propulsion capability
- Clarification of the requirements for the venting of segments upstream of gas consumers
- Clarification of the requirements to design pressure of the outer pipe or duct of fuel systems
- New requirements for portable dry powder extinguishers in the fuel preparation room
- Clarification of the hazardous area zone requirements

The draft amendments are expected to enter into force on 01 January 2026, subject to adoption by MSC 108 (May 2024).

MSC 107 also approved Unified Interpretations to the IGF Code relating to:

- Section 5.8 on the design of fuel preparation rooms not located on an open deck (Annex 4)
- Part A-1, paragraph 9.2.2 on the piping system for fuel transfer to consumers (Annex 10)

Loss of Containers at Sea

MSC 107 approved draft amendments to SOLAS Chapter V to mandate reporting of the loss of containers. Consequential draft amendments to the MARPOL Convention to avoid double reporting were agreed and will be submitted to MEPC.

Code for the Safe Carriage of Grain in Bulk

MSC 107 approved draft amendments to the International Code for the Safe Carriage of Grain in Bulk (Resolution MSC.23(59)).

The draft amendments clarify the stability information following the loading condition when a specially suitable compartment is filled with grain so that the grain surface lies within the hatch coaming, but the underdeck voids have not been trimmed.

The draft amendments are expected to enter into force on 01 January 2026, subject to adoption by MSC 108 (May 2024).

Carriage Conditions for Volatile Organic Compounds Condensate

MSC 107 approved interim guidelines for a new IGC Code product named VOC condensate, which is related to reducing vapour emissions during shuttle tanker operation.

IGC Code – Ships Carrying Liquefied Gases in Bulk

MSC 107 approved Unified Interpretations to the IGC Code relating to:

- Conduct of verifications and examinations required during the first full loading and unloading of the cargo (paragraphs 4.20.3.5, 4.20.3.6, 4.20.3.7, 5.13.2.5 and 13.3.5) (Annex 9)
- LNG bunkering manifold arrangements (paragraphs 11.3.1, 11.4.1, 11.4.3 and 18.10.3.2) (Annex 6)

Safety of Ships Relating to The Use of Fuel Oil

MSC 106 (November 2022) adopted amendments to SOLAS Chapter II-2, requiring new and existing ships carrying oil fuel to be provided with a bunker delivery note, prior to bunkering, stating that the flashpoint of the actual fuel batch is in conformity with the requirements of SOLAS.

As a consequence of the new requirements, MSC 107 approved draft MSC-MEPC guidelines for sampling procedures, harmonizing the existing regime for control of fuel oil suppliers under MARPOL with the new requirements under SOLAS Chapter II-2.

The draft MSC-MEPC guidelines will be submitted to MEPC for concurrent approval.

MSC 107 also approved draft amendments to SOLAS Regulation II-2/4 related to oil fuel parameters other than flashpoint. The amendments require that oil fuel shall not jeopardize the safety of ships or adversely affect the performance of the machinery, or be harmful to personnel.

The draft SOLAS amendments will be submitted to MSC 108 (May 2024) for adoption.

Formal Safety Assessment (FSA)

MSC 107 agreed to submit the EU CARGOSAFE study, relating to detection and control of fires on containerships, to the IMO FSA Expert Group. The Sub-Committee on Ship Systems and Equipment (SSE 10) in March 2024 will consider the report from the group and any further measures

Ship Design and Construction

Enhanced Survey Programme (2011 ESP Code)

Amendments to the 2011 ESP Code to align the code with the survey and certification requirements of the IACS UR Z series were adopted in 2019 (MSC 101) and entered into force on 01 January 2021.

MSC 107 approved draft modifications to the 2019 amendments so that both administrations and organizations recognized by the administrations may be involved with the approval and auditing of firms engaged in thickness measurements of hull structures on oil tankers.

The amendments are expected to enter into force on 01 January 2026, subject to adoption by MSC 108 (May 2024).

Prohibition of Asbestos in The MODU Code

Provisions in SOLAS Chapter II-1 have restricted the use of new materials containing asbestos since 2002 and have prohibited their use since 2011. Unified Interpretations and guidance to SOLAS Regulation II-1/3-5 are available in MSC circulars. The 2009 MODU Code has prohibited the use of asbestos on new units from 2012, but no provisions in the 1979, 1989 or 2009 MODU Codes restrict new installations which contain asbestos on existing units, and no guidance has been available.

MSC 107 approved draft amendments to the MODU Codes to implement the wording and guidance for an asbestos ban on new installations on existing units in the non-mandatory MODU Code in alignment with that contained in SOLAS.

The amendments will be effective on 01 January 2024.

Emergency Towing Equipment

Currently, tankers of 20,000 DWT and above are required to have an emergency towing device. Other cargo ships and passenger ships must have a towing procedure, but are not required to have specific suitable equipment. Increased ship sizes, in general, complicates emergency towing to a safe place without suitable equipment.

MSC 107 approved draft amendments to SOLAS II-1/3-4 to extend the SOLAS requirements for emergency towing devices to all new ships over 20,000 gross tonnage to facilitate emergency assistance and towing operations, and thereby reduce the risk of ship wreckage and pollution.

It was further agreed that the Sub-Committee on Ship Design and Equipment should develop a new set of guidelines for emergency towing arrangements on new ships other than tankers.

The draft amendments are expected to enter into force on 01 January 2028, subject to adoption by MSC.

Unified Interpretations to SOLAS Chapter II-1

MSC 107 approved a draft Unified Interpretation of the application provisions in SOLAS Chapter II-1 Regulation 1 to interpret the term “Ships constructed before 01 January 2024” and the expression “Multiple hold cargo ships other than bulk carriers and tankers constructed on or after 01 January 2024”.

The following amendments to MSC.1/Circ.1362/Rev.1, containing Unified Interpretations to SOLAS Chapter II-1, were also approved:

- Unified Interpretation to SOLAS Regulation II-1/3-8 on mooring arrangement and equipment to ensure consistent application of the new mooring requirements, entering into force on 01 January 2024
- Unified Interpretation to SOLAS Regulation II-1/13.2.3 to clarify that heat-sensitive pipe penetration systems in watertight divisions in passenger ships should be tested with the heat-sensitive piping and should be type approved for watertight integrity after a fire test, in line with Paragraph 4 of the explanatory notes to Regulation 13.2.3 (Resolution MSC.429(98))

Revised Explanatory Notes to SOLAS Chapter II-1

MSC 107 approved a correction of the references in the application provisions in Resolution MSC.429(98)/Rev.1 and Rev.2 for clarity.

Unified Interpretation of the 2008 Intact Stability Code

MSC 107 approved a draft revision of MSC.1/Circ.1537/Rev.1, containing Unified Interpretations of the 2008 IS Code, to expand the application of the interpretation of down-flooding points for new ships in part A to the entire IS Code.

Water Level Detectors for Multiple-Hold Cargo Ships

In 2022, MSC 105 adopted a new SOLAS Regulation II-1/25-1 requiring new multiple-hold cargo ships to be fitted with water level detectors in each cargo hold. The new regulation harmonizes the requirements for bulk carriers, single-hold cargo ships and multiple-hold cargo ships. The new requirements will enter into force on 01 January 2024.

MSC 107 approved revised Performance Standards for Water Level Detectors on Ships Subject to SOLAS Regulations II-1/25, II-1/25-1 and XII/12 (Resolution MSC.188(79)/Rev.1).

Human Element, Training and Watchkeeping

Bullying and Harassment

MSC 107 approved draft amendments to the STCW Code on competency to prevent and respond to bullying and harassment, including sexual assault and sexual harassment (SASH).

The draft amendments will be submitted to MSC 108 (May 2024) for adoption.

Comprehensive Review of The STCW Convention and Code

A comprehensive review of the 1978 STCW Convention and Code was recently initiated to address any inconsistencies and to improve the provisions based on experiences and new technologies. MSC 107 agreed on the aims and principles to guide the review.

Training, Certification and Watch Keeping on Fishing Vessels

MSC 107 approved a draft of the revised 1995 STCW-F Convention and a draft of the new STCW-F Code, containing training, certification and watch keeping provisions for fishing vessel personnel.

The drafts of the revised Convention and new Code will be submitted to MSC 108 (May 2024) for adoption.

Electronic Certificates and Documents for Seafarers

Seafarers' certificates and documents are, to an increasing extent, available electronically. MSC 106 approved draft amendments to the STCW Convention and Code to accommodate the use of electronic certificates and documents for seafarers.

MSC 107 approved associated guidelines on the use of electronic certificates for seafarers.

Ship Systems and Equipment

Lowering Speed of Survival Craft for Cargo Ships

MSC 107 approved draft amendments to Paragraphs 6.1.2.8 and 6.1.2.10 of the LSA Code to include a minimum lowering speed calculated as a function of height, but of not higher than 1.0 m/s, and to define a maximum lowering speed of 1.3 m/s. Administrations may accept other maximum lowering speeds.

Consequential draft amendments to Resolution MSC.81(70) on revised recommendations for the testing of life-saving appliances were approved accordingly.

The draft amendments are expected to enter into force on 01 January 2026, subject to adoption by MSC 108 (May 2024).

Fire Safety of Ro-Ro Passenger Ships

The number of fire incidents on vehicle decks of Ro-Ro passenger ships has grown over the past decade. The physical extent of Ro-Ro ships' vehicle decks could potentially allow a fire to spread over the full length of a ship. Hence, for Ro-Ro ships carrying passengers, extinguishing and containing a fire is particularly critical.

MSC 107 approved draft amendments to SOLAS Chapter II-2, the FSS Code and MSC.1/Circ.1430 to reduce the risk of fire in Ro-Ro and special category spaces on new and existing Ro-Ro passenger ships, considering the:

- Arrangement of Ro-Ro spaces for new ships
- Arrangement of weather decks for new ships
- Water monitors on weather decks of existing ships

In addition, MSC 107 approved draft amendments to the FSS Code regarding specifications for linear heat detection systems, as well as a clarification of the term "free height" of a protected space in the revised guidelines for the design and approval of fixed water-based firefighting systems for Ro-Ro spaces and special category spaces (MSC.1/Circ.1430/Rev.1).

The draft amendments are expected to enter in to force on 01 January 2026, subject to adoption by MSC 108 (May 2024).

Thermal Performance of Immersion Suits

MSC 107 approved draft amendments to Paragraph 3.2.3 of the "Revised Recommendation on Testing of Life-Saving Appliances" (Resolution MSC.81(70)) to add a 15-minute time threshold for thermal protective tests for immersion suits, carried out with human test subjects. One of the criteria for stopping a test would be the skin temperature of the hand, foot or lumbar region falling below 10 degrees Celsius for more than 15 minutes.

In-Water Performance of SOLAS Life Jackets

MSC 107 approved draft amendments to the LSA Code and the revised recommendation on the testing of life-saving appliances (Resolution MSC.81(70)) to address in-water performance of SOLAS life jackets, i.e. to specify the criteria for recognizing a successful turn of a test subject. Consequential draft amendments to the revised standardized life-saving appliance evaluation and test report forms (MSC.1/Circ.1628) were also approved.

The draft amendments are expected to enter into force on 01 January 2026, subject to adoption by MSC 108 (May 2024).

Fire protection of control stations in cargo ships

MSC 107 approved draft amendments to SOLAS Regulation II-2/7.5.5 and the Unified Interpretations in MSC.1/Circ.1456 to extend the fire detection requirements to include control stations and cargo control rooms on cargo ships.

Consequential draft amendments to the Unified Interpretations of SOLAS Chapter II-2 and the FSS and FTP Codes (MSC.1/Circ.1456) were approved accordingly.

The draft amendments are expected to enter into force on 01 January 2023, subject to adoption by MSC 108 (May 2024).

New Code of Safety for Diving Systems

The Code of Safety for Diving Systems, 1995 (1995 Diving Code) provides international standards for the design, construction and survey of commercial diving systems. The purpose is to enhance the safety of divers/personnel, but also to facilitate the international movement and operation of diving systems. MSC 107 adopted a new International Code of Safety for Diving Operations, 2023 (2023 Diving Code), noting that the 1995 Diving Code will continue to apply for existing diving systems.

The significant updates include:

- Provisions for portable diving systems and surface supplied diving systems
- Provisions for ships with diving systems installed
- Provisions for integration between the diving systems and the ships carrying them, including integration of the ships' ISM system with the diving contractors' safety management system
- Measures to ensure evacuation of divers all the way to a place of safety

The 2023 Diving Code will be effective on 01 January 2024.

Single Fall and Hook Systems With On-Load Release Capabilities

The Life-Saving Appliances (LSA) Code, Paragraph 4.4.7.6.8, provides measures to prevent the accidental release of the fall and hook system during the recovery of lifeboats and rescue boats. Lifeboats and rescue boats with single fall and hook systems are currently exempted from such measures. MSC 107 approved draft amendments to Paragraphs 4.4.7.6.8 and 4.4.7.6.17 of the LSA Code in order to ensure adequate safety standards for lifeboats and rescue boats fitted with single fall and hook systems.

The draft amendments are expected to enter into force on 01 January 2026, subject to adoption by MSC 108 (May 2024).

Onshore Power Supply

MSC 107 approved interim guidelines on the safe operation of onshore power supply (OPS) service in port. Following the global efforts to reduce air pollution from ships, an increasing number of ports require or encourage ships to use onshore power instead of fuel oil. The draft of the interim guidelines intends to prevent accidents caused by operational errors in relation to ships' connections to onshore power.

Validated Model Training Courses

IMO model courses are intended to assist instructors in developing training programmes for seafarers as per the International Convention of Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978. The model courses are subject to regular review to ensure that they are consistent with the current IMO instruments and reflect best practices and modern technologies. MSC 107 noted that the Sub-Committee on Ship Systems and Equipment had validated the revised model course 3.03, on the survey of machinery installations, and the associated compendium.

Unified Interpretation on Spare Light Sources for LED Torches

MSC 107 approved a Unified Interpretation of the LSA Code, and the 1994 and 2000 HSC Codes, to clarify the requirements to spare light sources for LED torches in life rafts, lifeboats and rescue boats. Unified Interpretation on arrangement of ventilation ducts
MSC 107 approved draft consequential amendments to MSC.1/Circ.1276 on "Unified interpretations to SOLAS chapter II-2" to align the interpretations with the amendments to SOLAS II-2/9.7 as adopted by MSC.365(93). The draft amendments address arrangements and separation of ventilation ducts, including galley ducts, when they pass through spaces.

Unified Interpretation on Electrical Equipment in Hazardous Areas

MSC 107 approved a draft revision of MSC.1/Circ. 1557 to clarify discrepancies in hazardous area classification issues between SOLAS, the IBC and IGC Codes, and the IEC 60092-502:1999.

Navigation, communications, and search and rescue

Iridium SafetyCast Manual

MSC 107 approved the Iridium SafetyCast Manual (MSC.1/Circ.1613/Rev.2), with a recommended implementation date of **01 January 2023**.

Global Maritime Distress and Safety System (GMDSS)

The GMDSS is the worldwide system for communication of emergency and safety information. Amendments to SOLAS, its protocol of 1988 and related IMO instruments to modernize the requirements to the GMDSS were adopted by MSC 105 (April 2022) and will enter into force on **01 January 2024**.

MSC 107 endorsed a revision of COMSAR/Circ.32/Rev.1 on “Guidelines on the Harmonization of GMDSS Requirements for Radio Installations Onboard SOLAS Ships”. COMSAR/Circ.32/Rev.2 provides interpretations of the radio installation requirements in SOLAS Chapter IV and related IMO instruments following the amended GMDSS requirements.

MSC 107 further approved a revision of MSC.1/Circ.1460/Rev.3 on “Guidance on the Validity of Radio Communications Equipment installed and used on ships” to extend the deadline for updating VHF radio communication equipment to **01 January 2028**.

Work programme

MCS 107 agreed on the following new work items:

Maritime Safety Committee

Safe Decarbonization

MSC 107 agreed to develop a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels.

A correspondence group will progress the work until MSC 108 (May 2024).

Maritime Cyber Risk Management

MSC 107 agreed to revise the “Guidelines on Maritime Cyber Risk Management” (MSC-FAL.1/Circ.3/Rev.2) and identify the next steps.

Sub-Committee on Navigation, Communications, Search and Rescue

Software Maintenance for Navigation and Communication Equipment

MSC 107 agreed to develop guidelines for software maintenance of shipboard navigation and communication equipment and systems.

Two-Way Communication (TWC) for EPIRBs

MSC 107 agreed to develop guidelines for EPIRBs which implement the two-way communication service via Return Link service as a complement to EPIRB performance standards (Resolution MSC.471(101)).

Gyro Compasses in Polar Waters

MSC 107 agreed to revise the “Performance Standards for Gyro-compasses (Resolution A.424(XI)) and the “Guidance for Navigation and Communication Equipment intended for use on Ships operating in Polar Waters” (MSC.1/Circ.1612).

IMO Standard Marine Communication Phrases

MSC 108 agreed to revise the “IMO Standard Marine Communication Phrases” (Resolution A.918(22)).

Performance Standards, Shipborne BeiDou Satellite Navigation System

MSC 107 agreed to revise the “Performance Standards for Shipborne BeiDou Satellite Navigation System (BDS) Receiver Equipment” (Resolution MSC.379(93)).

Performance standards for DFMC SBAS and ARAIM

MSC 107 agreed to develop procedures and requirements for the recognition of augmentation systems, in addition to performance standards for dual frequency multi-constellation satellite-based augmentation systems (DFMC SBAS) and for advanced receiver autonomous integrity monitoring (ARAIM) in shipborne radio navigation receivers.

Sub-Committee on Implementation of IMO Instruments

Harmonization of the date format for various certificates

MSC 107 agreed to develop guidance on how to address time pressure and related organizational factors.

Sub-Committee on Ship Systems and Equipment

Gaskets in discharge piping for fixed gas fire-extinguishing systems

MSC 107 agreed to develop amendments to Paragraph 2.1.3.2 of Chapter 5 of the FSS Code on the construction requirements for gaskets.

Atmospheric Oil Mist Detectors in Machinery Spaces

MSC 107 agreed to review and update the Code of Practice for Atmospheric Oil Mist Detectors (MSC/Circ.1086).

Testing and Inspection Requirements for CO2 Cylinders

MSC 107 agreed to revise the “Revised Guidelines for the Maintenance and Inspections of Fixed Carbon Dioxide Fire-extinguishing Systems” (MSC.1/Circ.1318/Rev.1) in order to clarify the testing and inspection provisions for CO2 cylinders.

Maintenance and Testing of Life-Saving Appliances

MSC 107 agreed to initiate a comprehensive review of the “Requirements for Maintenance, Thorough Examination, Operational Testing, Overhaul and Repair of Lifeboats and Rescue Boats, Launching Appliances and Release Gear” (Resolution MSC.402(96)) to address challenges with their implementation.

Sub-Committee on Ship Design and Construction

Shipboard Towing and Mooring Equipment

MSC 107 agreed to revised Appendices A and B of the “Revised Guidance on Shipboard Towing and Mooring Equipment” (MSC.1/Circ.1175/Rev.1).

Guard Rails on Deck Structure

MSC 107 agreed to amend Regulation 25(3) of the 1988 Protocol relating to the International Convention on Load Lines, 1966 regarding the requirement for the setting of guard rails on the deck structure.

Sub-Committee on Carriage of Cargoes and Containers

Fumigation of Cargo Holds

MSC 107 agreed to amend the “Recommendations on the Safe Use of Pesticides in Ships Applicable to the fumigation of Cargo Holds” (MSC.1/Circ.1264) under the existing output on amendments to the IMSBC Code and supplements.

Solid Bulk Cargo Shipped Based on Tripartite Agreements

MSC 107 agreed to consider the listing of solid bulk cargo shipped based on provisional assessments (tripartite agreements) under the existing output on amendments to the IMSBC Code.

Container Lashing Software

MSC 107 agreed to amend the “Revised Guidelines for the Preparation of the Cargo Securing Manual” (MSC.1/Circ.1353/Rev.2) to include a harmonized performance standard for lashing software to permit lashing software as a supplement to the Cargo Securing Manual.

Loss of Containers at Sea

MSC 107 agreed to develop measures to prevent the loss of containers at sea.

Sub-Committee on Human Element, Training and Watchkeeping

Time Pressure and Related Organizational Factors

MSC 107 agreed to develop guidance to address time pressure and related organizational factors.
Sub-Committee on Implementation of IMO Instruments

Harmonization of The Date Format for Various Certificates

MSC 107 agreed to develop guidelines for harmonizing the date format of various certificates issued under IMO instruments.

Recommendations

SCM recommends its customers to take note that MSC 108 (May 2024) will be the last session that adopts amendments to the 2026 update of SOLAS and related mandatory codes. After this, the MSC will be working towards the 2028 update of SOLAS.

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