



Türk Loydu Summary Report – MSC 110

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TLR /MSC 110

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summary report

The 110th session of the Maritime Safety Committee, was held from 18 to 27 June 2025. Main decisions and discussions have been summarized hereunder.

AMENDMENTS TO MANDATORY INSTRUMENTS

Amendments to SOLAS

Draft amendments to SOLAS chapters II-2/11 – Structural Integrity

The Committee adopted amendments to the regulation II-2/11 for consistent implementation of this provision for passenger ships and cargo ships, as a minor correction for the use of fire integrity tables. These amendments will enter into force on 1 January 2028.

Draft amendments to Regulation V/23 – Pilot Transfer Arrangements and consequential amendments to SOLAS Appendix (Certificates) and other Instruments

Despite the inspection requirements imposed under SOLAS regulation V/23, the minimum standards on the arrangement of pilot ladders set out in resolution A.1045(27) and the guidance provided in MSC.1/Circ.1428, accidents involving the tragic loss of pilots continue to happen as a result of non-compliant pilot transfer arrangements. A lack of regular and effective maintenance and inspection, as well as unsafe and improper use of pilot ladders, are found to be major contributing factors to such a high non-compliance rate of pilot transfer arrangements.

In relation to above, amendments to SOLAS regulation V/23 and its associated instruments have been adopted by the Committee after the NCSR Sub-Committee's work on the matter. The amendments will be applicable for both new and existing ships as detailed below:

- Pilot transfer arrangements installed on or after 1 January 2028 shall be designed, manufactured, constructed, secured and installed in accordance with the introduction and parts A, B and C of the performance standards (Resolution MSC.576(110)).
- [Retrospective Application] Pilot transfer arrangements installed before 1 January 2028 on SOLAS ships (SOLAS Chapter I applies) shall comply with the requirements provided in paragraph 3 not later than the first survey (See MSC.1/Circ.1290) on or after 1 January 2029.
- [Retrospective Application] Pilot transfer arrangements installed before 1 January 2028 on non-SOLAS ships (chapter I does not apply) shall comply with the requirements provided in paragraph 3 not later than 1 January 2030.
- Regardless of the installation date, Inspection, stowage, maintenance, replacement and familiarization of all pilot transfer arrangements, shall comply with the introduction and parts D and E of the performance standards (Resolution MSC.576(110)).

In addition to above, aforementioned mandatory Resolution MSC.576(110) - Performance standards for pilot transfer arrangements and consequential amendments to Special Purpose Ship Code and Code of Safety for Fishermen and Fishing Vessels were also adopted/approved in this Session of the Committee.

Voluntary early implementation of amendments on Pilot Transfer Arrangements was also encouraged by the Committee.

Draft amendments to the 1994 and 2000 HSC Codes

Draft amendments to paragraph 8.3.5 (Personal life-saving appliances) and annex 1 (Record of Equipment) of the 1994 and 2000 HSC Codes, for the harmonization of the lifejacket carriage requirements in both Codes with the relevant requirements in SOLAS chapter III were adopted by the Committee. These amendments will enter into force on 1 January 2028.

Draft amendments to the IGC Code

MSC 109 had approved draft amendments to the IGC Code, with a view to adoption at this session and entry into force on 1 January 2028. However, as there are substantial proposals submitted in this Session, the Committee agreed to refer the substantial proposals to CCC 11 for consideration. The Committee agreed to the application of exceptional circumstances to the four-year amendments cycle for these amendments and entry into force of on 1 July 2028, if adopted at MSC 112.

Draft amendments to the IMSBC Code

The Committee adopted draft amendments to IMSBC Code with entry into force on 1 January 2027, with voluntary application of the amendments from 1 January 2026.

Draft amendments include editorial revisions, new individual schedules and amendments to existing individual schedules as follows:

New individual schedules:

Material	Group
ALUMINIUM SULPHATE GRANULAR	B
APATITE CONCENTRATE	A
ASPHALT GRANULATES	C
CRUSHED GRANODIORITE, COARSE	C
FERRIC SULPHATE GRANULAR	B
FISH MEAL, STABILIZED	C
FISH SCRAP, STABILIZED	C
IRON ORE BRIQUETTES	C
PEA PROTEIN CONCENTRATE PELLETS	C
PHOSPHATE ROCK FINES (uncalcined)	A
TUFF, COARSE	C
ZINC SLAG (coarse)	C

Amendments to existing individual schedules:

Material	Group
ALUMINIUM FERROSILICON POWDER UN 1395	B
ALUMINIUM SILICON POWDER, UNCOATED UN 1398	B
ALUMINIUM SMELTING BY-PRODUCTS or ALUMINIUM REMELTING BY-PRODUCTS UN 3170	B
CASTOR BEANS or CASTOR MEAL or CASTOR POMACE or CASTOR FLAKE UN 2969	B
DIRECT REDUCED IRON (A), Briquettes, hot-moulded	B
DIRECT REDUCED IRON (B), Lumps, pellets, cold-moulded briquettes	B
FERROSILICON UN 1408 with 30% or more but less than 90% silicon (including briquettes)	B
FERROSILICON with at least 25% but less than 30% silicon, or 90% or more silicon	B
FERROUS METAL BORINGS, SHAVINGS, TURNINGS or CUTTINGS UN 2793 in a form liable to self-heating	B

FISH MEAL (FISH SCRAP), STABILIZED Anti-oxidant treated	B
IRON ORE PELLETS	C

In addition to above IMSBC Amendments, following associated circulars were approved:

- [MSC.1/Circ.1266/Rev.1](#): to replace the words "Code of Safe Practice for Solid Bulk Cargoes (BC) Code" and its associated footnote with "International Maritime Solid Bulk Cargoes (IMSBC) Code" in standard formats for the document of compliance.
- [MSC.1/Circ.1264/Rev.1](#): to add a new recommendation for the use of sleeves rather than using loose tablets when a cargo was to be fumigated with phosphine used as a fumigant.
- [MSC.1/Circ.1264/Rev.1](#): consequential amendments to the revised Recommendations on the safe use of pesticides in ships (MSC.1/Circ.1358), emanating from the revision of MSC.1/Circ.1264.
- [MSC.1/Circ.1395/Rev.7](#): Revised in conjunction with the adoption of the draft amendments (08-25) to the IMSBC Code. (ALUMINIUM SULPHATE GRANULAR, CASTOR BEANS UN 2969 and FERRIC SULPHATE GRANULAR were added to Table 1, List Of Solid Bulk Cargoes for which a fixed Gas Fire-Extinguishing System May Be Exempted)

Please refer to [Appendix I](#) for list of resolutions and [Appendix II](#) for List of Circulars adopted/approved by MSC 110.

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

The Committee continued the development of non-mandatory MASS Code which will be applicable to cargo ships. Main decisions and discussions were as follows in this Session:

In order to expedite the development of the Code, all human element aspects were decided to be transferred to the 4th Intersessional Working Group planned to be held in October 2025. The cyber-security of the MASS was decided to be considered holistically in conjunction with the latest submissions and work of the Committee.

A MASS working group was established in this Session and made significant progress to complete the Code. Part 1 and Part 2 of the Code which are applicable to all MASS and Part 3 (Applicable if the MASS was equipped with the related system and functions) were nearly completed. Chapter 4 (Definitions) and overview of the Code by the Secreteriat and the GBS Expert in order to produce a GBS Style Code was still remained on the agenda.

The roadmap was slightly modified to address scope of Experience Building Phase in 2026. The adoption of non-mandatory Code in 2026 was not changed.

Submissions regarding the form of MASS Certificates were invited to be submitted in the next session of the Committee.

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

List of recommendations to address existing barriers and gaps related to alternative fuels and new technologies

The Committee endorsed the recommendations on addressing existing barriers and gaps related to alternative fuels and new technologies, including those related to nuclear power developed by the Working Group established during MSC 110. In this context, the Committee noted that the recommendations contained separate instructions for sub-committees, as well as information to be provided to other committees and other organizations.

One ship one code policy

MSC 95 had made a policy decision that the IGF Code should not apply to ships covered by the IGC Code, even when the ships covered by the IGC Code were using low-flashpoint fuels that were not cargo. In addition, MSC 109 had invited interested Member States and international organizations to submit 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. After lengthy discussions on this policy in this Session, it was agreed by the Committee that:

- gas carriers using products listed in chapter 19 of the IGC Code, as fuel, would be subject to the IGC Code requirements;
- gas carriers using gaseous or low-flashpoint fuels other than products listed in chapter 19 of the IGC Code, as fuel, would be subject simultaneously to relevant parts of the IGF Code and the IGC Code;
- the aforementioned coexistence of application of both Codes should be addressed by means of guidelines to be developed by the Organization; and
- as a consequence, the CCC Sub-Committee should develop two sets of guidelines: one concerning products listed in chapter 19 of the IGC Code, used as fuel; and another concerning gaseous or low-flashpoint fuels other than products listed in chapter 19 of the IGC Code, used as fuel.

Considering above, the draft amendments to SOLAS and IGF/IGC Codes will be discussed at MSC 111 for approval.

REVISION OF THE GUIDELINES ON MARITIME CYBER RISK MANAGEMENT AND IDENTIFICATION OF NEXT STEPS TO ENHANCE MARITIME CYBERSECURITY

The Committee considered the submitted documents on the next steps to enhance maritime cybersecurity and established a working group in this Session. In accordance with the Working Group report, The Committee mainly invited to submit proposals under a new output to develop a non-mandatory cybersecurity Code which should be goal-based and include risk management.

SHIP DESIGN AND CONSTRUCTION

Emergency towing arrangements on ships other than tankers

The Committee at its 108th Session adopted amendments to SOLAS regulation II-1/3-4 relating to new requirements for all new ships other than tankers of not less than 20,000 GT to be fitted with emergency towing arrangements with enter into force date of 1 January 2028. Following adoption, related guidelines were developed/amended in accordance with SOLAS II-1/3-4 amendments and IACS Resolution (UR As) and IACS Recommendation (Rec. 10). In this respect, following circulars were approved by the Committee:

- MSC.1/Circ.1691 - Interim guidelines for emergency towing arrangements on ships other than tankers;
- MSC.1/Circ.1175/Rev.2 on Revised guidance on shipboard towing and mooring equipment; and
- MSC.1/Circ.1255/Rev.1 on Revised guidelines for owners/operators on preparing emergency towing procedures.

Amendments to the IP Code

The Committee approved the draft amendments to part IV of the IP Code with regard to the industrial personnel weight for stability calculations with a view to adoption at MSC 111.

Amendments to the 2011 ESP Code

The Committee approved the draft amendments to the 2011 ESP Code, to permit the use of Remote Inspection Techniques with a view to adoption at MSC 111. Remote Inspection

Technique (RIT) is a means of survey of any parts of the structure without the need for direct physical access of the surveyor. However, RIT is not a substitute for in-person surveys. These amendments are expected to enter into force on 1 January 2028.

The Committee also approved MSC.1/Circ.1502/Rev.1 on Revised guidance on pressure testing of boundaries of cargo oil tanks under direction of the master, with a view to aligning the tank pressure testing provisions, with the 2011 ESP Code.

Guidelines for construction, installation, maintenance and inspection/survey of means of embarkation and disembarkation (MSC.1/Circ.1331)

The Committee approved MSC.1/Circ.1331/Rev.1 on Revised guidelines for construction, maintenance and inspection of means of embarkation and disembarkation, mainly addressing the rigging of safety netting on accommodation ladders and gangways and use of ISO Standards.

Amendments to 1988 Loadline Protocol

The Committee approved draft amendments to regulation 25 of the 1988 Load Lines Protocol, regarding the requirement for setting of guard rails on the deck structure. These amendments are expected to enter into force on 1 January 2028.

The following revisions can be highlighted in the draft amendments:

- Guard rails or bulwarks shall be fitted not only around superstructures but also around all exposed decks and all exposed sea access holes (such as edges of moonpools) accessible to the crew during navigation.
- If the height of the bulwarks or guard rails (at least 1 m from the deck) interferes with the normal operation of the ship a lesser height may be approved, if the Administration is satisfied that adequate protection is provided.
- All guardrails shall be at least three courses.
- If chains fitted between two fixed stanchions and/or bulwark, chains shall be tightened as much as reasonably practicable and shall be detachable.

UI of SOLAS regulation II-1/12.6.2

The Committee approved a circular for "Unified interpretation of SOLAS regulation II-1/12.6.2, with a view to clarifying the term "remotely operated valve".

Review of the 2009 Code on Alerts and Indicators

The Committee approved the draft Code on Alerts and Indicators, 2025, revised mainly on the incorporation of new instruments, clarifications, revisions to specific sections and editorials.

Means of escape from spaces below the bulkhead deck

The Committee considered SOLAS II-2/13.4.1 and 13.4.2, to clarify the term "lower part" used in connection with the means of escape from spaces below the bulkhead deck. Following discussions; the Committee approved following as a long-term and as a short-term measure respectively:

- new output on "Review and, if necessary, amendment of SOLAS regulations II-2/13.4.1.1 and 13.4.2.1 to clarify the requirements on escape arrangements from the lower part of machinery spaces", for inclusion in the biennial agenda for 2026-2027 and the provisional agenda for SDC 12, with a target completion year of 2027,
- MSC.1/Circ.1689 on Escape arrangements from the lower part of machinery spaces (SOLAS regulations II-2/13.4.1 and 13.4.2), inviting PSC Authorities to take a pragmatic approach during inspections until any amendments had entered into force, or the conclusion of the work under the above-mentioned new output, as appropriate.

HUMAN ELEMENT, TRAINING AND WATCHKEEPING

The Committee approved *STCW.7/Circ.25 on Generic interim guidelines on training for seafarers on ships using alternative fuels and new technologies* and noted the agreement of the HTW Sub-Committee to develop generic interim guidelines on training for seafarers on ships using alternative fuels and new technologies in parallel with several individual sets of fuel/technology-specific interim guidelines.

In addition, the Committee adopted resolution *MSC.579(110) on "Accessibility of information on seafarer medical certificates and medical practitioners recognized for the purpose of conducting seafarer medical examinations."*

SHIP SYSTEMS AND EQUIPMENT

Ventilation requirements for partially enclosed lifeboats and liferafts

The Committee noted that SSE 11, having considered additional supporting evidence, had agreed on the compelling need for ventilation requirements. The Committee also noted that, taking into account the lack of further evidence provided for ventilation requirements for liferafts, SSE 11 had agreed on the absence of compelling need for liferafts.

Testing requirements for simulated launch of free-fall lifeboats

The Committee approved amendments to the LSA Code (New 4.7.7) with an expected entry into force date of 1 January 2031 subject to the approval of MSC 111 (May 2026).

According to the amendments, For each free-fall lifeboat installed, the arrangement to test the release system under load without launching the lifeboat into the water shall be designed with a safety factor of at least 6 on the basis of the calculated maximum working load with full complement of persons and equipment and the ultimate strength of the materials used for its construction considering static and relevant dynamic loads. Components of this arrangement that are exposed to the marine environment, other than falls and temporarily installed equipment, shall be constructed from materials that are corrosion resistant in the marine environment without the need for coatings or galvanizing.

During the consideration of these amendments, the Committee reiterated its decision at MSC 109 to incorporate the application provisions in the text of the regulation of the LSA Code; concurred with the views supporting the use of a simplified definition of the installation date of the equipment, and agreed to include a table compiling all the regulations that had been amended since the adoption of the LSA Code in the operative part of the Code, with a view to adoption at MSC 111.

Draft amendments to resolution MSC.402 (96) and MSC.81(70)

The Committee approved the draft amendments to both resolutions MSC 402(96) and MSC 81(70). Both resolutions were revised in accordance with simulated launch of free-fall lifeboats amendments with a view to adoption by MSC 111 and entry into force date on 1 January 2028. Note that this requirement is expected to be applied from 1 January 2031 inline with the amendment to 4.7.7 (See above).

Consequential amendments to existing circulars

The Committee agreed to the draft amendments to the following circulars, incorporating consequential amendments on simulated launching of free-fall lifeboats:

- Revised guidelines for developing operation and maintenance manuals for lifeboat systems (MSC.1/Circ.1205/Rev.1);
- Unified interpretations of paragraph 4.4.7.6 of the LSA Code, as amended by resolution MSC.320(89) (MSC.1/Circ.1529);
- Guidelines on safety during abandon ship drills using lifeboats (MSC.1/Circ.1578); and

- Revised standardized life-saving appliance evaluation and test report forms (survival craft) (MSC.1/Circ.1630/Rev.3),

See Appendix 1 and 2 for approved resolutions and circulars.

NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE(NCSR)

Dissemination of MSI and SAR-related information

The Committee approved the draft amendments to SOLAS regulations IV/5, V/4 and V/5 concerning the requirement for dissemination of maritime safety information and SAR-related information through all operational mobile satellite services recognized by the Organization for use in the Global Maritime Distress and Safety System, with a view to subsequent adoption at MSC 111 and entry into force on 1 January 2028.

Introduction of the VHF Data Exchange System

The Committee approved the draft amendments to SOLAS chapter V and the appendix to introduce the VHF Data Exchange System (VDES) with a view to subsequent adoption at MSC 111 and entry into force on 1 January 2028.

The Committee also approved the related consequential draft amendments to the 1994 and 2000 HSC Codes with a view to subsequent adoption at MSC 111 and entry into force on 1 January 2028.

In this connection, the Committee approved, in principle, the draft MSC resolution on introduction of the VHF Data Exchange System (VDES) into the IMO regulatory framework and the draft MSC resolution on performance standards for shipborne VHF data exchange system (VDES) and agreed, in principle, to the draft MSC circular on guidelines for the operational use of shipborne VHF data exchange system (VDES) respectively, with a view to subsequent adoption or approval, as appropriate, at MSC 111 together with the adoption of the aforementioned draft amendments to SOLAS.

CARRIAGE OF CARGOES AND CONTAINERS

Revision of resolution A.1050(27) on Revised recommendations for entering enclosed spaces aboard ships

The Committee adopted "Revised Recommendations for Entering Enclosed Spaces Aboard Ships".

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APPENDIX 1 - LIST OF RESOLUTIONS

RESOLUTION MSC.572(110) – AMENDMENTS TO CHAPTERS II-2 AND V OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

RESOLUTION MSC.573(110) – AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 1994 (1994 HSC CODE)

RESOLUTION MSC.574(110) – AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 2000 (2000 HSC CODE)

RESOLUTION MSC.575(110) – AMENDMENTS TO THE INTERNATIONAL MARITIME SOLID BULK CARGOES (IMSBC) CODE

RESOLUTION MSC.576(110) – PERFORMANCE STANDARDS FOR PILOT TRANSFER ARRANGEMENTS

RESOLUTION MSC.577(110) – AMENDMENTS TO THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008 (2008 SPS CODE)

RESOLUTION MSC.578(110) – ENCOURAGEMENT OF MARITIME INFORMATION SHARING THROUGH THE USE OF NATIONAL AND REGIONAL MARITIME INFORMATION-SHARING CENTRES TO ENHANCE MARITIME SAFETY AND SECURITY

RESOLUTION MSC.579(110) – ACCESSIBILITY OF INFORMATION ON SEAFARER MEDICAL CERTIFICATES AND MEDICAL PRACTITIONERS RECOGNIZED FOR THE PURPOSE OF CONDUCTING SEAFARER MEDICAL EXAMINATIONS

RESOLUTION MSC.580(110) – AMENDMENTS TO THE REVISED RECOMMENDATION ON TESTING OF LIFE-SAVING APPLIANCES (RESOLUTION MSC.81(70))

RESOLUTION MSC.581(110) – REVISED RECOMMENDATIONS FOR ENTERING ENCLOSED SPACES ABOARD SHIPS

APPENDIX-2 - LIST OF CIRCULARS APPROVED by MSC 110

MSC.1/Circ.1428/Rev.1	Required pilot transfer arrangements for pilots and other personnel
MSC.1/Circ.1690	Voluntary early implementation of the amendments to SOLAS regulation V/23 on pilot transfer arrangements
MSC.1/Circ.1266/Rev.1	Carriage of dangerous goods
MSC.1/Circ.1264/Rev.1	Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds
MSC.1/Circ.1358/Rev.1	Recommendations on the safe use of pesticides in ships
MSC.1/Circ.1395/Rev.7	Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective
MSC.1/Circ.1601/Rev.2	Revised industry counter piracy guidance
MSC.1/Circ.1691	Interim guidelines for emergency towing arrangements on ships other than tankers
MSC.1/Circ.1175/Rev.2	Revised guidance on shipboard towing and mooring equipment
MSC.1/Circ.1255/Rev.1	Revised guidelines for owners/operators on preparing emergency towing procedures
MSC.1/Circ.1331/Rev.1	Revised guidelines for construction, installation, maintenance and inspection of means of embarkation and disembarkation
MSC.1/Circ.1692	Unified interpretation of SOLAS regulation II-1/12.6.2
MSC.1/Circ.1689	Escape arrangements from the lower part of machinery spaces (SOLAS regulations II-2/13.4.1 and 13.4.2)
STCW.7/Circ.[25]	Generic interim guidelines on training for seafarers on ships using alternative fuels and new technologies
MSC.1/Circ.1164/Rev.30	Promulgation of information related to reports of independent evaluation submitted by Parties to the 1978 STCW Convention confirmed by the Maritime Safety Committee to have communicated information which demonstrates that Parties are giving full and complete effect to the relevant provisions of the Convention
MSC.1/Circ.797/Rev.42	List of competent persons maintained by the Secretary-General pursuant to section A-I/7 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code
MSC.1/Circ.1086/Rev.1	Revised Code of practice for atmospheric oil mist detectors
MSC.1/Circ.1693	Unified interpretations of paragraphs 6.1.1.3 and 6.1.2.2 of the LSA Code
MSC.1/Circ.1694	Unified interpretations of SOLAS chapter II-2, and the 1994 and 2000 HSC Codes
MSC.1/Circ.1695	Unified interpretation of the FSS Code
MSC.1/Circ.1696	Unified interpretation of SOLAS regulation II-1/3-13.2.4
MSC.1/Circ.1628/Rev.4	Revised standardized life-saving appliance evaluation and test report forms (personal life-saving appliances)