



RUSSIAN
MARITIME REGISTER
OF SHIPPING

MSC 110

IMO Maritime Safety Committee,
110th session

Key outcomes of the session

18–27 June 2025

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This document has been prepared by the Russian Maritime Register of Shipping for reference purposes and contains a summary of the main outcome of the session of the International Maritime Organization (IMO) body. For reference purposes, the document reflects background information on the outcomes of discussions and decisions taken.

MSC 110

KEY OUTCOMES

- » Adopted amendments to mandatory instruments:
 - SOLAS chapter V (pilot transfer arrangements)
 - SOLAS chapter II-2 (to clarify applicable materials with regard to fire protection)
 - performance standards for pilot transfer arrangements
 - International Codes of Safety for High-Speed Craft, 1994 and 2000 (lifejackets)
 - International Maritime Solid Bulk Cargoes Code (IMSBC Code)
- » Approved (for adoption in spring 2026) amendments to mandatory instruments and documents:
 - amendments to SOLAS regulations IV/5, V/4 and V/5 regarding dissemination of maritime safety information and search and rescue related information through all operational recognized mobile satellite services
 - amendments to the International Life-Saving Appliance Code (new paragraph 4.7.7) establishing requirements to the arrangements of the simulation launch of free-fall lifeboats
 - other amendments (for complete list – see Reports of Sub-Committees below)
- » Approved/adopted non-mandatory documents:
 - revised recommendation on testing of life-saving appliances (resolution MSC.81(70)), for adoption at MSC 111
 - revised guidelines for developing operation and maintenance manuals for lifeboat systems (circular MSC.1/Circ.1205/Rev.1)
 - unified interpretation as regards application of requirements to lifeboat release and retrieval systems (circular MSC.1/Circ.1529)
 - other amendments (for complete list – see Reports of Sub-Committees below)

The main issues discussed at the session (click to go):

Consideration and adoption of amendments to IMO mandatory instruments

Goal-based new ship construction standards

Development of a goal-based instrument for maritime autonomous surface ships (MASS)

Development of a safety regulatory framework to support the reduction of GNG emissions from ships using new technologies and alternative fuels

Steps to enhance maritime cybersecurity

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Consideration and adoption of amendments to IMO mandatory instruments

Background

In December 2024, MSC 109 approved draft amendments to SOLAS and to a number of mandatory codes under SOLAS provisions.

The draft amendments were submitted to MSC 110 for consideration and adoption in accordance with SOLAS article VIII. Comments from States and international organizations on the draft amendments are expected to be also considered during the session.

Following editorial refinement, MSC 110 adopted the following amendments to IMO mandatory instruments:

- SOLAS chapter II-2 – editorial amendments to clarify applicable materials for superstructures, bulkheads, decks, and deckhouses of passenger and cargo ships with regard to fire protection;
- SOLAS chapter V and new performance standards for pilot transfer arrangements – detailisation of structural and operational requirements for pilot ladders, combination transfer arrangements, securing means, handrails, stanchions, and related equipment, defining of parameters for pilot and other personnel safety access to decks, safe approach of pilot boats; the amendments will apply to new pilot transfer arrangements installed on ships constructed on or after 01 January 2028; the existing ships shall comply with the new standards' requirements not later than first survey after 01 January 2029, non-SOLAS chapter I ships – after 01 January 2030;
- International Codes of Safety for High-Speed Craft, 1994 and 2000 – the requirements to provide infant lifejackets on passenger high-speed craft, and accessories to put on lifejackets for large-chested persons on all high-speed craft;
- International Maritime Solid Bulk Cargoes Code (IMSBC Code) – clarification of the requirements to dangerous goods' stowage, amendments to individual schedules (carriage conditions) of bulk cargoes;
- International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code).

The substantial set of amendments to IGC Code submitted to MSC 110 for consideration addressed provisions for using LHG (liquefied hydrocarbon gases) and ethane as fuel, structural requirements for gas carriers' cargo storage and handling systems, and clarifications to cargo tank filling limits. Due to numerous technical comments from delegations, the set of amendments was referred to the related Sub-Committee on Carriage of Cargoes and Containers (CCC) for further refinement. Following the refinement, the amendments are expected to be adopted at MSC 112 in December 2026.

Further actions

IMO Secretariat is expected to check the text of the amendments adopted, effect the editorial changes, as may be necessary, and to prepare certified electronic copies in six IMO official languages for issue well in advance of their entry into force.

The draft amendments to IGC Code will be further developed by CCC in September 2025, and subsequently submitted for approval at MSC 111 and adoption at MSC 112, respectively. If adopted at MSC 112, amendments to IGC Code will enter into force on 01 July 2028 in conjunction with the associated amendments to SOLAS chapter II-1.

Goal-based new ship construction standards

Background

In 2010, MSC 87 adopted new SOLAS regulation II-1/3-10 (resolution MSC.290(87)), requiring that oil tankers and bulk carriers of 150 m in length and above, constructed on or after 01 July 2016, should comply with applicable structural requirements (rules) of an organization recognized by the ship's flag State Administration, conforming to functional requirements of Goal-Based Ship Construction Standards for Bulk Carriers and Oil Tankers (resolution MSC.287(87)).

The rules of recognized organizations are subject to periodic verifications conducted under the auspices of IMO. MSC considers the verifications' outcomes and confirms the rules' compliance with Goal-Based Standards (GBS).

MSC 110 is expected to consider IMO Secretariat status report on the recognized organizations' rules verifications for GBS compliance.

Having considered the current status of GBS verification audits, MSC 110 decided to schedule the next GBS Workshop on December 2025 to focus on verification procedures, process and specific challenges with participation of IMO GBS auditors and representatives of recognized organizations that had been confirmed as being compliant with the GBS standards. Such recognized organizations, including Russian Maritime Register of Shipping, are listed in circular MSC.1/Circ.1518/Rev.2.

It was also noted, that the next verification cycle had commenced, and recognized organizations had submitted the required documents, including updated rules and GBS self-assessment materials.

MSC 110 encouraged States to actively nominate experts to work as IMO GBS auditors.

Further actions

Within the current cycle, rule verifications are commencing, as well as individual work of recognized organizations and IMO GBS auditors. Verification results will be submitted to MSC 111 in May 2026.

Development of a goal-based instrument for maritime autonomous surface ships (MASS)

Background

Work on MASS at IMO commenced in 2017 when MSC 98 decided to include in its work program a new item addressing analysis of IMO safety instruments with the aim of identifying gaps that might impede the operation of MASS.

Analysis (regulatory scoping exercise) was conducted from 2018 to 2021.

In parallel, in 2019, the Interim guidelines for MASS trials (circular MSC.1/Circ.1604) were developed and approved – a set of recommendations to assist States in facilitating trials of new autonomous navigation technologies.

Following the regulatory scoping exercise in 2021, MSC 105 included in its work program the development of a goal-based instrument for MASS. This instrument (MASS Code) has been under development since 2021. The instrument is supposed to be adopted as non-mandatory in 2026 with subsequent development and adoption prior to 01 July 2030 of the new MASS Code, and the relevant SOLAS amendments to make the Code mandatory.

The intersessional correspondence group report with the draft MASS Code, as well as comments of States and international organizations on the draft, were submitted to MSC 110 for further work on the document during the session.

MSC 110 considered the documents on autonomous navigation submitted to the session, including specific proposals for the draft MASS Code. Following detailed expert-level discussions within a working group format, MSC 110 managed to finalize several chapters of the future Code, covering:

- application;
- principles, objectives, and structure of the Code;
- structure, subdivision, stability and watertight integrity;
- survey and certification, approval process;
- operational context;
- software principles;
- operational management, including remote operations;
- maintenance and repair;
- maritime security;
- search and rescue;
- cargo handling;
- anchoring, towing and mooring;
- machinery and electrical installations.

Due to time constraints, MSC 110 was unable to finalize certain sections of the draft Code, including forms of certificates issued, some terms and definitions, provisions, human element consideration.

MSC 110 also revised road map for development of MASS Code, clarifying in particular the systematic process for gathering data on MASS Code application following its adoption as an experience-building phase format. The collected and analyzed experience data will serve as the basis for converting MASS Code into a mandatory instrument and developing a new SOLAS chapter with requirements for MASS. This work shall be completed by 01 July 2030, with the requirements consequently entering into force on 01 January 2032.

Further actions

Work on the draft MASS Code will continue in September 2025 within the intersessional working group and further at MSC 111 with a view to adopt the Code as a non-mandatory instrument by the end of the session.

Development of a safety regulatory framework to support the reduction of GNG emissions from ships using new technologies and alternative fuels

Background

In 2023, MSC 107 included a new item into the agenda addressing the development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels. During the intersessional period within the correspondence group, a non-exhaustive list of alternative fuels and new technologies was developed as a first step, accompanied by detailed physical properties, hazards and shipboard/shore-based risk factors. Subsequently, safety obstacles and gaps in existing IMO

instruments were identified that might impede the use of alternative fuels and new technologies, as well as recommendations were prepared for MSC to eliminate these obstacles and gaps.

The correspondence group report with the above recommendations for further actions, as well as comments of States and international organizations, were submitted to MSC 110 for discussion and decision taking on each recommendation.

MSC 110 considered and agreed in general a list of recommendations for further actions of related IMO bodies to address legal barriers concerning the use of alternative fuels and new technologies in IMO safety-related instruments.

The Sub-Committee on Carriage of Cargoes and Containers (CCC) was tasked with the work on such fuels and technologies as methanol, ethanol, and dimethyl ethers, liquefied hydrocarbon gases, hydrogen in all forms, including fuel cells and metal hydrides, onboard carbon capture and storage etc.

The Sub-Committee on Ship Systems and Equipment (SSE) was tasked with issues of lithium-ion batteries and other energy storage systems, as well as waste heat recovery and utilization systems.

As regards nuclear power installations, the Sub-Committee on Ship Design and Construction (SDC) was tasked with revision of SOLAS chapter VIII "Nuclear Ships" with a view to update requirements, as well as with the revision of the Code of Safety for Nuclear Merchant Ships (Nuclear Code, resolution A.491(XII)). The work is expected to result in the Nuclear Code provisions (unrevised since 1980s) being aligned with modern nuclear technologies and the relevant IAEA standards. Among others, the amendments to the Nuclear Code are expected to be technology-neutral to be applicable not only to water-water energetic shipboard reactors, but also to small modular reactors, molten salt reactors etc. Upon the Nuclear Code revision and experience-building phase completion, the Nuclear Code mandatory status will be considered.

Additionally, SDC will address legal barriers elimination for wind-assisted propulsion systems.

MSC 110 also identified a number of issues and gaps to be referred to the International Organization for Standardization (ISO) for updating the existing or developing new standards, in particular, for pyrolysis-derived fuels or hydrothermal liquefaction fuels.

Further actions

In 2026, the relevant IMO Sub-Committees are expected to commence development of the necessary requirements and recommendations according to their work programmes and the current workload. Outputs (amendments to mandatory and non-mandatory IMO instruments) will be submitted to future MSC sessions for approval/adoption when ready.

Steps to enhance maritime cybersecurity

Background

In 2023, MSC 107 included a new item into the agenda addressing the revision of IMO Guidelines on maritime cyber risk management (circular MSC-FAL.1/Circ.3/Rev.2).

MSC 108 approved the revised Guidelines and decided to continue at MSC 110 discussing of emerging cyber threats and identifying next steps to enhance maritime cybersecurity.

Among others, proposals were submitted to MSC 110 on the development of mandatory cybersecurity standards for ships and port facilities.

MSC 110 discussed the possibility of developing mandatory standards on cybersecurity for ships and port facilities and decided that, at the first stage, it would be appropriate to develop a set of recommendations, with their implementation within the so-called experience-building phase – a comprehensive mechanism to encourage States to apply the recommendations and to report to IMO on the results, challenges, and possible ways to overcome them.

As decided by MSC 110, the set of cybersecurity recommendations should be developed in the form of IMO code. Following the code adoption and the experience-building phase completion, MSC may revisit development of a mandatory instrument. Future requirements, if developed, should be goal-based and risk-oriented rather than prescriptive.

Further actions

Interested States are invited to submit a proposal to the next MSC session in 2026 to include a new output on the cybersecurity code development into the MSC work programme. In case of such a proposal submission and MSC positive decision, the code will be developed in 2027–2028.

Maritime security

Background

A standing MSC agenda item addressing improvement of maritime security measures, implementation of the International Ship and Port Facility Security Code (ISPS Code), as well as related global, regional and national initiatives, programmes and projects.

MSC 110 adopted the non-mandatory resolution on encouragement of maritime information sharing through the use of regional maritime information-sharing centres to enhance maritime safety and security. The resolution aims at encouraging information sharing, capacity-building and technical cooperation among States with IMO support, providing collaboration on sensitive maritime safety and security issues, technological modernization of information-sharing centres, as well as exchange of best practices.

Further actions

The resolution approved by MSC 110 is expected to be issued by IMO Secretariat for use by States and other interested parties.

Piracy and armed robbery against ships

Background

A standing MSC agenda item to consider reports on piracy and armed robbery situation in various areas of the world's oceans, as well as information about national and regional intergovernmental anti-piracy initiatives. In the absence of a unified legal instrument on this issue, MSC may adopt recommendations or take other decisions aimed at supporting States and maritime industry in suppressing piracy and armed robbery against ships.

MSC 110 considered IMO Secretariat report on piracy and armed robbery against ships in 2024. It was noted that IMO Secretariat had received 146 notifications of piracy and armed robbery incidents through IMO GISIS in 2024. The areas most affected during the period were the Straits of Malacca and Singapore (91 incident, constituting a 7% increase compared to 2023), the Indian Ocean (19 incidents), West Africa (17 incidents), the South China Sea (10 incidents).

Following discussion and delegations' interventions, MSC 110 requested States to report incidents of piracy and armed robbery to IMO Secretariat according to the established procedure. Interested parties were also recommended to maintain cooperation through regional voluntary initiatives, particularly the Yaoundé and Djibouti Codes of Conduct, as well as to make possible financial contributions.

Unsafe mixed migration by sea

Background

A standing MSC agenda item to consider migration situation information and to develop possible recommendations to assist States in addressing various aspects related to migration by sea.

At MSC 108, the draft recommendations were developed for ship masters and rescue coordination centers (RCC) concerning the recovery of deceased persons in migrant boats and of death after recovery. The developed relevant draft IMO Guidelines were submitted for consideration to the 49th session of the Facilitation Committee (FAL) to take into account relevant issues regulated under the FAL Convention. FAL concluded that the draft Guidelines issues fall under the responsibility of flag States and RCC, as established in SOLAS and the International Convention on Maritime Search and Rescue, and referred the document back for MSC consideration.

MSC 110 is expected to consider FAL recommendations, as well as Member States' comments on the draft Guidelines submitted to the session.

Following discussion, MSC 110 approved the draft IMO Guidelines concerning the recovery of deceased persons and of death after recovery, considering the comments on the draft submitted to the session emphasizing the flag State's role, in particular timely assistance provision and cooperation with coastal States and organizations involved.

Further actions

The Guidelines approved by MSC 110 are expected to be issued by IMO Secretariat for use by States and other interested parties.

Reports of Sub-Committees

Background

MSC considers reports of its subsidiary Sub-Committees' passed sessions and makes relevant decisions.

Reports of 2024–2025 sessions of the Sub-Committee on Carriage of Cargoes and Containers (CCC), the Sub-Committee on Implementation of IMO Instruments (III), the Sub-Committee on Ship Design and Construction (SDC), the Sub-Committee on Ship Systems and Equipment (SSE), the Sub-Committee on Human Element, Training and Watchkeeping (HTW) were submitted to MSC 110, as well as urgent issues for MSC decision following the results of the 12th session of the Sub-Committee on Navigation, Communication, Search and Rescue (NCSR) in May 2025.

Following consideration of the subsidiary Sub-Committees' reports, MSC 110 made the following key decisions.

MSC 110 approved amendments to mandatory instruments:

- amendments to SOLAS regulations IV/5, V/4 and V/5 as regards dissemination of maritime safety information and search and rescue related information through all operational recognized mobile satellite services;
- amendments to SOLAS chapter V and the Appendix to chapter V as regards requirements for VHF data exchange system (VDES), as well as associated amendments to International Codes of Safety for High-Speed Craft, 1994 and 2000 and Forms of Records of Equipment for International Safety Certificates for passenger and cargo ships;
- amendments to the International Life-Saving Appliance Code (new paragraph 4.7.7) as regards requirements to the arrangements of the simulation launch of free-fall lifeboats;
- editorial amendment to SOLAS regulation III/19 as regards the version reference to the Revised guidelines on safety during abandon ship drills using lifeboats (MSC.1/Circ.1578/Rev.1);
- amendments to Part IV of the International Code of Safety for Ships Carrying Industrial Personnel with regard to industrial personnel weight for stability calculations for cargo ships certified under SOLAS chapter I that carry industrial personnel;
- amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011, as regards use of remote inspection techniques (RIT) during the close-up survey of hull structures;
- amendments to Regulation 25 of the 1988 Protocol to the International Convention on Load Lines, 1966, introducing requirements for guardrails around wells and shafts (including drill shafts, diving bell hoisting shafts, etc.) that communicate with sea water and are accessible to crew during ship operations;
- requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear (resolution MSC.402(96));
- amendments to SOLAS chapter II-1 and the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF Code) with the aim of incorporating a definition of gaseous fuel and establishing specific requirements addressing the unique handling characteristics of gaseous fuels.

MSC 110 approved/adopted new and revised non-mandatory documents:

- revised recommendation on testing of life-saving appliances (resolution MSC.81(70)), for adoption at MSC 111;
- revised guidelines for developing operation and maintenance manuals for lifeboat systems (circular MSC.1/Circ.1205/Rev.1);
- unified interpretation as regards application of requirements to lifeboat release and retrieval systems (circular MSC.1/Circ.1529);
- revised guidelines on safety during abandon ship drills using lifeboats (circular MSC.1/Circ.1578);
- revised standardized life-saving appliance evaluation and test report forms (survival craft) (circular MSC.1/Circ.1630/Rev.3);
- generic interim guidelines on training for seafarers on ships using alternative fuels and new technologies (circular STCW.7 series);
- guidelines for the development, review and validation of model courses (circular MSC-MEPC.2/Circ.15/Rev.3);
- MSC resolution on accessibility of information on seafarer medical certificates and medical practitioners recognized for the purpose of conducting seafarer medical examinations;
- Code of practice for atmospheric oil mist detectors;
- amendments to resolution MSC.509(105)/Rev.1 "Provision of Radio Services for GMDSS" (for adoption at MSC 111);
- resolution on Introduction of VDES into the IMO regulatory framework (for adoption at MSC 111);
- Performance standards for shipborne VHF data exchange system (VDES) (for adoption at MSC 111);
- IMO Guidelines for the operational use of shipborne VHF data exchange system (VDES) (for approval at MSC 111);

- amendments to the Code of Safety for Special Purpose Ships, 2008 (as a list of equipment);
- amendments to the Code of Safety for Fishermen and Fishing Vessels, 2005 (as regards pilot transfer arrangements);
- Revised Code on Alerts and Indicators (for adoption at 34th session of IMO Assembly in November 2025);
- Guidelines concerning the recovery of deceased persons in migrant boats and of death after recovery;
- resolution on the encouragement of maritime information-sharing through the use of national and regional maritime information-sharing centres to enhance maritime safety and security (for adoption at MSC 111);
- MSC resolution on revised recommendations for entering enclosed spaces aboard ships (resolution A.1050(27) to ensure the safety of personnel entering enclosed spaces aboard ships);
- Revised recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds (circular MSC.1/Circ.1264/Rev.1);
- revised recommendations on the safe use of pesticides in ships (circular MSC.1/Circ. 1358/Rev.1);
- List 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 (circular MSC.1/Circ.1395/Rev.7);
- Revised industry counter piracy guidance (circular MSC.1/Circ.1601/Rev.2);
- Interim guidelines for emergency towing arrangements on ships other than tankers;
- Revised guidance on shipboard towing and mooring equipment (circular MSC.1/Circ.1175/Rev.2);
- Revised guidelines for owners/operators on preparing emergency towing procedures (circular MSC.1/Circ.1255/Rev.1);
- Revised guidance on pressure testing of boundaries of cargo oil tanks under direction of the master (circular MSC.1/Circ.1502/Rev.1);
- Revised guidelines for construction, maintenance and inspection of means of embarkation and disembarkation (circular MSC.1/Circ.1331/Rev.1);
- 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 approved by ship's flag State Administration;
- Rules of Procedure of Maritime Safety Committee;
- Procedural aspects related to the drafting of amendments to safety-related IMO conventions, other than the 1974 SOLAS Convention, and related mandatory instruments (circular MSC.1/Circ.1587/Rev.1);
- Revised recommendations for entering enclosed spaces aboard ships;
- Required pilot transfer arrangements for pilots and other personnel (circular MSC.1/Circ.1428/Rev.1);
- Carriage of dangerous goods (circular MSC.1/Circ.1266/Rev.1);
- Voluntary early implementation of the amendments to SOLAS regulation V/23 on pilot transfer arrangements.

Further actions

The non-mandatory instruments approved/adopted by MSC 110 are expected to be issued by IMO Secretariat for use by States and other interested parties.

Approved amendments to mandatory instruments are expected to be circulated by IMO Secretariat among Member States not later than prior 6 months to their adoption at the next MSC session in May 2026.

Application of the Committees' method of work

Background

At the 133rd session the Council approved the revised Rules of Procedure of the Council (circular COUNCIL.1/Circ.1), which among other enabled hybrid meeting format (in-person at IMO Headquarters with remote participation via videoconference), and further instructed the Committees to introduce similar amendments to their respective Rules of Procedure.

IMO Secretariat prepared a revised draft of the Rules of Procedure of MSC for consideration and approval.

MSC 110 considered and approved the draft Rules of Procedure, taking into account similar decisions taken by the Legal Committee, the Facilitation Committee and the Marine Environment Protection Committee in 2025.

Further actions

IMO Secretariat is expected to promptly prepare and issue the approved Rules of Procedure and the Organization and Method of Work of the Maritime Safety Committee and the Marine Environment Protection Committee and their Subsidiary Bodies, which will enter into force since their approval.

Work programme

Background

In accordance with established procedures, MSC considers the States' proposals for including new work items/outputs in its work programme. In case of MSC positive decision, the new output is included into the work programme, with assigning IMO body as the associated organ and establishing timelines. This mandatory step precedes substantive consideration of any items, including the development of amendments to IMO mandatory and non-mandatory instruments.

For MSC 110 consideration 22 new output proposals were submitted for inclusion in MSC work programme for the upcoming biennium and beyond.

Following discussions, MSC 110 decided to include the following new outputs in the work programme, MSC agenda or the agenda of its subsidiary Sub-Committees:

- comprehensive revision of the IMO Guidelines on the implementation of the International Safety Management Code (ISM Code) by Administrations and companies (resolution A.1188(33));
- scoping exercise and enhancement of the effectiveness of provisions on fatigue and seafarers' hours of work and rest (previously included in the work programme, with work commencing in 2026);
- development of performance standards for ranging mode (R-mode) in radionavigation receivers;
- review of the Casualty Investigation Code and the associated IMO implementation Guidelines (resolution A.1075(28));
- clarification of applicable equipment standards for fire-fighters' outfits in the International Code for Fire Safety Systems (FSS Code);
- development of IMO guidelines addressing risks of falls from height;
- application 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 high-speed craft and mobile offshore drilling units in International Codes of Safety for High-Speed Craft, 1994 and 2000 and the Code for the Construction and Equipment of Mobile Offshore Drilling Units;
- revision of Recommendations on testing of life-saving appliances (resolution MSC.81(70)) concerning requirements for testing the compliance of pyrotechnics;
- mitigation of the risks of fires in the engine-room caused by leakages from low-pressure fuel pipes and lubrication oil pipes and provisions for use of thermal imaging cameras;
- development of requirements of the International Life-Saving Appliance Code (LSA Code) regarding lowering speed requirements for fast rescue boats;
- review of the financial architecture of the LRIT system; prior to commencing work on this output, MSC 111 shall discuss and decide on the possibility of providing coastal States with free access to LRIT data;
- review of SOLAS regulation II-2/13.4.1.1 to clarify the requirements on escape arrangements from the lower part of machinery spaces;
- revision of SOLAS regulation II-2/16.2.1 to address testing requirements for the floor covering materials;
- revision of SOLAS regulation II-2/20.6.1 and Chapters 6 and 7 of the International Code for Fire Safety Systems (FSS Code) to provide consistency on fixed foam fire-extinguishing systems in vehicle and ro-ro spaces;
- development of guidelines addressing the implementation of provisions left "to the satisfaction of the Administration", or equivalent, in the relevant mandatory IMO instruments; the output proposed by the Russian Federation envisages also the compilation of a comprehensive list of such requirements;
- review of the Code on Alerts and Indicators to include the consideration of engine control room alert management;
- amendments to Section 4.2 of the International Maritime Solid Bulk Cargoes Code (IMSBC Code) regarding the cargo information and sample declaration form to be provided by the shipper, with the aim of further regulating requirements for Group B cargoes carried in bulk.

Further actions

The new outputs approved by MSC 110 will be included into the work programme of MSC and its subsidiary Sub-Committees for the 2026–2027 biennium, as well as into the agenda of future sessions in 2026, or for the two-year periods following 2027.

In case of inclusion of the item into MSC sessions' agenda, interested States and international organizations may submit written proposals in accordance with established procedures.

Any other business

MSC 110 considered the Russian Federation document on a regulatory experience in ensuring safety of ships with nuclear power installations, including nuclear icebreakers, and with a proposal for IMO to initiate joint work with IAEA to update the relevant international regulatory framework on civil liability, particularly the Vienna Convention on Civil Liability for Nuclear Damage, and the 1962 Brussels Convention on the Liability of Operators of Nuclear Ships. Recognizing that these international instruments fall outside IMO mandate, MSC 110, following discussion and general support for the issue, tasked IMO Secretariat to liaise with IAEA regarding the development of international legal norms for nuclear ships and floating nuclear power units.



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This document has been prepared by the Russian Maritime Register of Shipping for reference purposes and contains a summary of the main results of IMO body meeting. For reference purposes, the document reflects background information on the outcomes of discussions and decisions taken during IMO meetings. Similar information about other IMO meetings is available on the RS website.

