



The 107th session of the Maritime Safety Committee was held from 31 May to 9 June 2023, in hybrid mode. A summary of the outcome is given hereunder for your information.

A- Mandatory Instruments

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

- Chapters II-1, II-2, V and XIV and the appendix (Certificates) of the 1974 SOLAS Convention (annex 1);
- Chapter IV of the LSA Code (annex 2);
- Chapter 7 and annex 1 (Certificate) of the 1994 HSC Code (annex 3);
- Chapter 7 and annex 1 (Certificate) of the 2000 HSC Code (annex 4);
- Parts I-A and I-B of the Polar Code (annex 5); and
- The IMSBC Code (annex 6)

B - Non-mandatory instruments

- amendments to the appendix (Form SPS) to the annex (Certificates) of the 1983 and 2008 SPS Codes
- amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70))
- MSC circulars on guidelines for anchor handling winches
- MSC circulars on guidelines for lifting appliances
- MSC circulars on revised form for cargo information for solid bulk cargoes
- MSC circulars on guidelines for the submission of information and completion of the format for the properties of cargoes not listed in the IMSBC Code and their conditions of carriage, for dissemination as MSC.1/Circ.1453/Rev.2

- MSC circulars on guidelines for developing and approving procedures for sampling, testing and controlling the moisture content for solid bulk cargoes which may liquefy or undergo dynamic separation, for dissemination as MSC.1/Circ.1454/Rev.2
- MSC circulars on 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, for dissemination as MSC.1/Circ.1395/Rev.6.
- MSC circulars on guidelines on the use of electronic certificates of seafarers
- MSC circulars on revised standardized life-saving appliance evaluation and test report forms (survival craft), for dissemination as MSC.1/Circ.1630/Rev.2
- MSC circulars on revised standardized life-saving appliance evaluation and test report forms (personal life-saving appliances), for dissemination as MSC.1/Circ.1628/Rev.1

A- Consideration & Adoption of Amendments to Mandatory Instruments

Amendments to SOLAS chapter II-1

The amendments shall enter into force on [1 January 2026] upon their acceptance.

Regulation 2 (definitions)

The following new paragraphs are added after existing paragraph 29:

30 Lifting appliance means any load-handling ship's equipment:

1. used for cargo loading, transfer, or discharge;
2. used for raising and lowering hold hatch covers or moveable bulkheads;
3. used as engine-room cranes;
4. used as stores cranes;
5. used as hose handling cranes;
6. used for launch and recovery of tender boats and similar applications; and
7. used as personnel handling cranes.

31 Anchor handling winch means any winch for the purpose of deploying, recovering and repositioning anchors and mooring lines in subsea operations.

32 Loose gear means an article of ships equipment by means of which a load can be attached to a lifting appliance or an anchor handling winch but which does not form an integral part of the appliance or load.

33 The expression appliances installed on or after [1 January 2026], as provided in regulation 3-13 means:

1. for ships the keel of which is laid or which is at a similar stage of construction on or after [1 January

2026], appliances on board those ships; or

2. for ships other than those specified in .1, including those constructed before 1 January 2009, appliances, having a contractual delivery date to the ship on or after [1 January 2026] or, in the absence of a contractual delivery date to the ship, actually delivered to the ship on or after [1 January 2026]."

Regulation 3-13

The following new regulation is added after existing regulation II-1/3-12:

Lifting appliances and anchor handling winches

1. Application

1.1 Unless expressly provided otherwise, this regulation shall apply to lifting appliances and anchor handling winches, and loose gear utilized with the lifting appliances and the anchor handling winches.

Notwithstanding the above, this regulation does not apply to:

1. lifting appliances on ships certified as MODUs;
2. lifting appliances used on offshore construction ships, such as pipe/cable laying/repair or offshore installation vessels, including ships for decommissioning work, which comply with standards acceptable to the Administration;
3. integrated mechanical equipment for opening and closing hold hatch covers; and
4. Life-saving launching appliances complying with the International Life-Saving Appliance (LSA) Code LSA Code.

1.3 The Administration shall determine to what extent the provisions of regulations 3-13.2.1 and 3-13.2.4 do not apply to lifting appliances which have a safe working load below 1,000 kg.

2 Design, construction and installation

2.1 Lifting appliances installed on or after [1 January 2026] shall be:

1. designed, constructed and installed in accordance with the requirements of a classification society which is recognized by the Administration in accordance with the provisions of regulation XI-1/1 or standards acceptable to the Administration which provide an equivalent level of safety; and
2. load tested and thoroughly examined after installation and before being taken into use for the first time and after repairs, modifications or alterations of major character.

2.2 Anchor handling winches installed on or after [1 January 2026] shall be designed, constructed, installed and tested to the satisfaction of the Administration, based on the Guidelines developed by the Organization.

2.3 Lifting appliances installed on or after [1 January 2026] shall be permanently marked and provided with documentary evidence for the safe working load (SWL).

2.4 Lifting appliances installed before [1 January 2026] shall be tested and thoroughly examined, based on the Guidelines developed by the Organization³ and comply with regulation 3-13.2.3 no later than the date of the first renewal survey on or after [1 January 2026].

2.5 Anchor handling winches installed before [1 January 2026] shall be tested and thoroughly examined, based on the Guidelines developed by the Organization² no later than the date of the first renewal survey on or after [1 January 2026].

3 Maintenance, operation, inspection and testing

All lifting appliances and anchor handling winches, regardless of installation date, and all loose gear utilized with any lifting appliances and anchor handling winches, shall be operationally tested, thoroughly examined, inspected, operated and maintained, based on the Guidelines developed by the Organization.

4 Inoperative lifting appliances and anchor handling winches

Except as provided in regulation I/11(c), while all reasonable steps shall be taken to maintain lifting appliances, anchor handling winches and loose gear to which this regulation applies in working order, malfunctions of that equipment shall not be assumed as making the ship unseaworthy or as a reason for delaying the ship in ports, provided that action has been taken by the master to take the inoperative lifting appliance or anchor handling winch into account in planning and executing a safe voyage.

Amendments to SOLAS chapter II-2

The amendments shall enter into force on [1 January 2026] upon their acceptance.

Regulation 1 (Application)

The following new paragraph 2.10 is added after existing paragraph 2.9, with the associated footnote:

2.10 Ships constructed before [1 January 2026] shall comply with regulation II-2/10.11.2 not later than the date of the first survey after 1 January 2026.

Regulation 10 (Firefighting)

The following new section 11 is added after existing section 10:

11 Fire-extinguishing media restrictions

The purpose of this regulation is to protect persons on board against exposure to dangerous substances used in firefighting, as well as to minimize the impact of fire-extinguishing media that are deemed detrimental to the environment.

11.1 Application

This regulation applies to ships constructed on or after [1 January 2026].

11.2 General

11.2.1 The prohibited substances in this regulation shall be delivered to appropriate shore-based reception facilities when removed from the ship.

11.2.2 Use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS) shall be prohibited.

Amendments to SOLAS chapter V

The amendments shall enter into force on [1 January 2026] upon their acceptance.

Regulation 2 (Definitions)

The following new paragraphs are added after the existing paragraph 7:

8 Bulk carrier means a bulk carrier as defined in regulation XII/1.1.

9 Containership means a ship which is intended primarily to carry containers

Regulation 18

(Approval, surveys and performance standards of navigational systems and equipment and voyage data recorder)

The following reference is added to the footnote corresponding to paragraph 2:

Performance standards for electronic inclinometers (resolution MSC.363 (92))

Regulation 19

(Carriage requirements for shipborne navigational systems and equipment)

The following new paragraph 2.12 is added after existing paragraph 2.11:

2.12 Containerships and bulk carriers of 3,000 gross tonnage and upwards constructed on or after [1 January 2026] shall be fitted with an electronic inclinometer, or other means, to determine, display and record the ships roll motion.

Amendments to SOLAS Chapter XIV

The amendments shall enter into force on [1 January 2026] upon their acceptance.

Regulation 2 (Application)

Regulation 2 is amended as follows:

1 Unless expressly provided otherwise, this chapter applies to the following ships operating in polar waters:

1. ships certified in accordance with Ch. I;
2. fishing vessels of 24 metres in length overall and above;
3. pleasure yachts of 300 gross tonnage and upwards not engaged in trade; and
4. cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage.

2 Ships subject to regulation 2.1.1 constructed before 1 January 2017 shall meet the relevant requirements of the Polar Code by the first intermediate or renewal survey, whichever occurs first, after 1 January 2018.

3 Ships subject to regulations 2.1.2, 2.1.3 or 2.1.4 constructed before [1 January 2026] shall meet the relevant requirements of chapters 9-1 and 11-1 of the Polar Code by the [1 January 2027].

4 In applying part I-A of the Polar Code, consideration should be given to the additional guidance in part I-B of the Polar Code.

4-5 This chapter shall not apply to ships owned or operated by a Contracting Government and used, for the time being, only in government non-commercial service. However, ships owned or operated by a Contracting Government and used, for the time being, only in government non-commercial service are encouraged to act in a manner consistent, so far as reasonable and practicable, with this chapter.

5-6 Nothing in this chapter shall prejudice the rights or obligations of States under international law.

Regulation 3

(Requirements for ships to which this chapter applies)

Regulation 3 is amended as follows:

Requirements for ships ~~to which this chapter applies~~ certified in accordance with chapter I

1 Ships ~~to which this chapter applies~~ subject to regulation 2.1.1 above shall comply with the requirements of the safety-related provision of the introduction and with part I-A of the Polar Code and shall, in addition to the requirements of regulations I/7, I/8, I/9 and I/10, as applicable, be surveyed and certified, as provided for in that Code.

2 Ships ~~to which this chapter applies~~ subject to regulation 2.1.1 above holding a certificate issued pursuant to the provisions of paragraph 1 shall be subject to the control

established in regulations I/19 and XI-1/4. For this purpose, such certificates shall be treated as a certificate issued under regulation I/12 or I/13."

A new regulation 3-1 is inserted as follows:

Regulation 3-1

Requirements for fishing vessels of 24 metres in length overall and above, pleasure yachts of 300 gross tonnage and upwards not engaged in trade and cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage

1 Ships subject to regulations 2.1.2, 2.1.3 or 2.1.4 on all voyages in the Antarctic area and voyages in Arctic waters beyond the outer limit of the territorial sea of the Contracting Government whose flag the ship is entitled to fly shall comply with the provisions of chapters 9-1 and 11-1 of part I-A of the Polar Code, taking into account the introduction and the safety-related provisions of paragraphs 1.2, 1.4 and 1.5 of chapter 1 of part I-A of the Polar Code.

2 Notwithstanding paragraph 1 above, the Administration shall determine to what extent the provisions of regulations 9-1.3.1 and 9-1.3.2 of chapter 9-1 of part I-A of the Polar Code do not apply to:

1. fishing vessels of 24 metres of length overall and above; and
2. ships of 300 gross tonnage and upwards but below 500 gross tonnage not engaged in international voyages.

APPENDIX (CERTIFICATES)

The amendments shall enter into force on [1 January 2026] upon their acceptance.

Record of equipment for passenger ship safety (Form P)

2 Details of life-saving appliances

In the table for "Details of life-saving appliances", entries 10 to 10.2 are amended as follows:

10 Number of immersion suits

10.1 Total number

10.2 Number of suits complying with the requirements for lifejackets

Cargo Ship Safety Equipment Certificate

Particulars of ship

The following new entry is added after "Gas carrier":

"Containership"

Record of equipment for cargo ship safety (Form E)

2 Details of life-saving appliances

In the table for "Details of life-saving appliances", entries 9 to 9.2 are amended as follows:

9 Number of immersion suits

9.1 Total number

9.2 Number of suits complying with the requirements for lifejackets

3 Details of navigational systems and equipment

In the table for "Details of navigational systems and equipment", the following new entry is added after existing entry 15 (Bridge navigational watch alarm system (BNWAS)):

16 Electronic inclinometer

Record of equipment for cargo ship safety (Form C)

2 Details of life-saving appliances

In the table for "Details of life-saving appliances", entries 9 to 9.2 are amended as follows:

9 Number of immersion suits

9.1 Total number

9.2 Number of suits complying with the requirements for lifejackets

5 Details of navigational systems and equipment

In the table for "Details of navigational systems and equipment", the following new entry is added after existing entry 15 (Bridge navigational watch alarm system (BNWAS)):

16 Electronic inclinometer

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AMENDMENTS TO THE INTERNATIONAL LIFE-SAVING APPLIANCE CODE (LSA CODE)

The provisions in the annex are to be applied to totally enclosed lifeboats installed on or after [1 January 2029]

CHAPTER IV (Survival craft)

4.6 Totally enclosed lifeboats

The following new paragraphs 4.6.6 and 4.6.7 are inserted after existing paragraph 4.6.5:

4.6.6 Ventilation means

4.6.6.1 A totally enclosed lifeboat shall be provided with means to achieve a ventilation rate of at least 5 m³/h per person for the number of persons which the lifeboat is permitted to accommodate and for a period of not less than 24 hours. The ventilation means shall be operable from inside the lifeboat and shall be arranged to ensure that the lifeboat is ventilated without stratification or formation of unventilated pockets.

4.6.6.2 Where the means of ventilation is powered, the source shall not be the radio batteries referred to by paragraph 4.4.6.11;

and where dependent on the lifeboat engine, sufficient fuel shall be provided to comply with paragraph 4.4.6.8.

4.6.7 Openings of the ventilation system and their means of closing

4.6.7.1 Each opening of the ventilation means required in paragraph 4.6.6 shall be provided with means of closing. The means of closing shall be operable by a person from inside the lifeboat. Means shall be provided to ensure that the openings can be kept closed before, i.e. while in the stowed position, and during the launching of the lifeboat.

4.6.7.2 Inlet and outlet openings of the ventilation means and their external fittings shall be located and designed in order to minimize the ingress of water through the openings, without using the means of closing required in paragraph 4.6.7.1 and taking into consideration the requirements provided in paragraph 4.6.3.2.

4.6.7.3 For a free-fall lifeboat complying with the requirements of section 4.7, the openings and their means of closing shall be designed to withstand the loads and to prevent ingress of water under the anticipated submerged condition of the lifeboat at the time of free-fall launching.

4.6.7.4 For a lifeboat with a self-contained air support system complying with the requirements of section 4.8, the openings and their means of closing shall be designed to maintain the pressure required by section 4.8.

4.6.7.5 For a fire-protected lifeboat complying with the requirements of section 4.9, the openings and their means of closing shall be designed to ensure that the capability of protecting persons in the lifeboat is not impaired, under the conditions specified in paragraph 4.9.1.

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AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 1994 (1994 HSC CODE)

The amendments shall enter into force on [1 January 2026] upon their acceptance.

CHAPTER 7 (Fire safety)

7.9 Miscellaneous

The following new paragraph 7.9.4 is added after existing paragraph 7.9.3.4 with the associated footnote:

7.9.4 Fire-extinguishing media restrictions

7.9.4.1 The following restrictions should apply for the use, storage or disposal of perfluorooctane sulfonic acid (PFOS):

1. on all craft, use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS) should be prohibited no later than the date of the first survey after [1 January 2026]; and
2. the prohibited substances in this regulation should be delivered to appropriate shore-based reception facilities when removed from the craft.

ANNEX 1 (FORM OF SAFETY CERTIFICATE FOR HIGH-SPEED CRAFT)

In the table for "Details of life-saving appliances", entries 9 to 10.2 are amended as follows:

- 9 Number of immersion suits
- 9.1 Total number
- 9.2 Number of suits complying with the requirements for lifejackets
- 10 Number of anti-exposure suits
- 10.1 Total number
- 10.2 Number of suits complying with the requirements for lifejackets

AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 2000 (2000 HSC CODE)

The amendments shall enter into force on [1 January 2026] upon their acceptance.

CHAPTER 7 (Fire safety)

7.9 Miscellaneous

The following new paragraph 7.9.4 is added after existing paragraph 7.9.3.5 with the associated footnote:

7.9.4 Fire-extinguishing media restrictions

7.9.4.1 The following restrictions shall apply for the use, storage or disposal of perfluorooctane sulfonic acid (PFOS):

1. on craft constructed on or after [1 January 2026], use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS) shall be prohibited;
2. craft constructed before [1 January 2026] shall comply with .1 above no later than the date of the first survey* after [1 January 2026]; and
3. the prohibited substances in this regulation shall be delivered to appropriate shore-based reception facilities when removed from the craft.

ANNEX 1

FORM OF HIGH-SPEED CRAFT SAFETY CERTIFICATE AND RECORD OF EQUIPMENT

In the table for "Details of life-saving appliances", entries 9 to 10.2 are amended as follows:

9 Number of immersion suits

9.1 Total number

9.2 Number of suits complying with the requirements for lifejackets

10 Number of anti-exposure suits

10.1 Total number

10.2 Number of suits complying with the requirements for lifejackets

AMENDMENTS TO THE INTERNATIONAL CODE FOR SHIPS OPERATING IN POLAR WATERS (POLAR CODE)

The amendments shall enter into force on [1 January 2026] upon their acceptance.

Chapter 9 (Safety of navigation)

The heading of chapter 9 is amended as follows:

Chapter 9 Safety of navigation for ships certified in accordance with SOLAS chapter I

The following text is inserted after the heading of chapter 9:

This chapter applies to ships certified in accordance with SOLAS chapter I.

A new chapter 9-1 is inserted as follows:

Chapter 9-1

Safety of navigation for fishing vessels of 24 metres of length overall and above, pleasure yachts of 300 gross tonnage and upwards not engaged in trade and cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage.

This chapter applies to:

1. fishing vessels of 24 metres of length overall and above;
2. pleasure yachts of 300 gross tonnage and upwards not engaged in trade; and
3. cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage.

9-1.1 Goal

The goal of this chapter is to provide for safe navigation.

9-1.2 Functional requirements

In order to achieve the goal set out in paragraph 9-1.1 above, the following functional requirements are embodied in the regulations of this chapter.

9-1.2.1 Nautical information

Ships shall have the ability to receive up-to-date information including ice information for safe navigation.

9-1.2.2 Navigational equipment functionality

1. The navigational equipment and systems shall be designed, constructed and installed to retain their functionality under the expected environmental conditions in the area of operation.
2. Systems for providing reference headings and position fixing shall be suitable for the intended areas.

9-1.2.3 Additional navigational equipment

Ships shall have the ability to visually detect ice when operating in darkness.

9-1.3 Regulations

9-1.3.1 Nautical information

In order to comply with the functional requirement of paragraph 9-1.2.1 above, ships shall have means of receiving and displaying current information on ice conditions in the area of operation.

9-1.3.2 Navigational equipment functionality

9-1.3.2.1 In order to comply with the functional requirement of paragraph 9-1.2.2.1 above, the following applies:

1. ice-strengthened ships constructed on or after [1 January 2026], shall have either two independent echo-sounding devices or one echo-sounding device with two separate independent transducers. Other devices capable of depth sounding, such as fish finders, acceptable to the Administration, may be used as equivalent means of meeting this requirement;
2. ships shall comply with SOLAS regulation V/22.1.9.4, irrespective of the date of construction and the size, and have a clear view astern. On ships which cannot comply with this

regulation, arrangements acceptable to the Administration shall be provided to achieve a level of visibility that is equivalent to this regulation;

3. for ships operating in areas, and during periods, where ice accretion is likely to occur, means to prevent the accumulation of ice on antennas required for navigation and communication shall be provided; and
4. in addition, for ice-strengthened ships the following applies:

1. where equipment required by SOLAS chapter V or this chapter have sensors that project below the hull, such sensors shall be protected against ice; and

2. in category A and B ships constructed on or after [date of entry into force], the bridge wings shall be enclosed or designed to protect navigational equipment and operating personnel. On ships which cannot comply with this regulation, arrangements acceptable to the Administration shall be provided to achieve a level of protection that is equivalent to this regulation.

9-1.3.2.2 In order to comply with the functional requirement of paragraph 9-1.2.2.2 above, the following applies:

1. ships of 500 gross tonnage and upwards shall have two non-magnetic means to determine and display their heading. Both means shall be independent and shall be connected to the ship's main and emergency source of power; and
2. ships proceeding to latitudes over 80 degrees shall be fitted with at least one GNSS compass or equivalent, which shall be connected to the ship's main and emergency source of power.

9-1.3.3 Additional navigational equipment

In order to comply with the functional requirement of paragraph 9-1.2.3, ships, with the exception of those solely operating in areas with 24 hours daylight, shall be equipped with two means of illumination to aid visual detection of ice.

Chapter 11 (Voyage planning)

The heading of chapter 11 is amended as follows:

Chapter 11 Voyage planning for ships certified in accordance with chapter I

The following text is inserted after the heading of chapter 11:

This chapter applies to ships certified in accordance with SOLAS chapter I.

A new chapter 11-1 is inserted as follows:

Chapter 11

Voyage planning for fishing vessels of 24 metres of length overall and above, pleasure yachts of 300 gross tonnage and upwards not engaged in trade and cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage.

This chapter applies to the following ships operating in polar waters:

1. fishing vessels of 24 metres of length overall and above;
2. pleasure yachts of 300 gross tonnage and upwards not engaged in trade; and
3. cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage.

11-1.1 Goal

The goal of this chapter is to ensure that the company, master and crew are provided with sufficient information to enable operations to be conducted with due consideration to safety of ship and persons on board and, as appropriate, environmental protection.

11-1.2 Functional requirement

In order to achieve the goal set out in paragraph 11-1.1 above, the voyage plan shall take into account the potential hazards of the intended voyage.

11-1.3 Requirements

In order to comply with the functional requirement of paragraph 11-1.2 above, the master shall consider a route through polar waters, taking into account the following:

1. the procedures required by the safety management system on board; if no safety management system is implemented there shall be a documented procedure for operation in polar waters;
2. any limitations of the hydrographic information and aids to navigation available;
3. current information on the extent and type of ice and icebergs in the vicinity of the intended route;
4. statistical information on ice and temperatures from former years;
5. places of refuge;
6. current information and measures to be taken when marine mammals are encountered relating to known areas with densities of marine mammals, including seasonal migration areas;1
7. current information on relevant ships' routing systems, speed recommendations and vessel traffic services relating to known areas with densities of marine mammals, including seasonal migration areas;1
8. national and international designated protected areas along the route; and
9. operation in areas remote from search and rescue (SAR) capabilities

Part I-B

Additional guidance regarding the provisions of the Introduction and Part I-A

The heading of section 10 is amended as follows:

10 Additional guidance to chapters 9 and 9-1 (Safety of navigation)

The heading of section 12 is amended as follows:

12 Additional guidance to chapters 11 and 11-1 (Voyage planning)

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AMENDMENTS TO THE INTERNATIONAL MARITIME SOLID BULK CARGOES (IMSBC) CODE (AMENDMENT 07-23)

The amendments shall enter into force on [1 January 2025] upon their acceptance

The annex (containing 565 pages) is not reproduced in this document. For the text, please refer to the annex to Circular Letter No.4642.

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AMENDMENTS TO THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS (STCW), 1978

The amendments shall enter into force on [1 January 2025] upon their acceptance.

Regulation I/1 (Definitions and clarifications)

In regulation I/1, the following definition is included:

45 Original form means a paper or an electronic form of any certificate required by the Convention, issued in the format approved by the Administration, provided

that the minimum information, as required in paragraph 4 of section A-I/2 of the STCW Code, is readily available.

Regulation I/2

(Certificates and endorsements)

Regulation I/2, paragraph 11, is amended as follows, including the new associated footnote:

11 Subject to the provisions of regulation I/10, paragraph 5, any certificate required by the Convention must be kept available in its original form on board the ship on which the holder is serving. If an electronic form is used, the minimum required data must be accessible as defined by the Administration in accordance with the STCW Code, which is necessary to initiate a verification procedure.

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AMENDMENTS TO PART A OF THE SEAFARERS' TRAINING, CERTIFICATION AND WATCHKEEPING (STCW) CODE

The amendments shall enter into force on [1 January 2025] upon their acceptance

Section A-I/2

(Certificates and endorsements)

Paragraph 4 is amended as follows:

4 In using formats which may be different from those set forth in this section, pursuant to regulation I/2, paragraph 10, Parties shall ensure that in all cases:

.1 all information relating to the identity and personal description of the holder, including name, date of birth, photograph and signature, along with the date on which the document was issued, shall be displayed on the same side of the documents; ~~and~~

.2 all information relating to the capacity or capacities in which the holder is entitled to serve, in accordance with the applicable safe

manning requirements of the Administration, as well as any limitations, shall be prominently displayed and easily identified.;
 .3 the terms "front", "back" and "overleaf", as referred to in these provisions, are not applicable for certificates and endorsements in electronic form; and

.4 an official seal, photograph and signature of seafarer are not necessary for certificates and endorsements in electronic form.

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AMENDMENTS TO THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 1983 (1983 SPS CODE)

The amendments shall enter into force on [1 January 2026] upon their acceptance.

Record of Equipment for the Special Purpose Ship Safety Certificate (Form SPS)
 In the table for "Details of life-saving appliances", entries 9 to 9.2 are modified, as follows:

- 9 Number of immersion suits
- 9.1 Total number
- 9.2 Number of suits complying with the requirements for lifejackets

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AMENDMENTS TO THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008 (2008 SPS CODE)

The amendments shall enter into force on [1 January 2026] upon their acceptance.

Record of Equipment for the Special Purpose Ship Safety Certificate (Form SPS)
 In the table for "Details of life-saving appliances", entries 9 to 9.2 are modified, as follows:

- 9 Number of immersion suits
- 9.1 Total number
- 9.2 Number of suits complying with the requirements for lifejackets

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

The amendments shall enter into force on [1 January 2026] upon their acceptance.

PART 1 – PROTOTYPE TESTS FOR LIFE-SAVING APPLIANCES

2 LIFEJACKETS

2.4 Tests of components other than buoyancy materials

Footnote to paragraph 2.4 is amended, as follows:

Refer to the recommendations of the International Organization for Standardization, in particular publication ISO 12402-7:2006 2020 Personal flotation devices. Part 7: Materials and components. Safety requirements and test methods."

2.6 Tests for lifejacket buoyancy material
 Tensile strength test

Footnote to paragraph 2.6.8 is amended, as follows:

Refer to the recommendations of the International Organization for Standardization, in particular publication ISO 12402-7:2006 2020, Personal flotation devices. Part 7: Materials and components. Safety requirements and test methods.

3 IMMERSION SUITS

3.2 Thermal protective tests

Paragraph 3.2.3 is amended, as follows:

3.2.3 Where human subjects are used, the tests should always be conducted under the supervision of a physician. Emergency resuscitation equipment should be available during all tests. For safety reasons, ECG

should be monitored during every test. Testing should be stopped at the wish of the test subjects, if the falling rate of the core temperature is more than 1.5 degrees C per hour after the first half hour, if the skin temperature of the hand, foot or lumbar region should fall below 10 degrees C for more than 15 minutes, or if the attending physician considers it advisable.

6 LIFEBOATS

6.10 Lifeboat operational test

Paragraph 6.10.1 is amended as follows:

6.10.1 The lifeboat should be loaded with weights equal to the mass of its equipment and the number of persons for which the lifeboat is to be approved. The engine should be started and the lifeboat manoeuvred for a period of at least four hours to demonstrate satisfactory operation. The lifeboat should be run at a speed of not less than 6 knots and, with the powered means of ventilation in operation if fitted, for a period which is sufficient to ascertain the fuel consumption and to establish that the fuel tank has the required capacity. The maximum towing force of the lifeboat should be determined. This information should be used to determine the largest fully loaded liferaft the lifeboat can tow at 2 knots. The fitting designated for towing other craft should be secured to a stationary object by a tow rope. The engine should be operated ahead at full speed for a period of at least two minutes, and the towing force measured and recorded. There should be no damage to the towing fitting or its supporting structure. The maximum towing force of the lifeboat should be recorded on the type approval certificate.

6.14 Additional tests for totally enclosed lifeboats

Paragraph 6.14.1 is amended as follows:

6.14.1 A suitable means should be provided to rotate the lifeboat about a longitudinal axis to any angle of heel and then release it. The lifeboat, in the enclosed condition, should be incrementally rotated to angles of heel up to

and including 180° and should be released. After release, the lifeboat should always return to the upright position without the assistance of the occupants. The ventilation system of either powered or passive type while in operation should not compromise the ability of the lifeboat to self-right under any circumstance. These tests should be conducted in the following conditions of load:

The following new paragraph 6.14.9 is added after the existing paragraph 6.14.8:

Ventilation performance test

6.14.9 The ventilation rate required by paragraph 4.6.6.1 of the LSA Code should be measured under moored conditions. The test should be carried out with only the persons necessary on board to perform the test. All entrances and hatches should be kept closed. Ventilation openings should stay open. The measured ventilation rate should not be less than 5 m³/hour per person for the total number of persons which the lifeboat is permitted to accommodate.

7 RESCUE BOATS AND FAST RESCUE BOATS

7.4 Rigid fast rescue boats

Paragraph 7.4.1 is amended, as follows:

7.4.1 Rigid fast rescue boats should be subjected to the tests prescribed in 6.2 to 6.12 (except 6.3, 6.4.2, 6.5, 6.6.2, 6.7.1, 6.9.6, 6.9.7, 6.10.1), ~~6.14~~ 6.14.1 to 6.14.8 (if a rigid fast rescue boat is self-righting), 7.1.2 to 7.1.4, 7.1.6, 7.1.7 (if a rigid fast rescue boat is not self-righting), 7.1.8, 7.1.9 and 7.2.4.2. In the case of open fast rescue boats, the self-righting test should only be done in the light condition, and 6.14.1.1, 6.14.3, 6.14.4, and 6.14.5 and 6.14.9 are not applicable. With regard to 6.14.2, a boat fitted with a helmsman's emergency release switch should be considered to be arranged to stop automatically when inverted.

7.5 Inflated fast rescue boats

Paragraph 7.5 is amended, as follows:

Inflated fast rescue boats should be subjected to the tests prescribed in 6.4.1, 6.6.1, 6.7.2,

6.9.1 to 6.9.5, 6.10 (except 6.10.1), 6.11, 6.12, ~~6.14~~ 6.14.1 to 6.14.8 (if inflated fast rescue boat is self-righting), 7.1.2, 7.1.3, 7.1.6 (if inflated fast rescue boat is equipped with outboard motor), 7.1.7 (if inflated fast rescue boat is not self-righting), 7.1.8, 7.2.2 to 7.2.16 and 7.4.2.

7.6 Rigid/inflated fast rescue boats

Paragraph 7.6 is amended, as follows:

Rigid/inflated fast rescue boats should be subjected to the tests prescribed in 6.2 (for hull), 7.2.14 (for inflated part), 6.4.1, 6.6.1, 6.7.2, 6.9.1 to 6.9.5, 6.10 (except 6.10.1) to 6.12, ~~6.14~~ 6.14.1 to 6.14.8 (if rigid/inflated fast rescue boat it self-righting), 7.1.2 to 7.1.4, 7.1.6 (if rigid/inflated rescue boat is equipped with outboard motor), 7.1.7 (if rigid/inflated fast rescue boat is not self-righting), 7.1.8, 7.2.2 to 7.2.11, 7.2.15, 7.2.16, 7.3.2 and 7.4.2.

APPENDIX 1

ADULT REFERENCE TEST DEVICE (RTD) DESIGN AND CONSTRUCTION

Paragraph 2 is modified, as follows:

MATERIALS

All materials used should comply with ISO 12402-7:~~2006~~ 2020.

APPENDIX 2

CHILD REFERENCE TEST DEVICE (RTD) DESIGN AND CONSTRUCTION

Paragraph 2 is modified, as follows:

MATERIALS

All materials used should comply with ISO 12402-7:~~2006~~ 2020.

APPENDIX 3

INFANT REFERENCE TEST DEVICE (RTD) DESIGN AND CONSTRUCTION

Paragraph 2 is modified, as follows:

MATERIALS

All materials used should comply with ISO 12402-7:~~2006~~ 2020.

B - Non-mandatory instruments
GUIDELINES FOR ANCHOR HANDLING WINCHES

The Maritime Safety Committee, having considered the proposal by the Sub-Committee on Ship Systems and Equipment, at its eighth session, with a view to ensuring a uniform approach towards the application of the provisions of SOLAS regulation II-1/3-13, which is expected to enter into force on [1 January 2026], approved Guidelines for anchor handling winches.

Member States are invited to use the annexed Guidelines when applying the SOLAS regulation II-1/3-13 and to bring it to the attention of ship designers, shipyards, ship-owners, equipment manufacturers, and other organizations and parties concerned.



GUIDELINES FOR LIFTING APPLIANCES

The Maritime Safety Committee, having considered the proposal by the Sub-Committee on Ship Systems and Equipment, at its eighth session, with a view to ensuring a uniform approach towards the application of the provisions of SOLAS regulation II-1/3-13, which is expected to enter into force on [1 January 2026], approved the Guidelines for lifting appliances, as set out in the annex.

Member States are invited to use the annexed Guidelines when applying SOLAS regulation II-1/3-13 and to bring it to the attention of ship designers, shipyards, ship-owners, equipment manufacturers, other organizations and parties concerned.



REVISED FORM FOR CARGO INFORMATION FOR SOLID BULK CARGOES

The Maritime Safety Committee, in reviewing the outcome of the eighth session of the Sub-Committee on Carriage of Cargoes and Containers (CCC 8), recognized the urgent need to resolve the discrepancy between the International Maritime Solid Bulk Cargoes (IMSBC) Code and regulation XII/10 of the

International Convention for the Safety of Life at Sea (SOLAS) 1974, as amended, on the omission of bulk density information in the form for cargo information for solid bulk cargoes, and approved the revised form for cargo information for solid bulk cargoes, pending formal entry into force of the amendments to the IMSBC Code, as given in the annex to this circular.

Member Governments are invited to bring the revised form to the attention of all concerned, taking into account the voluntary application date of [1 January 2024] for amendment 07-23 of the IMSBC Code, pending its envisaged entry into force on [1 January 2025], and in particular to:

1. encourage shippers to use cargo information in accordance with the revised form; and
2. request port State control officers to note the situation, and use discretion when the ship does not have the required cargo density information until the amendments to the IMSBC Code enter into force.



GUIDELINES FOR THE SUBMISSION OF INFORMATION AND COMPLETION OF THE FORMAT FOR THE PROPERTIES OF CARGOES NOT LISTED IN THE INTERNATIONAL MARITIME SOLID BULK CARGOES (IMSBC) CODE AND THEIR CONDITIONS OF CARRIAGE

The Maritime Safety Committee, following the adoption of resolution MSC.500(105) on Amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code and considering the proposal by the Sub-Committee on Carriage of Cargoes and Containers, at its eighth session, with regard to implementation of 1.3.3 of the IMSBC Code, approved a revision to MSC.1/Circ.1453/Rev.1 on Guidelines for the submission of information and completion of

the format for the properties of cargoes not listed in the IMSBC Code and their conditions of carriage.

Member Governments are invited to bring the annexed Guidelines to the attention of all concerned, taking into account the voluntary application date of 1 January 2023 for amendment 06-21 of the IMSBC Code, pending its envisaged mandatory entry-into-force date of 1 December 2023.



GUIDELINES FOR DEVELOPING AND APPROVING PROCEDURES FOR SAMPLING, TESTING AND CONTROLLING THE MOISTURE CONTENT FOR SOLID BULK CARGOES WHICH MAY LIQUEFY OR UNDERGO DYNAMIC SEPARATION

The Maritime Safety Committee, following the adoption of resolution MSC.500(105) on Amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code and considering the proposal by the Sub-Committee on Carriage of Cargoes and Containers, at its eighth session, with regard to implementation of section 8 of the IMSBC Code, approved a revision to MSC.1/Circ.1454/Rev.1 on Guidelines for developing and approving procedures for sampling, testing and controlling the moisture content for solid bulk cargoes which may liquefy.

Member Governments are invited to bring the annexed Guidelines to the attention of all concerned, taking into account the voluntary application date of 1 January 2023 for amendment 06-21 of the IMSBC Code, pending its envisaged mandatory entry-into-force date of 1 December 2023.



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

The Maritime Safety Committee, at its sixty-fourth session (5 to 9 December 1994), agreed that there was a need to provide Administrations with guidelines regarding the provisions of SOLAS regulation II-2/10 concerning exemptions from the requirements for fire-extinguishing systems.

Consequently, the Committee approved MSC/Circ.671 whereby it agreed to:

1. a list of solid bulk cargoes, for which a fixed gas fire-extinguishing system may be exempted (table 1) and recommended Member States to take into account the information contained in table 1 when granting exemptions under the provisions of SOLAS regulation II-2/10.7.1.4; and
2. a list of solid bulk cargoes for which a fixed gas fire-extinguishing system is ineffective (table 2), and recommended that cargo spaces in a ship engaged in the carriage of cargoes listed in table 2 be provided with a fire-extinguishing system which provides equivalent protection. The Committee also agreed that Administrations should take account of the provisions of SOLAS regulation II-2/19.3.1 when determining suitable requirements for an equivalent fire-extinguishing system.

The Maritime Safety Committee, considering the proposal by the Sub-Committee on Carriage of Cargoes and Containers, at its eighth session, approved a revision of tables 1 and 2 of MSC.1/Circ.1395/Rev.5.

TABLE 1
LIST OF SOLID BULK CARGOES FOR WHICH
A FIXED GAS FIRE-EXTINGUISHING SYSTEM
MAY BE EXEMPTED

Cargoes including, but not limited to, those listed in SOLAS regulation II-2/10:

- Ore
- Coal (COAL and BROWN COAL BRIQUETTES)
- Grain
- Unseasoned timber

Cargoes listed in the International Maritime Solid Bulk Cargoes (IMSBC) Code, which are not combustible or constitute a low fire risk, as follows:

1. all cargoes not categorized into group B in the IMSBC Code;
2. the following cargoes categorized into group B in the IMSBC Code:
 - ALUMINA HYDRATE
 - ALUMINIUM SMELTING BY-PRODUCTS UN 3170
 - (Both the names ALUMINIUM SMELTING BY-PRODUCTS or ALUMINIUM REMELTING BY-PRODUCTS are in use as proper shipping name)
 - ALUMINIUM FERROSILICON POWDER UN 1395
 - ALUMINIUM SILICON POWDER, UNCOATED UN 1398
 - AMORPHOUS SODIUM SILICATE LUMPS
 - BORIC ACID
 - CLINKER ASH
 - COAL TAR PITCH
 - DIRECT REDUCED IRON (A) Briquettes, hot-moulded
 - ELECTRIC ARC FURNACE DUST, PELLETIZED
 - FERROPHOSPHORUS (including briquettes)

- FERROSILICON UN 1408, with 30% or more but less than 90% silicon (including briquettes)
- FERROSILICON, with at least 25% but less than 30% silicon, or 90% or more silicon
- FLUE DUST, CONTAINING LEAD AND ZINC
- FLUORSPAR
- GRANULATED NICKEL MATTE (less than 2% moisture content)
- LEACH RESIDUE CONTAINING LEAD
- LIME (UNSLAKED)
- LOGS
- MAGNESIA (UNSLAKED)
- MATTE CONTAINING COPPER AND LEAD
- MONOCALCIUMPHOSPHATE (MCP)
- MONOAMMONIUM PHOSPHATE (M.A.P.), MINERAL ENRICHED COATING
- PEAT MOSS
- PETROLEUM COKE (calcined or uncalcined)
- PITCH PRILL
- PULP WOOD
- PYRITES, CALCINED (calcined pyrites)
- RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-I), non-fissile or fissile-excepted UN 2912
- RADIOACTIVE MATERIAL, SURFACE CONTAMINATED OBJECTS (SCO-I), non-fissile or fissile-excepted UN 2913
- ROUNDWOOD
- SAND, MINERAL CONCENTRATE, RADIOACTIVE MATERIAL,

LOW SPECIFIC ACTIVITY
(LSA-I) UN 2912

- SAW LOGS
- SILICOMANGANESE (low carbon)
- SULPHUR, UN 1350 (crushed lump and coarse grained)
- SUPERPHOSPHATE (triple, granular)
- TIMBER
- VANADIUM ORE
- WOODCHIPS, with moisture content of 15% or more
- WOOD PELLETS NOT CONTAINING ANY ADDITIVES AND/OR BINDERS
- ZINC ASHES UN 1435
- ZINC OXIDE ENRICHED FLUE DUST

3. cargoes assigned to the following generic group B shipping schedules when they do not exhibit any self-heating, flammability or water-reactive flammability hazards in accordance with the MHB tests and classification criteria contained in the Code:

- METAL SULPHIDE CONCENTRATES
- METAL SULPHIDE CONCENTRATES, CORROSIVE UN 1759

port of loading to the master in accordance with 1.3.2 of the Code.

TABLE 2
LIST OF SOLID BULK CARGOES FOR WHICH A FIXED GAS FIRE-EXTINGUISHING SYSTEM IS INEFFECTIVE AND FOR WHICH A FIRE-EXTINGUISHING SYSTEM GIVING EQUIVALENT PROTECTION SHALL BE AVAILABLE

The following cargoes are categorized into group B of the IMSBC Code:

- ALUMINIUM NITRATE UN 1438
- AMMONIUM NITRATE UN 1942, with not more than 0.2% total combustible material,
- including any organic substance, calculated as carbon to the exclusion of any other
- added substance
- AMMONIUM NITRATE BASED FERTILIZER MHB
- AMMONIUM NITRATE BASED FERTILIZER UN 2067
- AMMONIUM NITRATE BASED FERTILIZER UN 2071
- BARIUM NITRATE UN 1446
- CALCIUM NITRATE UN 1454
- LEAD NITRATE UN 1469
- MAGNESIUM NITRATE UN 1474
- POTASSIUM NITRATE UN 1486
- SODIUM NITRATE UN 1498
- SODIUM NITRATE AND POTASSIUM NITRATE, MIXTURE UN 1499



Solid bulk cargoes which are not listed in the IMSBC Code, provided that:

1. they are assessed in accordance with section 1.3 of the Code;
2. they do not present hazards of group B as defined in the Code; and
3. a certificate has been provided by the competent authority of the

GUIDELINES ON THE USE OF ELECTRONIC CERTIFICATES OF SEAFARERS

The Maritime Safety Committee, with a view to providing a timely response to the global digitalization trend, as well as a solution for the management and control of seafarers' certificates issued pursuant to the 1978 STCW Convention, approved Guidelines on the use of electronic certificates of seafarers.

This document provides guidelines and information on the use of electronic certificates of seafarers.

REVISED STANDARDIZED LIFE-SAVING APPLIANCE EVALUATION AND TEST REPORT FORMS (SURVIVAL CRAFT) (MSC.1/Circ.1630/Rev.2)

The Committee, approved amendments to the evaluation and test report forms emanating from amendments to the LSA Code and resolution MSC. 81(70) on ventilation requirements for totally enclosed lifeboats, for dissemination as MSC.1/Circ.1630/Rev.2.

The use of the revised forms will continue to be of benefit to Administrations and other parties, such as manufacturers, test facilities, owners and surveyors, and will be a major help in mutually accepting the type approval of appliances approved by other Administrations.

In the table of contents, a new entry:

4.4.5.7 Ventilation performance test and opening arrangements (totally enclosed lifeboats)" is inserted after existing entry 4.4.5.6, as follows:

4.4.5.7 Ventilation performance test and opening arrangements (totally enclosed lifeboats)

The existing table 4.4.2.3, the column for "Acceptance criteria" is modified, as follows:

After release, the lifeboat should always return to the upright position without the assistance of the occupants.

At the beginning of these tests, the engine should be running in neutral position and:

1. unless arranged to stop automatically when inverted, the engine should continue to run when inverted and for 30 min after the lifeboat has returned to the upright position; and
2. if the engine is arranged to stop automatically when inverted, it should be easily restarted and run for 30 minutes after the lifeboat has returned to the upright position.

Water does not enter the engine.

The ventilation system of either powered or passive type while in operation, should not compromise the ability of the lifeboat to self-right under any circumstance.

In the existing table 4.4.5.3, the column for "Test Procedure" is modified, as follows:

The lifeboat should be loaded with weights equal to the mass of its equipment and the number of persons for which the lifeboat is to be approved. The engine should be started and the lifeboat manoeuvred for a period of at least four hours to demonstrate satisfactory operation. The lifeboat should be run at a speed of not less than 6 knots and, with the powered means of ventilation in operation if fitted, for a period which is sufficient to ascertain the fuel consumption and to establish that the fuel tank has the required capacity.

The existing table 4.4.1.3 is modified, as follows:

Regulations: LSA Code 4.4.6.2/5/6/7/9/11/12 and 4.6.6.2

The column for "Acceptance criteria" is modified, as follows:

13. Radio batteries not used to provide power for engine starting or as an energy source in case of powered ventilation.

A new table 4.4.5.7 (Ventilation performance test and opening arrangements (totally enclosed lifeboats)) is inserted after table 4.4.5.6 and before table 4.4.6.1.

**4.5 FREE-FALL LIFEBOATS
EVALUATION AND TEST REPORT**

In the table of contents, a new line: 4.5.5.7 "Ventilation performance test and opening arrangements" is inserted, as follows:

4.5.5.7 Ventilation performance test and opening arrangements

In the existing table 4.5.2.3, the column for "Acceptance Criteria" is modified, as follows:
The ventilation system of either powered or passive type while in operation should not compromise the ability of the lifeboat to self-right under any circumstance.

In the existing table 4.5.5.3, the column for "Test Procedure" is modified, as follows:
The lifeboat should be loaded with weights equal to the mass of its equipment and the number of persons for which the lifeboat is to be approved. The engine should be started and the lifeboat manoeuvred for a period of at least four hours to demonstrate satisfactory operation. The lifeboat should be run at a speed of not less than 6 knots and, with the powered means of ventilation in operation if fitted, for a period, which is sufficient to ascertain the fuel consumption and to establish that the fuel tank has the required capacity.

The existing table 4.5.1.3 is modified, as follows:

Regulations: LSA Code 4.4.6.2, 4.4.6.5/6/7/9/11/12, 4.6.4.1/3 and 4.6.6.2.

The column for "Acceptance criteria" is modified, as follows:

14. Radio batteries not used to provide power for engine starting or as an energy source in case of powered ventilation.

Add a new table 4.5.5.7 after table 4.5.5.6 and before table 4.5.6.

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**REVISED STANDARDIZED LIFE-SAVING
APPLIANCE EVALUATION AND TEST REPORT
FORMS (PERSONAL LIFE-SAVING
APPLIANCES) (MSC.1/Circ.1628/Rev.1)**

The Committee, approved draft amendments to the evaluation and test report forms emanating from amendments to resolution MSC.81 (70) on thermal manikin tests, for dissemination as MSC.1/Circ.1628/Rev.1. The text of the revised standardized life-saving appliance evaluation and test report forms (survival craft).

The use of the revised forms will continue to be of benefit to Administrations and other parties, such as manufacturers, test facilities, owners and surveyors, and will be a major help in mutually accepting the type approval of appliances approved by other Administrations.

END./

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