

## Preliminary Report of MSC 108

The 108th session of the IMO Maritime Safety Committee (MSC 108) was held at the IMO in London, U.K. from 15 to 24 May 2024. A summary of the outcome is given hereunder for your information.

### **1. Adopted mandatory requirements**

Mandatory requirements adopted at MSC 108 were as follows:

#### (1) Amendments to SOLAS regulation II-1/3-4

Amendments to SOLAS regulation II-1/3-4 to require emergency towing arrangements on ships other than tankers of not less than 20,000GT were adopted. In addition, guidelines specifying specific requirements for the arrangement are under consideration by the Sub-Committee on Ship Design and Construction (SDC) with a target completion in 2025.

Applied to: on or after 1 January 2028.

#### (2) Amendments to IGF Code

Amendments to IGF Code regarding redundancy of pressure relief valves for liquefied gas fuel tanks, etc. were adopted as a part of the task for amendments to the IGF Code and development of guidelines for alternative fuels and related technologies.

Applied to: on or after 1 January 2026.

#### (3) Amendments to International Code for the Safe Carriage of Grain in Bulk (Grain Code) (resolution MSC.23(59))

Amendments to Grain Code, to add new loading condition of specially suitable compartments, partly filled in way of the hatch opening, with ends untrimmed, were adopted.

Applied to: on or after 1 January 2026.

#### (4) Amendments to LSA Code

The following amendments to LSA Code and

recommendation on testing of life-saving appliances (resolution MSC.81(70)) were adopted;

1. In-water performance requirement for lifejackets;
2. Requirements for single fall and hook systems with on-load release capability which is used for lifeboat launched by a fall or falls, except a free-fall lifeboat; and
3. Requirements for lifeboats to limit the minimum and maximum lowering speed of fully loaded survival craft and rescue boats.

Applied to: on or after 1 January 2026.

#### (5) Amendments to SOLAS chapter II-2 and FSS Code

The following amendments to SOLAS chapter II-2 and FSS Code on fire safety of ro-ro passenger ships, etc. were adopted;

1. Fire safety requirements on new/existing ro-ro passenger ships mainly shown as below;
  - Fixed fire detection and fire alarm systems;
  - Video monitoring in ro-ro spaces;
  - Arrangement of openings in ro-ro and special category spaces;
  - Arrangement of weather decks;
  - Water monitors for protection of weather deck;
  - Linear heat detectors; and
  - Visual and audible fire signals
2. Amendments to SOLAS regulation II-2/7.5.5 concerning fire detection within

control stations and cargo control rooms of cargo ships.

Applied to: on or after 1 January 2026.

## 2. Approved mandatory requirements

The following draft amendments were approved at this session, and are expected to be adopted at MSC 109 to be held in December 2024.

### (1) Amendments to IGF Code

Amendments to IGF Code regarding minimum distance from bottom for suction well, etc. were approved as a part of the task for amendments to the IGF Code and development of guidelines for alternative fuels and related technologies.

### (2) Amendments to IGC Code

Amendments to the IGC Code to make cargos identified as toxic products conditionally usable as fuel, in view of the launch of ammonia-fueled vessels. It was also agreed that this amendment would be effective 18 months after adoption by MSC 109 and to invite a voluntary early implementation at that time.

## 3. Approval of unified interpretations, etc.

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

### 3.1 Unified interpretations

#### (1) Amendments to unified interpretations of SOLAS chapters II-1 and XII, of the technical provisions for means of access for inspections (resolution MSC.158(78)) and of the performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers (resolution MSC.188(79)) (MSC.1/Circ.1572/Rev.1)

Amendments to unified interpretation to;

1. clarify the intervals and records for permanent means of access; and
2. amended title and application to meet the revised performance standards for water level detectors on ships subject to SOLAS regulations II-1/25, II-1/25-1 and XII/12 as well as bulk carrier (Resolution MSC. 188 (79)/Rev.2).

#### (2) Unified interpretation of SOLAS regulation XV/5.1 and paragraph 3.5 of part 1 of the International Code of Safety for Ships Carrying Industrial Personnel (IP Code) on the harmonization of the Industrial Personnel Safety Certificate with SOLAS safety certificates

Unified interpretation of SOLAS regulation XV/5.1 and paragraph 3.5 of part 1 of the IP Code to harmonize the Industrial Personnel Safety Certificate with various SOLAS safety certificates, in terms of their validity or date of endorsement

#### (3) Unified interpretation of Code on noise levels on board ships

Unified interpretation of section 2.1 and 2.2 of the Code to clarify requirements for the calibration of the sound level meter and its field calibrator.

#### (4) Amendments to unified interpretations of SOLAS regulations II-2/9 and II-2/13 (MSC.1/Circ.1511)

Amendments to unified interpretations of SOLAS regulations II-2/9 and II-2/13 (MSC.1/Circ.1511) to include steering gear spaces as "safe position" for the purpose of escape from the lower part of machinery spaces through a continuous fire shelter.

### 3.2 Guidelines and guidance etc.

#### (1) Amendments to revised guidelines on the application of high manganese austenitic steel for cryogenic service (MSC.1/Circ.1599/Rev.2)

Amendments to revised guidelines on the application of high manganese austenitic steel for cryogenic service (MSC.1/Circ.1599/Rev.2) to qualify high manganese austenitic steel for ammonia service and to add compatibility test requirements for ammonia service.

#### (2) Amendments to revised guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels (MSC.1/Circ.1622)

Amendments to revised guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels (MSC.1/Circ.1622) to add

compatibility test requirements for ammonia service.

(3) Interim guidelines for use of LPG cargo as fuel

Interim guidelines for use of LPG cargo as fuel, as a part of the task for amendments to the IGF Code and development of guidelines for alternative fuels and related technologies.

(4) Revised interim recommendations for carriage of liquefied hydrogen in bulk (resolution MSC.420(97))

Revised interim recommendations for carriage of liquefied hydrogen in bulk, including the addition of cargo containment systems of independent cargo tanks using insulation materials and hydrogen gas in the inner insulation spaces.

(5) Amendments to revised guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (MSC.1/Circ.1212/Rev.1)

Amendments to revised guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (MSC.1/Circ.1212/Rev.1) to add the goals, functional requirements and expected performance criteria for alternative design and arrangements for SOLAS chapter II-1, Part C, D and E.

(6) Guidelines for the sampling of fuel oil for determination of compliance with MARPOL Annex VI and SOLAS Chapter II-2

Guidelines for taking fuel oil samples during bunkering in order to establish a unified sampling regime under both the SOLAS and MARPOL Conventions.

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

In the recent development of MASS, it has been discussed at MSC on an international instrument of MASS (MASS Code).

At this session, based on the report by the correspondence group and the meeting outcome arranged by the related working group, non-mandatory MASS Code mainly on goal and functional requirements for items such as safety, operation, security, etc. has been considered. As a result, it was agreed to establish a correspondence

group, and hold an intersessional working group meeting in September 2024 to proceed the work on development of the non-mandatory MASS Code. As a future work plan, it was agreed to finalize the non-mandatory MASS Code at MSC 110 scheduled to be held in May 2025, and after the development of the non-mandatory MASS Code, to consider the development of a mandatory MASS Code with a view to adoption by 2030.

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

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

At this session, based on the report by the correspondence group, the work to update the list of new technologies and alternative fuels was progressed by the related working group, and it was decided that a correspondence group would continue to be established and work would proceed.

#### **6. Cyber risk management**

In view of the growing importance of cyber security on board ships and the need for security risk countermeasures, the non-mandatory guidelines on maritime cyber risk management (MSC-FAL.1/Circ.3/Rev.2) have been developed.

At the previous session, it was agreed to carry out a review of the guidelines in light of the increased use of cyber-connected systems in recent years.

At this session, a draft amendment to the guidelines were approved that adds the matters to be considered for incorporating cyber resilient security features in the ship's equipment and systems on the latest industry standards. The draft amendment to the guidelines will be approved by subsequent Facilitation Committee (FAL) and published as an MSC-FAL Circular.

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