

I. IMO Maritime Safety Committee, 110th Session (MSC 110)

IMO, the MSC Committee mainly deals with matters related to maritime safety and maritime security, which fall within the scope of IMO, covering both passenger ships and all kinds of cargo ships. This also includes updating the SOLAS Convention and related codes, such as those covering dangerous goods, life-saving appliances, and fire safety systems.

The MSC also deals with human element issues, including amendments to the STCW Convention on training and certification of seafarers. The MSC has many issues on its current agenda, including goal-based standards, autonomous vessels, piracy and armed robbery against ships, cybersecurity, and e-navigation.

The MSC 110th session was held from June 18th to 27th, 2025, at the IMO Headquarters in London. Key outcomes for MSC 110 are as follows:

1. To improve the Pilot Transfer Arrangements

To enhance the safety of the marine pilots' transfer arrangements and other personnel embarking and disembarking ships in all conditions of draught and trim, the MSC 110 adopted amendments to chapter V/23 of the International Convention on Safety of Life at Sea (SOLAS) and the associated new Performance Standards.

These include mandatory standards for the design, manufacture, construction, and installation of relevant equipment, along with requirements for inspection, stowage, maintenance, replacement, and familiarization of all pilot transfer arrangements. The key measures that will enter into force on 1 January 2028 and apply globally across the industry. MSC 110 also approved an MSC circular on voluntary early implementation of the amendments to SOLAS Regulation V/23. ([Note 1](#))

The assembly will be invited to revoke Resolutions A.1045(27) and A.1108(29) from 1 April 2030 as a consequence of the new Performance Standards

2. High Speed Craft Codes – life jackets

MSC 110 adopted amendments to Paragraph 8.3.5 of Annex 1 of the 1994 and 2000 High Speed Craft (HSC) Codes to harmonize the life jacket carriage requirements in the codes with the corresponding requirements in SOLAS Chapter III with respect to the number of infant life jackets and accessories to adult life jackets to accommodate large persons. The amendments will enter into force on January 1st, 2028.

3. The development of generic interim guidelines on training for seafarers on ships using alternative fuels and new technologies

MSC 110 had approved Generic interim guidelines on training seafarers on ships using alternative fuels and new technologies to support the reduction of greenhouse gas (GHG) emissions from international shipping (STCW.7/Circ.25).

4. Atmospheric oil mist detectors

MSC 110 had approved revising the non-mandatory Code of Practice for Atmospheric Oil Mist Detectors (MSC/Circ. 1086) to reflect experiences, current practices, and new technologies since the Code was approved in 2003.

5. Developing the non-mandatory Code of Safety for Maritime Autonomous Surface Ships (MASS Code)

The IMO non-mandatory, goal-based Code of Safety for Maritime Autonomous Surface Ships (MASS Code) is almost complete. It will apply to autonomous cargo ships and is intended to enter into force as a mandatory code upon experience with its application.

There are 18 chapters¹ completed in the non-mandatory MASS Code, leaving mainly the chapter on the human element to be finalized.

An additional key decision was that unmanned MASS should be capable of assisting persons in distress. Vessels will therefore be required to have a plan for conducting SAR operations, even without a crew on board.

It is worth noting that the MASS Code will serve as a supplementary document to the SOLAS Convention and does not automatically relax any of the SOLAS requirements. Any exemptions from SOLAS must be agreed upon with the flag state during the approval process.

The non-mandatory MASS Code will be progressed in an intersessional Working Group meeting planned for the autumn of 2025, focusing on the human element aspects of the code.

The non-mandatory code is expected to be adopted at MSC 111 (May 2026), followed by an experience-building phase. A mandatory code will likely enter into force on 1 January 2032, at the earliest.

6. Developing the GHG safety regulatory framework

¹ Including Chapters 1–3, 6, 11, 14, 16, 17bis, 19, and 21–26. Which Chapters 4, 5 and 8–10 were also progressed but are subject to further review alongside the remaining Chapter 15 on the Human Element.

MSC 110 discussed clarifying the regulatory framework for gas carriers using alternative fuels, particularly whether the IGF or IGC codes should apply. MSC agreed on a potential "one ship, one code" policy([Note 2](#)).

MSC Committee agreed that the policy should continue to apply for IGC Code ships using cargo included in Chapter 19 of the IGC Code as fuel. That application guidelines should be developed for low-flashpoint fuels, other than the products listed in Chapter 19 of the IGC Code, used on gas carriers. The application of both Codes will be addressed by guidelines, which IMO will further develop.

7. Relating to the International Safety Management Code (ISM Code)

It will need to take into consideration the human factors and crew protection into the core of maritime safety policies, continue the anti-workplace harassment and human factor risk management promoted in cooperation with the International Labour Organization (ILO), and incorporate it into the review direction of the ISM Code and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) mechanism.

This revision of the guidelines on the implementation of the ISM Code is also intended to address key recommendations for Administrations and shipping companies related to the prevention of violence and harassment on board ships, including sexual harassment, bullying, and sexual assault.

Note 1: The related instruments were approved:

- (1) Amendments to the Code of Safety for Special Purpose Ships (2008 SPS Code)
- (2) Amendments to the Code of Safety for Fishermen and Fishing Vessels, 2005
- (3) A new MSC circular on "Required Pilot Transfer Arrangements for Pilots and Other Personnel", revoking the illustrative guidance in MSC.1/Circ.1428 on "Pilot Transfer Arrangements – Required Boarding Arrangements or Pilots".

Note 2: The "one ship, one code" policy is a principle that a ship should be subject to only one safety code for gases or low-flashpoint liquids: either the IGC Code or the IGF Code. The intention is to apply one consistent safety philosophy and to avoid unintentional consequences that could arise from selecting requirements from various codes.

References:

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2. Det Norske Veritas (DNV), IMO Maritime Safety Committee (MSC 110).
<https://www.dnv.com/news/2025/imo-maritime-safety-committee-msc-110/>
3. InterManager, Summary report on IMO Maritime Safety Committee MSC 110.
<https://www.intermanager.org/2025/06/imo-committee-meeting-msc-110-18-27-june-2025-167164/>
4. Lloyd's Register (LR), IMO Maritime Safety Committee (MSC 110) Summary Report.
<https://maritime.lr.org/MSC-110-Summary-Report>
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6. IMO, Marine Environment Protection Committee (MEPC 83), 7 to 11 April 2025.
<https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/MEPC-83rd-session.aspx>
7. 財團法人驗船中心，〈MSC 110 會議快報〉。
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II. IMO Council (C) 134th session (C 134) Meeting Highlights

The IMO Council (C) is the executive organ of IMO and is responsible, under the Assembly, for supervising the work of the Organization. The Council is made up of 40 Member States, elected by the Assembly for two-year terms.

The C 134th session meeting is held in the London headquarters from July 7th to 11h, 2025. The key outcomes from the meeting are as follows:

1. Approved the Budget outline for 2026-2027

In principle, C 134 had approved the IMO's regular budget outline of £86,882,000 for the 2026–2027 biennium, with £43,167,000 allocated for 2026 and £43,715,000 for 2027.

The Council also endorsed a regular staff complement of 270 posts and the proposed budget plan for the Organization's other Funds. A detailed results-based budget and draft Assembly resolution, reflecting the outcomes of C 134, will be presented at the Council's next session (C 135) ahead of the Assembly session.

2. IMO Member State Audit Scheme (IMSAS)

C 134 endorsed a revision of the overall audit schedule, including postponed audits of Haiti, Mozambique, and Yemen in early 2026, and rescheduling the audits of the Islamic Republic of Iran and of Israel to the start of the second audit cycle.

Under the mandatory IMSAS, the Member States are assessed in seven-year cycles on their compliance with IMO instruments. The first cycle is expected to be completed in 2026. Ahead of the second cycle, the Joint Working Group on the Member State Audit Scheme (JWGMSA) has reviewed and proposed amendments to the IMSAS Framework and Procedures (resolution A.1067(28)).

C134 had approved the report of the 9th JWGMSA session, including proposed amendments to the IMSAS framework and procedures. The revised Framework and Procedures for the IMO Member State Audit Scheme, with the associated draft Assembly resolution to the Assembly (A 34) for adoption, will be submitted with a view to adoption.

3. Related to the Status of IMO Conventions and to support bringing the 2010 HNS Protocol and 2012 CTA agreement into force

The amendments to the IMO Convention, adopted through resolution A.1152(32) at the 32nd session of the Assembly (A 32), included:

- (1) To expand the size of the Council from 40 to 52 Members;

- (2) extend the term of Council Members,
- (3) and recognize three additional language texts as authentic versions of the IMO Convention.

C134 had approved the draft Assembly resolution Urging Member States to accept the 2021 amendments to the Convention on the International Maritime Organization and submitted it for adoption to the IMO Assembly (A 34). The amendments must be accepted by two-thirds of the IMO membership (117 Member States) to take into force, and for now, there are 32 Member States that have accepted.

C 134 endorsed the Secretary-General's continuing efforts to encourage Governments to accept the 2021 amendments to the IMO Convention. It also supported trying to bring two IMO treaties into force at the earliest possible opportunity, which are:

- (1) Protocol of 2010 to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (2010 HNS Protocol); and
- (2) Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 (2012 Cape Town Agreement).

References:

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2. InterManager, Summary report on IMO Council C 134. <https://www.intermanager.org/2025/07/imo-council-meeting-c-134-summary-report-167274/>