

Supplementary materials for April 2025

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International Maritime Organization Meeting Highlights

I. The Sub-Committee on Ship Systems and Equipment 11th session (SSE 11)

1. About SSE¹

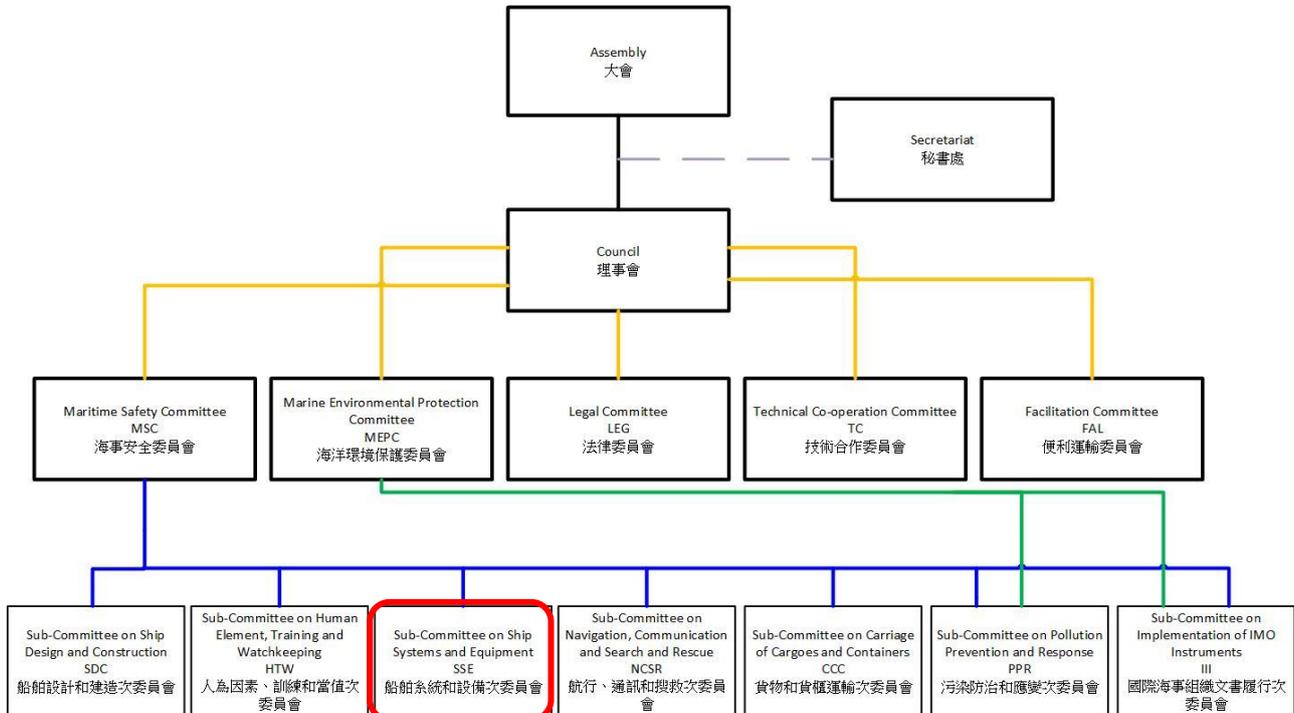


Figure 1 Organization Structure of IMO (SSE)

The Sub-Committee on Ship Systems and Equipment (SSE) is one of the 7 Sub-Committees of IMO. SSE mainly deals with a wide range of technical and operational matters related to systems and equipment on all types of ships, vessels, craft, and mobile units covered by IMO instruments. Their work also includes life-saving equipment, appliances, and arrangements; fire detection and fire extinguishing systems as well.

2. SSE 11 Highlights

- (1) Finalized the draft amendments to the International Life-Saving Appliance Code (LSA Code) on the development of design and prototype test requirements for the arrangements used in the operational testing of free-fall lifeboat release systems without launching the lifeboat.

¹ IMO. Sub-Committee on Ship Systems and Equipment (SSE).
<https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/SSE-Default.aspx>

- (2) A draft unified interpretation of paragraphs 6.1.1.3 and 6.1.2.2 of the LSA Code - Manual hoisting of a dedicated rescue boat was agreed to clarify that, for cargo ships, manual hoisting of a dedicated rescue boat should be considered as part of launching preparation, but not part of the launching process.
- (3) Agreed draft amendments to resolution MSC.81(70) and MSC.1/Circ.1628/Rev.1, to improve the test procedure for the lifejacket buoyancy test and make acceptance criteria consistent with the LSA Code.
- (4) Finalized the revision of the Code of Practice for atmospheric oil mist detectors (MSC.1/Circ.1086), with a view to approval by MSC 110. This code of practice aims to enhance safety in maritime operations by addressing the fire risks associated with oil mist (tiny droplets of oil suspended in the air) in engine rooms.
- (5) Agreed to a draft UI of SOLAS Regulation II-2/10.11 and Regulation 7.9.4 of the 1994 and 2000 International Code of Safety for High-Speed Craft (HSC Codes) to clarify how compliance with the requirements to prohibit PFOS will be demonstrated for both new and existing ships.

3. SSE 11 Agenda

Table 1 SSE 11 Agenda

Item No.	Agenda
1	Adoption of the agenda
2	Decisions of other IMO bodies
3	New requirements for ventilation of survival craft
4	Development of design and prototype test requirements for the arrangements used in the operational testing of free-fall lifeboat release systems without launching the lifeboat
5	Revision of SOLAS chapter III and the LSA Code
6	Amendments to SOLAS chapter III and chapter IV of the LSA Code to require the carriage of self-righting or canopied reversible liferafts for new ships
7	Review and update of the Code of practice for atmospheric oil mist detectors (MSC.1/Circ.1086)
8	Revision of the 2010 FTP Code to allow for new fire protection systems and materials
9	Review and update SOLAS regulation II-2/9 on containment of fire to incorporate existing guidance and clarify requirements

10	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation-related conventions
11	Validated model training courses
12	Development of amendments to SOLAS chapter II-2 and the FSS Code concerning detection and control of fires in cargo holds and on the cargo deck of containerships
13	Development of provisions to consider prohibiting the use of fire-fighting foams containing fluorinated substances, in addition to PFOS, for fire-fighting on board ships
14	Comprehensive review 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 address challenges with their implementation
15	Amendments to the LSA Code for thermal performance of immersion suits
16	Evaluation of adequacy of fire protection, detection and extinction arrangements in vehicle, special category and Ro-Ro spaces in order to reduce the fire risk of ships carrying new energy vehicles
17	Biennial status report and provisional agenda for SSE 12
18	Election of Chair and Vice-Chair for 2026
19	Any other business
20	Action requested of the Sub-Committee

(Source: IMO/ SSE 11/1/1)

4. SSE 11 Meeting Summaries

SSE 11th session held at the IMO Headquarters in London from 24 to 28 February 2025. SSE 11 formed 3 Working Groups (WGs) and 1 Drafting Group (DG) as follows:

- Working Group 1 on Life-Saving Appliances (Agenda 3, 4, 5, 6 ,10, 19);
- Working Group 2 on Life-Saving Appliances (Agenda 14);
- Working Group on Fire Protection (Agenda 7, 8, 9, 10, 12, 16)
- Drafting Group on Model Courses (Agenda 11)

(1) New requirements for ventilation of survival craft

Previously, at SSE 10, the need for further discussion regarding ventilation requirements for partially enclosed lifeboats (PELBs) and life rafts was recognized. It was determined that additional supporting information was necessary.

SSE 11 discussed new ventilation requirements for partially enclosed lifeboats (PELBs), to be included in both the LSA Code and *Revised recommendation on testing of life-saving appliances* (resolution MSC.81(70)). Proper ventilation is essential for safety,

health, and comfort for survival at sea.

SSE 11 noted the progress made and invited interested Member States and international organizations to submit proposals regarding the CO₂ concentration threshold of PELBs for consideration at SSE 12 in 2026.

(2) **Agreed to draft amendments to LSA Code and associated regulations**

SSE 11 agreed to draft amendments to chapter IV of the LSA Code, for approval by the Maritime Safety Committee (MSC 110) and adoption by MSC 111.

Regarding the development of design and prototype test requirements for the operational testing of free-fall lifeboat release systems without launching the lifeboat.

And be applicable to free-fall lifeboats installed on or after 1 January 2031, subject to approval by MSC 110 (June 2025) and subsequent adoption by MSC 111.

Components of this arrangement that are exposed under the sea, other than falls and temporarily installed equipment, are required to be constructed from materials that are corrosion resistant in the marine environment without the need for coatings or galvanizing.

(3) **Further work on Life-Saving Appliances (LSA)**

SSE 11 agreed to establish Correspondence Groups on Life-Saving Appliances (LSA) to work on the following tasks during the intersession period:

- ①. Development of draft amendments to the LSA Code for partially enclosed lifeboats, and any consequential amendments to other regulations
- ②. Development of draft functional requirements and expected performances for the revision of SOLAS chapter III
- ③. Development of amendments to SOLAS chapter III and the LSA Code regarding the carriage of self-righting or canopied reversible life rafts for new ships. Revision of the 2010 International Code for Application of Fire Test Procedures (FTP Code) to allow for new fire protection systems and materials,

The Correspondence Groups will submit a report to SSE 12.

(4) **Finalized a draft revision of the Code of Practice for Atmospheric Oil Mist Detectors**

SSE 11 has finalized a draft revision of 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. The draft revision will be submitted to MSC 110 (June 2025) for approval.

Atmospheric oil mist detectors Engine room fires remain the most frequent fire on board ships, with oil spray or mist leaking onto hot surfaces being a primary cause.

The draft revision of the Code of Practice lays out guidance for the approval of detectors, location of detectors and sampling lines, setting alert levels and indication, test procedures for calibration, and inspection and maintenance in accordance with the manufacturer's recommendations.

(5) Further work on fire protection

SSE 11 continued discussions on various issues related to fire safety and protection, and formed Fire Protection Correspondence Groups to work on the following tasks during the inter-session period:

- ①. Revision of the 2010 International Code for Application of Fire Test Procedures (FTP Code) to allow for new fire protection systems and materials,
- ②. Review and update of SOLAS regulation II-2/9 on containment of fire to incorporate existing guidance and clarify requirements
- ③. Development of amendments to SOLAS chapter II-2 and the International Code for Fire Safety Systems (FSS Code) concerning detection and control of fires in cargo holds and on the cargo deck of containerships
- ④. Evaluation of adequacy of fire protection, detection and extinction arrangements in vehicle, special category and ro-ro spaces, in order to reduce the fire risk of ships carrying new energy vehicles.

(6) Unified Interpretations (UIs)

The International Association of Classification Societies (IACS) and the IMO had discussed the procedural aspects of considering unified interpretations (UI). The following draft UIs were agreed upon and will be submitted to MSC 110 (June 2025) for approval:

- UIs of the LSA Code regarding the launching of rescue boats;
- UIs of SOLAS and the HSC Codes concerning fire-extinguishing media restrictions (PFOS);
- UI of the FSS Code related to acceptable spacing of smoke and heat detectors; and

(7) Validated model course on survey of fire appliances and provisions

SSE 11 validated model course 3.05 on 'Survey of Fire Appliances and Provisions'. The course focuses on procedures and requirements for the verification of compliance with IMO conventions related to maritime safety.

SSE 11 agreed to revise model course 3.06 on 'Survey of Life-saving Appliances and Arrangements', with a view to validation by SSE 12, as appropriate.

(8) Consequential amendments to associated instruments

Associated with the draft amendments to the LSA Code, SSE 11 agreed to draft amendments to the following regulations:

①. *Revised Recommendation on Testing of Life-Saving Appliances* (Res. MSC.81(70)):

The amendments have to do with specific arrangements for testing the lifeboat release mechanisms, namely that the system must be designed to handle at least six times the maximum expected weight, including people and equipment. The draft will be forwarded to MSC 110 with the approval in principle, and are expected to be adopted in MSC 111.

②. *Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats, launching appliances and release gear* (Res. MSC.402(96))

The amendments would require the thorough examination and testing of simulated free-fall lifeboat release systems on board ships to be completed every year, beginning from 1st January 2031. The draft amendments will be submitted to MSC 110 for approval and be adopted by MSC 111.

SSE 11 also agreed to consequential draft amendments to the following circulars, and will further to be approved by MSC 111:

- i. *Revised guidelines for developing operation and maintenance manuals for lifeboat systems* (MSC.1/Circ.1205/Rev.1)
- ii. *Unified Interpretations of Paragraph 4.4.7.6 of the LSA Code*(MSC.1/Circ.1529)
- iii. *Revised guidelines for developing operation and maintenance manuals for lifeboat systems* (MSC.1/Circ.1578)
- iv. *Revised standardized life-saving appliance evaluation and test report forms* (MSC.1/Circ.1630/Rev.3)

(9) Challenges in the implementation of maintenance and testing requirements for lifeboats and rescue boats

SSE 11 kept on its work on the comprehensive review of the *Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats, launching appliances and release gear* (Res. MSC.402(96))

SSE 11 discussed certain definitions, the authorization of service providers, including equipment manufacturers, covering issues, such as the ambiguity in defining who qualifies as an authorized service provider (ASP) and the specific equipment they are authorized to service.

Its work to develop draft amendments to resolution MSC.402(96) will continue, taking into account the list of issues still to be addressed to ensure consistent implementation of its provisions. Interested Member States and international organizations were invited to submit proposals to SSE 12 on this issue.

5. Recommendations for SSE 11

- SSE 11 had initially determined the scope of applicability for the requirement to equip life-rafts with either automatic self-righting capability or a canopied and reversible design, the requirement mandating such equipment for all newly constructed passenger and cargo ships. While specific technical standards will be finalized at the next session (SSE 12).

In Taiwan, relevant regulations such as the Ship Equipment Regulations generally align with international standards. While most passenger ships are already required to use enclosed self-righting life-rafts, cargo ships are subject to case-by-case approvals by the competent authority, depending on factors such as tonnage and route, and are not explicitly required.

SSE 11 initially agreed on the current regulations, which will be approved by MSC. The authority should keep following the new resolutions.

With the new requirements, the authority could release technical circulars or public announcements, informing the newly constructed vessels to comply with those regulations. At the same time, measuring the feasibility of formally amending relevant provisions to align with international trends is necessary.

- On the issue of Oil Mist Detector, SSE 11 had finalized a draft revision of the Code of Practice for Atmospheric Oil Mist Detectors (MSC.1/Circ.1086). Domestically, our Ship Equipment Regulations do not explicitly mandate the installation of oil mist detectors.

However, in practical operation, certain types of vessels may still require such equipment for safety considerations. Therefore, the authority may issue technical circulars or announcements and recommend those types of ships for installing the detector, and comply with the standard as well.

6. Next Meeting Schedule

SSE 12 will take place in 2026, the date is still under confirmation.

7. References

- American Bureau of Shipping (ABS), News Brief: SSE 11. https://absinfo.eagle.org/acton/ct/16130/s-1070-2503/Bct/1-0d79/1-0d79:1a4b/ct4_0/1/lu?sid=TV2%3Ao9JE86EJa
- Bureau Veritas Marine & Offshore (BV), Ship Systems and Equipment Sub-Committee 11th (SSE 11) Summary Report. Class & Statutory. <https://cdn1-marine-offshore.bureauveritas.com/sites/g/files/zypfnx136/files/media/document/SSE%2011%20BV%20Summary%20Report.pdf>
- Det Norske Veritas (DNV), IMO Sub-Committee on Ship Systems and Equipment (SSE 11). News from DNV. <https://www.dnv.com/news/imo-sub-committee-on-ship-systems-and-equipment-sse-11/>
- InterManager, Summary report on IMO Sub-Committee meeting SSE 11. <https://www.intermanager.org/wp/wp-content/uploads/2025/03/IMO%20SUB->

[COMMITTEE%20ON%20SHIP%20SYSTEMS%20AND%20EQUIPMENT,%2024-28%20February%202025.pdf](#)

- Lloyd's Register (LR), SSE 11 Summary Report. <https://maritime.lr.org/SSE-11-Summary-Report>
- IMO, Sub-Committee on Ship Systems and Equipment, 11th session (SSE 11), 24-28 February 2025. <https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/SSE-11th-session.aspx>

II. The Facilitation Committee (FAL) 49th Session (FAL 49)

1. About FAL²

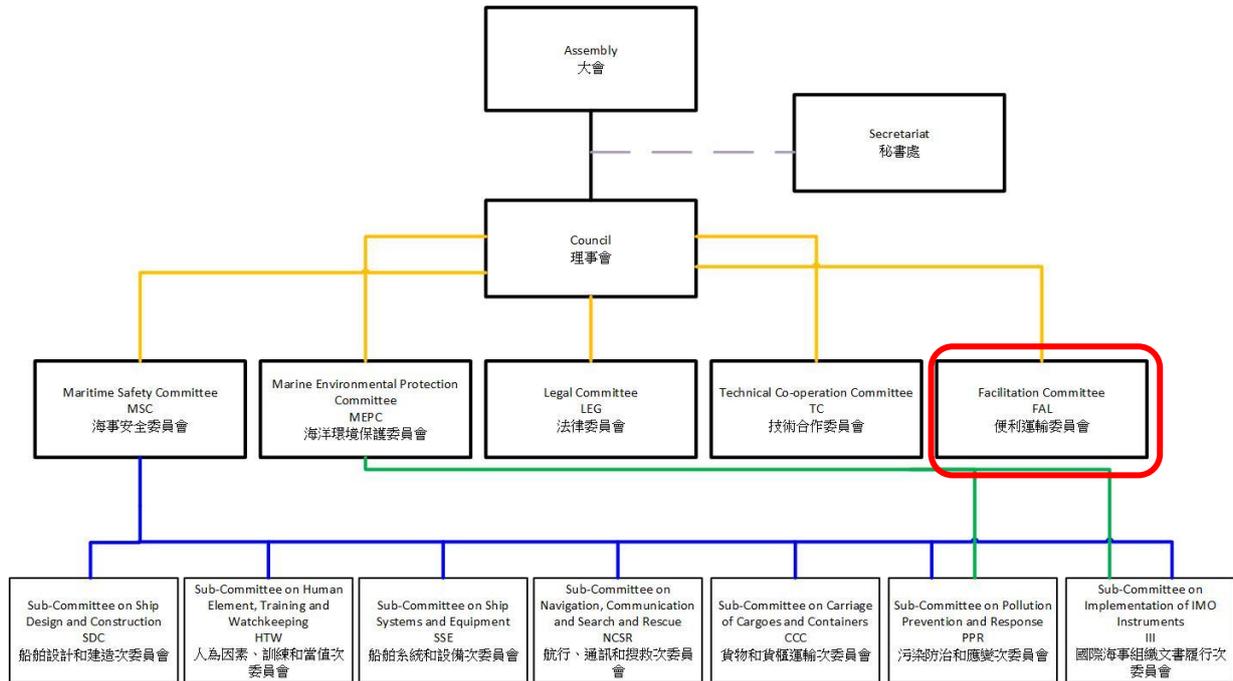


Figure 2 Organization Structure of IMO (FAL)

The Facilitation Committee (FAL) is one of the 5 Committees of the International Maritime Organization (IMO). FAL mainly deals with matters related to the facilitation of international maritime traffic, including the arrival, stay, and departure of ships, persons, and cargo from ports.

The Committee also addresses electronic business, including the single window concept, and aims to ensure that the right balance is struck between regulation and the facilitation of international maritime trade.

2. FAL 49 Highlights

- (1) Keep working on the new IMO data set on fuel oil consumption and Carbon Intensity Index (CII) reporting was also included in the revised compendium, making sure that it is visible to all stakeholders for early adoption.;
- (2) Approved the joint FAL-LEG-MEPC-MSC *Guidelines for the use of electronic certificates*, and forwarded them to MEPC 83, MSC 110, and LEG 112 for concurrent approval.
- (3) Approved the work plan for the development of a comprehensive IMO Strategy on Maritime Digitalization, aimed at harnessing emerging technologies to enhance

² IMO. Facilitation Committee (FAL). <https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/FAL-default.aspx>

efficiency, safety and sustainability in the shipping industry.

- (4) Agreed to the new IMO Compendium on Facilitation and Electronic Business.
- (5) Revised and approved the road map for Maritime Autonomous Surface Ships (MASS) Code.
- (6) Agreed to add a new work item to introduce mandatory cybersecurity measures within the Maritime Single Window. FAL 50 will begin the development..

3. FAL 49 Agenda

Table 2 FAL 49 Agenda

Item No.	Agenda
1	Adoption of the agenda
2	Decisions of other IMO bodies
3	Consideration and adoption of proposed amendments to the Convention
4	Amendments to the FAL Convention to introduce mandatory reporting of the API and BRI/PNR for maritime transport
5	Amendments to the FAL Convention to review the provisions of a key worker during a public health emergency of international concern
6	Application of single window concept
7	Review and revision of the IMO Compendium on Facilitation and Electronic Business, including additional e-business solutions
8	Development of a comprehensive strategy on maritime digitalization
9	Development of joint FAL-LEG-MEPC-MSC guidelines on electronic certificates
10	Revision of the Guidelines on maritime cyber risk management (MSC-FAL.1/Circ.3/Rev.2) and identification of next steps to enhance maritime cybersecurity
11	Measures to address Maritime Autonomous Surface Ships (MASS) in the instruments under the purview of the Facilitation Committee
12	Development of amendments to the Revised guidelines for the prevention and suppression of the smuggling of drugs, psychotropic substances and precursor chemicals on ships engaged in international maritime traffic (resolutions FAL.9(34) and MSC.228(82))
13	Revision of the Guidelines on minimum training and education for mooring personnel (FAL.6/Circ.11/Rev.1)
14	Unsafe mixed migration by sea
15	Consideration and analysis of reports and information on persons rescued at sea and stowaways

16	Technical cooperation activities related to facilitation of maritime traffic
17	Relations with other organizations
18	Application of the Committee's procedures on organization and method of work
19	Revision of the Guidelines on minimum training and education for mooring personnel (FAL.6/Circ.11/Rev.1)
20	Unsafe mixed migration by sea
21	Consideration and analysis of reports and information on persons rescued at sea and stowaways
22	Technical cooperation activities related to facilitation of maritime traffic

(FAL 49/1/1)

4. FAL 49 Meeting Summaries³

(1) Amendments to the FAL Convention

FAL agreed to maintain Standard 6.22 in the Annex to the Convention on Facilitation of International Maritime Traffic (FAL Convention), designating ship crews and port workers as key workers (or equivalent) providing an essential service. A further explanation of the term "key workers" will be considered for potential inclusion in the Explanatory Manual to the FAL Convention (FAL.3/Circ.220).

FAL 49 has discussed the issue of the protection of "key workers" during health emergencies of international concern with the FAL Convention and Maritime Labour Convention (MLC Convention), and invited the IMO Secretariat to present deliberations at a future session of FAL.

The draft amendments to Recommended Practice 6.24 in the Annex to the FAL Convention had agreed, regarding vaccination and medical care for seafarers during international public health emergencies. The amendments will be further viewed and approved.

FAL discussed the draft amendments to the Annex of the FAL Convention to include Advance Passenger and Crew Information (API) and Booking and Reservation Information (BRI), as part of the required information ships must declare upon arrival and departure at a port. A Correspondence Group is formed to prepare the amendments and submit a report for consideration at FAL 50.

³ IMO. Facilitation Committee (FAL), 49th session, 10-14 March 2025.

<https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/FAL-49th-session.aspx>

(2) Maritime Single Window (MSW)

Since January 1st, 2024, the Maritime Single Window (MSW) became mandatory for contracting Governments to the FAL Convention (FAL.14(46)), experience of its application is starting to be shared.

While a proposal to amend *the Guidelines for setting up a maritime single window (FAL.5/Circ.42/Rev.3)* was discussed and agreed as FAL.5/Circ.42/Rev.4. The amendments add a “verification and validation function” as part of the required core architecture of the MSW system with the intent to increase efficiency by preventing duplicated verification (e.g. checking if the submitted information matches the records on authentic certificates of ships and crew) when multiple public authorities of a port State are involved in verification of documents.

(3) Review and revision of the IMO Compendium on Facilitation and Electronic Business, including additional e-business solutions

IMO Compendium on Facilitation and Electronic Business (IMO Compendium) is a data model set that aims to harmonize the vast array of electronic data exchanged between ships, ports, and other stakeholders.

The revision includes new IMO data sets related to the following:

- ①. Electronic bunker delivery note;
- ②. Electronic bill of lading;
- ③. Transport of dangerous goods;
- ④. Container inspection programme.

The new version also included IMO dataset on fuel oil consumption and Carbon Intensity Indicator (CII) reporting.

The work to maintain the IMO Compendium is carried out by the Expert Group on Data Harmonization (EGDH). FAL instructed the EGDH group to provide additional guidance on how to use the compendium and propose sub-models to be included. IMO data sets will be considered by EGDH in the future as follows:

- ①. Crew certificates;
- ②. Meteorological and oceanographic data collected by use of Voluntary Observing Ships;
- ③. Delivery bill for mail consignment;
- ④. Ship sanitation control certificate.

FAL 49 formed a correspondent group to work on the drafting and development of high-level business process flows and descriptions for each dataset in the IMO Compendium. The group will further report to FAL 50.

(4) **Development of a comprehensive strategy on maritime digitalization**

With a target completion year of 2027, the IMO is developing an overarching strategy on maritime digitalization to provide a clear “work plan” illustrating the IMO’s strategic directions on digitalization. At FAL 49, a work plan leading to the adoption of the strategy by Assembly 35 in 2027 was agreed (subject to change in future sessions).

A correspondence group was also established, which is tasked to define the scope, boundaries, and deliverables of the IMO Strategy on Maritime Digitalization, including identifying existing and emerging technologies, standards, and methodologies that can be used to support maritime-related digitalization processes; and identifying stakeholders and how to engage with them. The correspondence group will submit a report for consideration at the next session of the FAL Committee (FAL 50).

FAL agreed that the strategy’s development relies on Member States and international organizations providing their input from all angles, including the safety and environmental protection perspectives. Therefore, the Committee also encouraged the Member States to join the Group to shape the strategy.

(5) **Development of joint FAL-LEG-MEPC-MSC guidelines on electronic certificates**

FAL 49 has approved the joint FAL-LEG-MEPC-MSC Guidelines for the use of electronic certificates, and it will be forwarded to MEPC 83, MSC 110, and LEG 112 for concurrent approval. The content may include:

- ①. A list of features that electronic certificates need to have (recognized and accepted format, protected from edits, provided with a unique ID number, etc.);
- ②. Instructions for verification, notification, acceptance, implementation, and security.

The government and the port authority will need to communicate which certificates, taken from the list in [FAL.2/Circ.133-MEPC.1/Circ.902-MSC.1/Circ.1646-LEG.2/Circ.4](#), will be issued by them or on their behalf, in an electronic form. All stakeholders, including Port State Control officers (PSCOs), should accept such electronic certificates then.

(6) **Revision of the Guidelines on maritime cyber risk management (MSC-FAL.1/Circ.3/Rev.2) and identification of next steps to enhance maritime cybersecurity**

MSC 108 approved draft amendments to the 2017 *Guidelines on Maritime Cyber Risk*

Management ([MSC-FAL.1/Circ.3/Rev.2](#)), and FAL 49 has approved the draft amendments as MSC-FAL.1/Circ.3/Rev.3. The amendments include additional key definitions, expansion of the elements of cyber risk management and additional information on the standards and best practices for implementation of cyber risk management.

Currently, FAL 49 hasn't received further proposals on increasing maritime cybersecurity, and the work will extend to 2026. As a result, a new work item to introduce mandatory cybersecurity measures within the Maritime Single Window was agreed. FAL 50 will begin the development.

(7) Measures to address Maritime Autonomous Surface Ships (MASS) in the instruments under the purview of the Facilitation Committee

The non-mandatory International Code of Safety for Maritime Autonomous Surface Ships (MASS Code) will be finalized and adopted in MSC 111, and FAL expects it will enter into force in 2026.

For the next step, it will then be followed by an experience-building phase (its framework is expected to be developed at MSC 112), which will form the basis for future developments on a new mandatory MASS Code. The earliest date for the Code to enter into force will be in 2032. MSC 108 (2024) gave an instruction to the FAL Committee to revise the MASS Code road map, taking into account any other relevant issues. FAL 49 approved the revised FAL road map for MASS (Figure 1):

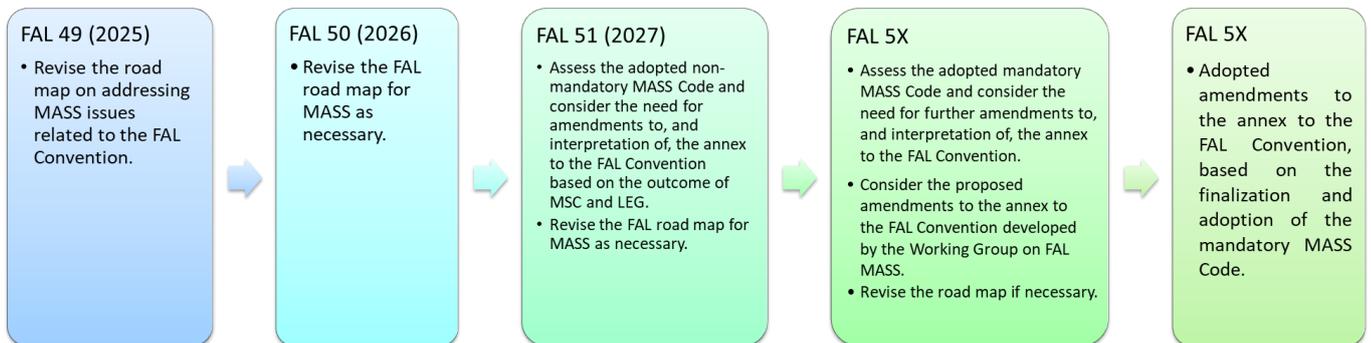


Figure 3 IMO MASS Code road map (Source: FAL 49/11/1 Annex 2)

(8) the Guidelines on minimum training and education for mooring personnel (FAL.6/Circ.11/Rev.1)

FAL 49 approved a revision to *Guidelines on minimum training and education for mooring personnel* ([FAL.6/Circ.11/Rev.1](#)) related to ship/port interface. The

introduction of training in advance of all existing and newly employed mooring personnel, with periodical reviews.

This revision includes minor adjustments related to the vessel/port end, such as updates to general principles for recommended suitability, training, and educational standards for mooring personnel, and updates to notifications for ashore or mooring vessels.

(9) **Work program**

Proposals for new outputs were discussed and agreed:

- ①. A amendment proposal to the resolutions FAL.13(42) and MSC.448(99) - *Revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases* to align with resolution [FAL.14\(46\)](#) - *Amendments to the Annex to the Convention on Facilitation of International Maritime Traffic, 1965* that entered into force on 1 January 2024. The expected completion date is in 2027.
- ②. A proposal to amend the FAL Convention to safeguard MSWs by introducing mandatory requirements to implement cybersecurity measures. The expected completion date is in 2026.

5. Recommendations for FAL 49

- FAL 49 discussed and approved the amendment of the Recommended Practice 6.24, requiring that states consider including seafarers in the vaccination project, which ensures the protection of “key workers” during health emergencies of international health concerns. The vaccination policy in Taiwan, our government adjusted dynamically based on the epidemic prevention needs and the vaccine supply conditions. However, seafarers are mostly recognized as international “essential workers,” and emphasized that they should receive proper medical services.

Therefore, our authorities should carefully deliberate and set up a management plan for foreign seafarers, ensuring the protection of their health rights while effectively preventing the spread of the epidemic and maintaining stable domestic epidemic control, in compliance with relevant international regulations.

- Since January 1st, 2024, under the FAL Convention, the IMO requirement for the establishment of a Maritime Single Window (MSW) has entered into force as a mandatory requirement. To avoid duplicative verification efforts, FAL 49 adopted amendments to the “*Guidelines for Setting Up a Maritime Single Window*” ([FAL.5/Circ.42/Rev.3](#)), introducing information verification functions within the MSW system.

The system aimed to reduce manual verification time and administrative burdens, thereby improving clearance efficiency. It is recommended that the information verification functions incorporated into the MSW include automatic alerts for formatting errors, logic error reminders, historical data comparison, and tagging of verified information.

Taiwan may consider incorporating such automatic verification functions during the upgrade of the MTNet system, in order to ensure the system enhances its overall performance and aligns with international requirements.

- On the issue of digitalization, MSC 107 adopted the "Guidelines on the Use of Electronic Certificates of Seafarers" ([MSC.1/Circ.1665](#)), allowing the use of electronic certificates, which entered into force on 1 January 2025. FAL 49 has further adopted the "Joint FAL-LEG-MEPC-MSC *Guidelines on Electronic Certificates*" to update the previous guidelines, incorporating provisions requiring shipowners, operators, and seafarers to manage all electronic certificates under the regulation of the International Safety Management Code (ISM Code).

Our authorities have initiated the promotion of the seafarers' certificates digitalization policy, and should pay attention to updates and revisions of relevant international regulations when formulating related measures.

6. Next Meeting Schedule

FAL 50 will take place in the spring of 2026, from March 23rd to 27th.

7. References

- IMO, Facilitation Committee (FAL), 49th session, 10-14 March 2025. <https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/FAL-49th-session.aspx>
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