
To: Relevant shipowners, ship management companies, shipyards and designers, product manufacturer, related departments of the Headquarters of CCS, the Society's surveyors, Plan Approval Centers

Technical Notice on Resolutions/Circulars Adopted/Approved by IMO MSC 108

The Maritime Safety Committee of the International Maritime Organization, at its 108th session, adopted 12 resolutions of amendments, including the 1974 SOLAS Convention, amendments to the international code of safety for ships using gases or other low-flashpoint fuels (IGF code), amendments to the international code for the safe carriage of grain in bulk (resolution MSC.23(59)) and the LSA Code.

In addition, MSC108 also approved a total of 17 circulars/guideline, including Revised unified interpretations of SOLAS chapter II-2 and the FSS and FTP Codes (MSC.1/Circ.1456/Rev.1).

For summary, please refer to the attached List of Resolutions/Circulars Adopted/Approved at IMO MSC108. The original English version and Chinese translation (the English version shall prevail in case of a dispute or discrepancy) of these resolutions/circulars adopted/approved at IMO MSC108 may be found in the Technical Services /IMO& IACS information column of CCS website (www.ccs.org.cn).

This technical notice is made public on CCS website (www.ccs.org.cn), and is to be distributed to relevant ship owners, product manufacturers and shipping management companies etc. by CCS branches within their responsible areas. Please contact Technology & Information Department of CCS (ti@ccs.org.cn) for any inquiry in the implementation.

Annex: List of resolutions/circulars adopted/approved by IMO MSC 108

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NO.	Provision	Relevant document	Mandatory	Effective/ approval date	Ship type	Ship size	Summary of IMO requirements
1.	Amendments to Chapter II-1 of The International Convention for The Safety of Life At Sea, 1974	MSC.549(108)	Yes	enter into force on 2028.01.01	ships other than tankers	20,000GT and upwards	Amendments to SOLAS Chapter II-1 /3-4 requiring all new ships other than tankers of not less than 20,000 GT to be fitted with emergency towing arrangements.
2.	AMENDMENTS TO CHAPTERS II-2 AND V OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974	MSC.550(108)	Yes	enter into force on 2026.01.01	Ship types applicable specified in each chapter	The applicable size specified in each chapter	<p>(1) Reg.4 of Chapter II-2: the oil fuel delivered to and used on board ships shall not jeopardize the safety of ships or adversely affect the performance of the machinery or be harmful to personnel.</p> <p>(2) Reg.7.5.5 of Chapter II-2: For cargo ships built after January 1, 2026, fire detection and fire alarm systems need to be installed in all control stations and cargo control rooms, regardless of whether IC, IIC or IIIC methods are used for fire detection and alarm;</p> <p>(3) Reg. 20 of Chapter II-2: The title of this regulation is amended as "Protection of vehicle, special category, open and closed ro-ro spaces, and weather decks intended for the carriage of vehicles", which strengthens the requirements of fire detection and alarm, video monitoring and opening arrangement for Ro-Ro space and special category spaces on Ro-ro passenger ship constructed on or after January 1, 2026, and adds the requirement that the weather decks for carrying vehicles should be equipped with Fixed water-based fire-extinguishing system. Some new requirements are applied retrospectively to the ro-ro passenger ships constructed before January 1, 2026 , which should be met before the first survey after January 1, 2028;</p> <p>(4) Reg. 31 and 32 of Chapter V: establish the reporting procedure relating to the detection, positioning, tracking, and recovery of</p>

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							containers lost at sea
3.	AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS (IGF CODE)	MSC.551(108)	Yes	enter into force on 2026.01.01	SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS	Cargo ship with $GT \geq 500$; passenger ship of any size	1. Amendments to paragraphs 9.6, 9.6.1, 11.6.2, 9.4.7 and 12.5, and 6.7.3.1.1 of the IGF Code address venting, pressure relief and ventilation requirements. 2. Amendments to paragraph 9.3.1 of the IGF Code focus on failure of the fuel supply essential auxiliaries and accepting a partial reduction in propulsion capability. 3. Amendments to part A-1, paragraphs 5.12.1, 6.9.1.1, 9.8.1, 9.8.2, 9.8.4 and to part C-1, paragraph 18.4.1.1.1, of the IGF Code address delivery pressure and a vessel's bunkering line design pressure. 4. Amendments for general pipe design, paragraph 7.3.2 on the wall thickness. 5. Amendments to paragraph 8.4 for the bunkering manifolds, and paragraph 15.4.1 on the level indicators for liquefied gas fuel tanks.
4.	AMENDMENTS TO THE INTERNATIONAL CODE FOR THE SAFE CARRIAGE OF GRAIN IN BULK (RESOLUTION MSC.23(59))	MSC.552(108)	Yes	enter into force on 2026.01.01	Ships CARRIING OF GRAIN IN BULK	Any size	A new class of loading conditions for special compartments, which are defined as "specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed" is introduced.
5.	AMENDMENTS TO THE INTERNATIONAL CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS	MSC.553(108)	Yes	enter into force on 2026.01.01	BULK CARRIERS AND OIL TANKERS	$GT \geq 500$	Amendment to the role of Administrations and their Recognized Organizations with regard to approval and certification of a firm engaged in thickness measurement of hull structures, so that both administrations and organizations recognized by the administrations may be involved with the approval and auditing of firms engaged in thickness measurements of hull structures.

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	DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS, 2011 (2011 ESP CODE)						
6.	AMENDMENTS TO THE INTERNATIONAL LIFE-SAVING APPLIANCE (LSA) CODE	MSC.554(108)	Yes	enter into force on 2026.01.01	Any type	NA	<p>(1) Amend para.2.2.1.6.2 of LSA Code: The amendment includes the performance test requirements of lifejacket, that is, the lifejacket can turn the unconscious person's body to the face-up position, at which time the nose and mouth are clear of the water.</p> <p>(2) Amend para.4.4.7.6.8 and 4.4.7.6.17 of LSA Code: clarifies that where a single fall and hook system does not have on-load release capability, such a system need not comply with the provisions relating to on-load release mechanism. Further, para.4.4.7.6.8 is no longer identified as one of exempted provisions in the revised para 4.4.7.6.17.</p> <p>(3) Amend para.6.1.2.8 of LSA Code: to stipulate that the upper limit of the minimum speed of survival craft and rescue boat is 1m/s. In addition, para.6.1.2.10 was revised to make it clear that the maximum speed of survival craft and rescue boat can be 1.3m/s unless otherwise stipulated by the Administration.</p>
7.	AMENDMENTS TO THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS (FSS CODE)	MSC.555(108)	Yes	enter into force on 2026.01.01	Any type	NA	In coordination with MSC.550(108), Chapter 7 and Chapter 9 of FSS Code were revised: Chapter 7 added the requirements for the Fixed water-based fire-extinguishing system on the weather deck of newly constructed ro-ro passenger ships carrying vehicles. In chapter 9, the requirements for testing and installation of linear heat detectors (such as sensor cable spacing) and Visual and audible fire signals are added.

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8.	AMENDMENTS TO THE INTERNATIONAL MARITIME DANGEROUS GOODS (IMDG) CODE	MSC.556(108)	Yes	enter into force on 2026.01.01(it can be implemented voluntarily from January 1, 2025.)	Ships carrying dangerous Goods	Any size	<p>(1) Carbon products: revise UN 1361 (carbon, from plants or animals) and UN 1362 (carbon, active) to clarify the exemption conditions, aging requirements and stowage requirements of the above goods;</p> <p>(2) Electric vehicles: add three dangerous goods items: UN 3556 (lithium ion electric vehicle), UN 3557 (lithium metal electric vehicle) and UN3558 (sodium ion electric vehicle); It is clear that UN 3171 is only applicable to vehicles and equipment driven by wet batteries, sodium metal batteries or sodium alloy batteries; The transportation conditions such as labeling, packing, fastening and packaging are refined.</p> <p>(3) Change the stowage code of UN 3536 (i.e. lithium batteries installed in cargo transport unit) from "stowage class A" to "stowage class D", and add stowage codes SW1 (Protected from source of heat) and SW2 (Clear of living quarters);</p> <p>(4) Eight special maritime regulations, such as SP 922, SP928 and SP931, have been revised to make it clear that the shipper must submit the exemption certificate to the carrier for some goods exempted according to the special regulations;</p> <p>(5) Revised the relevant provisions of "Equipment containing dangerous goods used or to be used in transportation";</p> <p>(6) The contents of column 17 of some dangerous goods items were revised, and the physical and chemical properties of related items were revised.</p>

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9.	AMENDMENTS TO THE PERFORMANCE STANDARD FOR PROTECTIVE COATINGS FOR DEDICATED SEAWATER BALLAST TANKS IN ALL TYPES OF SHIPS AND DOUBLE-SIDE SKIN SPACES OF BULK CARRIERS (RESOLUTION MSC.215(82))	MSC.557(108)	No	enter into force on 2026.01.01	Any type	All dedicated seawater ballast tanks arranged in ships GT≥500 and double-side skin spaces arranged in bulk carriers of 150 m in length and upwards	Amend "NACE Coating Inspector Level 2" in para.6.1.1 to "AMPP Certified Coating Inspector"
10.	AMENDMENTS TO THE PERFORMANCE STANDARD FOR PROTECTIVE COATINGS FOR CARGO OIL TANKS	MSC.558(108)	No	enter into force on 2026.01.01	CRUDE OIL TANKERS	DWT≥5000	Amend "NACE Coating Inspector Level 2" in para.6.1.1 to "AMPP Certified Coating Inspector"

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	OF CRUDE OIL TANKERS (RESOLUTION MSC.288(87))						
11.	AMENDMENTS TO 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))	MSC.559(108)	YES	enter into force on 2026.01.01	Any type	NA	Paragraph 6.2.3 of MSC.402(96) : the survey items of ventilation systems were added to the annual thorough examination and operational test of lifeboat.
12.	AMENDMENTS TO THE REVISED RECOMMENDATION ON TESTING OF LIFE-SAVING APPLIANCES (RESOLUTION MSC.81(70))	MSC.563 (108)	No	adopted on 2024.05.23	Any type	NA	In coordination with MSC.554(108), the prototype test requirements for underwater performance of lifejackets in Part 1 and the product and installation test requirements for launching appliance of survival craft and rescue boats in Part 2 were revised.

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13.	PERFORMANCE STANDARDS FOR ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEMS (ECDIS)	MSC.530(106)/Rev.1	No	adopted on 2024.05.24	Any type	NA	MSC.530(106) was revoked, and it was applicable to the electronic chart display and information system installed on or after January 1, 2029. In addition, the electronic chart display and information system(ECDIS) installed on or after January 1, 2026 but before 1 January 2029 can meet the revised performance standard in resolution MSC.530(106)/Rev.1 or the previous version of resolution MSC.232(82).
14.	REVISED INTERIM RECOMMENDATIONS FOR CARRIAGE OF LIQUEFIED HYDROGEN IN BULK	MSC.565(108)	No	Adopted on 2024.05.24	A ship carrying liquefied hydrogen in bulk	Any size	New Cargo containment systems with different thermal insulation methods are added, and the framework content is divided into three parts: Part A-General (applicable to ships with any type of cargo containment system); Part b-Cargo containment systems of independent cargo tanks using vacuum insulation; Part C-Cargo containment systems of independent cargo tanks using insulation materials and hydrogen gas in the inner insulation spaces.
15.	Guidelines for the sampling of fuel oil for determination of compliance with MARPOL Annex VI and SOLAS chapter II-2	MSC-MEPC.2/Circ.18	No	Date of issuance 2024.07.11	NA	NA	(1) This revision based on the 2009 fuel sampling guide(resolution MEPC.182(59) on 2009 Guidelines for the sampling of fuel oil for determination of compliance with the revised MARPOL Annex VI) makes the 2023 fuel sampling guide applicable to the fuel quality requirements of both MARPOL and SOLAS, thus establishing a common fuel sampling mechanism under SOLAS and MARPOL systems; (2) Increase the sampling from not less than 400 ml to not less than 600 ml, and specify the procedures and document requirements after the sample test (such as Sealing of the retained sample,

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							Procedures and documentation following testing of retained sample, etc.).
16.	Voluntary early implementation of the amendments to paragraphs 4.2.2 and 8.4.1 to 8.4.3 of the IGF code, adopted by resolution MSC.551(108)	MSC.1/Circ.1677	No	[TBD]	ships using low-flashpoint fuels	Cargo ship with GT≥500; passenger ship of any size	Resolution MSC.551(108), an amendment to the IGF Code, enter into force on January 1, 2026, and IMO encouraged member States Voluntary early implementation of the amendments to paragraphs 4.2.2 and 8.4.1 to 8.4.3 of the IGF code,.
17.	Revised standardized life-saving appliance evaluation and test report forms (personal life-saving appliances)	MSC.1/Circ.1628/Rev.2	No	Date of issuance 2024.07.03	Any type	NA	In coordination with LSA Code amendment MSC.554(108), the underwater performance testing requirements of lifejackets are revised.
18.	Revised unified interpretations of SOLAS chapter II-2 and the FSS and FTP Codes	MSC.1/Circ.1456/Rev.1	No	Date of issuance 2024.07.03	Any type	NA	In coordination with resolution MSC.550(108), it clarifies that the control station and cargo control room on cargo ships constructed before January 1, 2026 need not be equipped with fixed fire detection and alarm systems.

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19.	Revised guidelines for maintenance and repair of protective coatings	MSC.1/Circ.1330 /Rev.1	No	Date of issuance 2024.06.28	Any type	All dedicated seawater ballast tanks arranged in ships GT≥500 and double-side skin spaces arranged in bulk carriers of 150 m in length and upwards	Amend "NACE Coating Inspector Level 2" in para.6.3.2 to "AMPP Certified Coating Inspector"
20.	Revised guidelines on procedures for in-service maintenance and repair of coating systems for cargo oil	MSC.1/Circ.1399 /Rev.1	No	[TBD]	CRUDE OIL TANKERS	DWT≥5000	Amend "NACE Coating Inspector Level 2" in para.6.3.2 to "AMPP Certified Coating Inspector"

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	tanks of crude oil tankers						
21.	Guidelines on maritime cyber risk management	MSC-FAL.1/Circ.3/Rev.3	No	[TBD]	Any type	NA	<p>The updated circular, MSC-FAL.1/Circ.3/Rev.3, supersedes the interim guidelines in MSC.1/Circ.1526. The revision includes:</p> <p>(1)Additional definitions for Computer Based System (CBS), Cyber incident, Information Technology (IT), and Operational technology (OT).</p> <p>(2)Expansion of the list of systems critical to the safety and security of shipping and protection of the marine environment to include navigation systems, ship safety systems and communications systems, bunkering, lubrication, ballast, and fuel systems, security, access control and surveillance systems, crew and service personnel management systems, ship-port interfaces; and ship to shore integrated systems (e.g. remotecontrol systems/Maritime Autonomous Surface Ships).</p> <p>(3)Functional/technical cybersecurity controls listed under each functional element, representing the minimum controls to be implemented. These controls and functional elements relate to:</p> <ul style="list-style-type: none"> -Governance in the form of risk management strategy, expectations and policies; -Identification of risk to ships and ship/port interfaces; -Protection by implementation of risk control processes and measures, and contingency planning; -Detection by development, implementation and practice of activities necessary to detect a cyber

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							<p>incident event in a timely manner; -Response in form of activities and plans to minimize the effect of a detected cyber incident and provide resilience; -Recovery by implementing strategies for the recovery and reinstatement of essential business or mission critical assets or systems. (4)An updated list of Standards and Best Practices for Implementation of Cyber Risk Management, including reference to: -IACS Unified Requirement E26 – Cyber resilience of ships, and -IACS Unified Requirement E27 – Cyber resilience of onboard systems and equipment</p> <p>These draft guidelines need to be also approved by FAL Committee for official publication.The Committee has approved a revision to the Guidelines on Maritime Cyber Risk Management.</p>
22.	Revised guidelines on the application of high manganese austenitic steel for cryogenic service	MSC.1/Circ.1599/Rev.3	No	Date of issuance 2024.07.01	Ships to which IGC or IGF Code apply	Ships to which IGC or IGF Code apply	Ammonia is added to the applicable environment of steel, and it is clear that post-weld stress relief heat treatment is applicable to ammonia cargo and/or fuel tanks containing ammonia, and additional compatibility test requirements (such as test criteria, test conditions, test reports, etc.) for ammonia environment are added in Appendix 2 of this guidelines.
23.	Revised guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying	MSC.1/Circ.1622/Rev.1	No	Date of issuance 2024.07.01	ships carrying liquefied gases in bulk and ships using gases	Ships to which IGC or IGF Code apply	The guidelines stipulates that if post-weld heat treatment is not carried out, additional welding samples with required post-weld heat treatment should be provided; The requirements of corrosion test are added, and it is clear that the type of corrosion test applied depends on the materials, weld types and specific goods or fuels listed in IGC or IGF Code; Revise the acceptance criteria to make it

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	liquefied gases in bulk and ships using gases or other low-flashpoint fuels				or other low-flashpoint fuels		clear that the acceptance criteria should be based on the relevant recognized standards for the expected use of materials approved by the Administration; Additional compatibility test requirements for ammonia environment have been added.
24.	Interim guidelines for use of LPG cargo as fuel	MSC.1/Circ.1679	No	Date of issuance 2024.07.01	gas carriers complying with the requirements of the IGC Code using LPG cargoes as fuel	NA	These Interim Guidelines apply to gas carriers as defined in SOLAS regulation VII/11.2 complying with the requirements of the IGC Code using LPG cargoes as fuel, as a supplement to the existing provisions of chapter 16 of the IGC Code.
25.	Revised guidelines on alternative design and arrangements for SOLAS chapters II-1 and III	MSC.1/Circ.1212/Rev.2	No	Date of issuance 2024.06.26	Any type	NA	On the basis of the original circular, the lack of objectives, functional requirements (FR) and expected performance (EP) in Chapter II-1, part C/D/E of SOLAS Convention is added, involving the provisions on Machinery installations and Electrical installations and the Additional requirements for periodically unattended machinery spaces.
26.	Unified interpretations of SOLAS chapters II-1 and XII, the technical provisions for means of access	MSC.1/Circ.1572/Rev.2	No	Date of issuance 2024.06.17	Ship types to which each Regulation applies.	NA	(1) add the minimum interval of inspection of permanent means of access structure and relevant regulations on inspection/repair records; (2) According to the latest performance standard of water level detector MSC.188(79)/Rev.2, the interpretation of SOLAS Convention XII/12 is updated and revised harmoniously.

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	for inspections (resolution MSC.158(78)); and the Performance standards for water level detectors on ships subject to SOLAS regulations II-1/25 and 25-1, and XII/12 (resolution MSC.188(79)/Rev.2						
27.	Unified interpretations 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	MSC.1/Circ.1680	No	Date of issuance 2024.06.14	cargo ships and high-speed cargo craft, which carry more than 12 industrial personnel	GT≥500	According to the HSSC scheme and the non-HSSC scheme, the initial survey, annual (periodic)/intermediate survey and renewal of IP certificates of cargo ships and high-speed cargo ships are explained in a unified way, which is coordinated with SOLAS or HSC related safety certificates.

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	certificates						
28.	Unified interpretations of the Code on Noise Levels on Board Ships (resolution MSC.337(91))	MSC.1/Circ.1509/Rev.1	No	Date of issuance 2024.06.17	Ships to which the Code on Noise Levels apply		The standards for calibrating instruments in the calibration process of sound level meters and calibrators have been added, and it is clear that documents or marking should clearly state the results of periodic tests and the performance level of the instruments after calibration. This part will be used as a guide when the next calibration of sound level meters and calibrators is due (but not later than 1 Jun 2006).
29.	Unified interpretations of SOLAS regulations II-2/9 and 13	MSC.1/Circ.1511/Rev.1	No	Date of issuance 2024.06.26	Any type	Cargo ship with GT≥500; passenger ship of any size	The interpretation of "safe position" in the previous circular was revised, and the steering gear spaces was added to be regarded as a safe position even if the hydraulic oil used for the steering gear equipment was stored.

Note: In the column "Mandatory", "Yes" = mandatory; "No" = guidance; In the columns "Ship size" and "Ship date", "L" = load line length; "LBP"=length between perpendiculars;

In the column "Ship date", "Any date"= applicable to ships built at any time; "K" = date of keel laying; "B" = date of construction; "D"= date of delivery; "C" = date of contract for construction;