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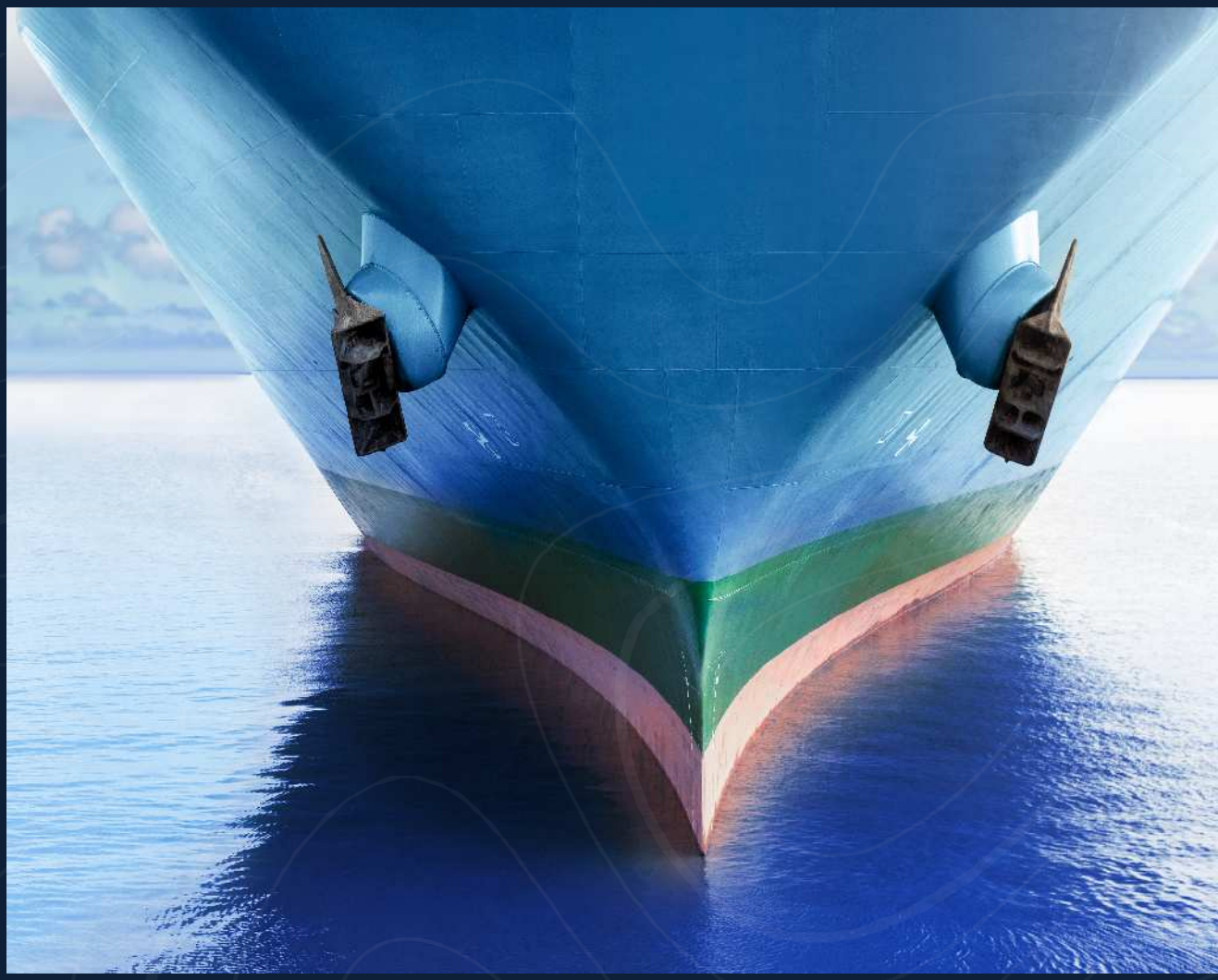

IMO UPDATE:

MARITIME SAFETY COMMITTEE (MSC 109). MEETING SUMMARY

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SUMMARY OF 109TH SESSION OF MARITIME SAFETY COMMITTEE (MSC)

The 109th session of the IMO's Maritime Safety Committee (MSC 109) was held in London, UK, from 02nd to 06th December 2024.

(This notice is prepared based on information available about the MSC 109 meeting in the IMO website)

Approved Mandatory Requirements

SOLAS Amendments to SOLAS Convention in Relation to the Application to IGC and IGF Codes

The Maritime Safety Committee (MSC) at its 109th session addressed significant amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) and the International Code of Safety for Ships Using Gases or Other Low-flashpoint Fuels (IGF Code), as well as related amendments to the SOLAS Convention. These amendments aim to enhance safety measures and accommodate the use of new alternative fuels, particularly ammonia, in response to the industry's efforts to reduce greenhouse gas emissions.

Amendments to the IGC Code

The amendments to the IGC Code primarily focus on enabling the use of toxic cargoes, such as ammonia, as fuel. Previously, the use of such cargoes was prohibited due to safety concerns. The revised paragraph 16.9.2 now allows toxic cargoes, including ammonia carried on Type 2G/2PG ships, to be utilized as fuel. This is contingent upon Administration approval and the implementation of safety measures equivalent to those for natural gas.

To promote early compliance, an MSC circular has been introduced to facilitate voluntary early adoption of these amendments by States before their official enforcement. The CCC Sub-Committee is concurrently developing interim guidelines to support ammonia's use as fuel, with completion targeted for 2026. These guidelines encompass classification of toxic areas, safe haven requirements for personnel, and ammonia release mitigation systems.

Entry into force: The adopted changes will formally take effect on 01 July 2026, applying universally to all gas carriers regulated under the IGC Code.

Amendments to the IGF Code

The IGF Code amendments aim to enhance safety provisions and broaden the scope to include gaseous fuels like ammonia, regardless of flashpoint. This change is addressed through revisions to SOLAS regulations II-1/56 and II-1/57, explicitly incorporating gaseous fuels into the IGF Code framework. The amendments clarify ammonia's inclusion as a permissible fuel type, despite its non-flammable vapor characteristics.

Significant safety enhancements were also made, including specific measures for minimum distances for suction wells in LNG fuel tanks, fire protection for fuel tanks on open decks, over-pressure relief arrangements for LNG fuel pipelines, and revised ventilation and hazardous area classifications.

Entry into force: These amendments will come into force on 1 January 2028, applying to ships contracted after this date or delivered post 01 January 2032.

Supporting Regulatory Actions and Voluntary Guidelines

The IMO has introduced interim guidelines to serve as a framework for ammonia use until formal IGF Code amendments are enacted. These guidelines address critical aspects like toxicity, ventilation, and emergency response measures. Updates to hazardous area zones have been implemented, particularly for fuel tank vent mast outlets and pipelines, to mitigate risks of explosions and fires. Alternative compliance methods based on dispersion analysis using Lower Explosive Limit (LEL) criteria were also introduced.

Additionally, the IMO approved voluntary measures, including a circular to encourage early

implementation of the IGC Code amendments, fostering proactive compliance among member States.

Goal-based new ship construction standards

The Goal-Based Standards (GBS) are a cornerstone of maritime safety and environmental sustainability, ensuring that new ships are designed and constructed to meet rigorous performance, safety, and environmental criteria. At MSC 109, significant progress was made in refining these standards, particularly focusing on oil tankers and bulk carriers over 150 meters in length, as mandated under SOLAS Chapter II-1/3-10. The objective of GBS is to enhance structural integrity, standardize global ship construction practices, and enable the maritime industry's transition to sustainable technologies. The tiered framework of GBS consists of high-level safety objectives (Tier I), functional requirements (Tier II), and verification of compliance (Tier III).

At the session, amendments were made to IACS Recommendation 34 on Standard Wave Data, a critical foundation for developing wave-induced loads and motions in Common Structural Rules (CSR). Issues addressed included clarifying the methodology and data used in wave load simulations, ensuring the transparency of standards, and improving the alignment of these revisions with GBS principles. An independent audit, requested by IACS, reviewed the revised structural rules outside the regular three-year cycle. This audit addressed gaps and ensured compliance with GBS standards. A resolution reinforcing GBS compliance requirements and continuous evaluation of ship construction standards were adopted. Revised wave data models under IACS Recommendation 34/Rev. 3 are being developed for implementation by July 2028.

The compliance framework emphasizes robust structural requirements, independent verification of ship designs, and maintenance of evolving standards. Verification is conducted by IMO-recognized organizations, ensuring that ships meet the required standards for lifetime loads and operational stresses. Continuous updates to standards ensure relevance amid technological and environmental changes, with non-compliance leading to operational restrictions. Future work includes developing Recommendation 34/Rev. 3 with comprehensive documentation by 2025 and revising CSR. Interim audits between 2025 and 2026, and final adoption of revisions at MSC 111 in May 2026, are planned.

The standards are also adapting to include energy-efficient designs and provisions for alternative fuels and propulsion systems. GBS compliance provides long-term benefits, such as reduced operational costs and enhanced marketability of compliant ships. Shipbuilders face increased construction complexity, while shipowners gain durable and efficient vessels. Flag States play a vital role in auditing and certifying compliance. The ongoing commitment by IMO and stakeholders ensures that GBS remains a global benchmark for maritime safety and environmental objectives, marking MSC 109 as a critical milestone in advancing sustainable and secure shipbuilding practices.

Entry into force: The revisions to IACS Recommendation 34 and the consequential updates to structural rules are expected to enter into force on 01 July 2028, following the completion of the verification audit and the adoption of the revised standards by the IMO.

This initiative underscores the IMO's dedication to aligning ship construction standards with modern safety, environmental, and operational requirements while maintaining a rigorous compliance verification process.

Development of a Code to Regulate Autonomous Ships

(Maritime Autonomous Surface Ships - MASS)

During MSC 109, significant progress was made toward the development of the Maritime Autonomous Surface Ships (MASS) Code. This code is

being prepared as a non-mandatory instrument, with the objective of establishing goal-based and functional requirements for autonomous ship operations. The Committee reviewed the work conducted by the Intersessional MASS Working Group (ISWG) and the MASS Correspondence Group, which had focused on refining the draft MASS Code and addressing key operational and regulatory challenges. Chapters on Safety of Navigation, Fire Protection, Fire Detection, and Fire Extinction were finalized, while work on chapters related to Search and Rescue and Emergency Response was advanced. The Committee also deliberated on the delegation of the master's tasks and duties in the context of MASS operations, identifying gaps in the draft code that would require further discussion.

The roadmap for the development of the non-mandatory MASS Code was updated, targeting finalization and adoption at MSC 111 in May 2026. It was agreed that after the adoption of the non-mandatory code, a mandatory MASS Code would be developed, with a goal of adoption by 2030. The Committee highlighted the importance of the experience-building phase and the need for collaboration among sub-committees to refine specific provisions of the MASS Code.

The proposed structure of the non-mandatory MASS Code includes three main parts: an introduction covering the purpose and application of the code, main principles for MASS and remote operations center functions, and specific functional requirements and expected performance standards for various operational aspects. Key areas such as risk assessment, connectivity, and remote operation systems are central to the framework. The Committee instructed the MASS Correspondence Group to continue its work, taking into account the feedback received during MSC 109, and to prepare for an intersessional working group meeting in 2025.

Entry into force: The non-mandatory MASS Code is targeted for finalization and adoption at MSC 111 in May 2026, with the mandatory MASS Code expected to be adopted by 2030.

This development represents a significant step in establishing a comprehensive regulatory framework for autonomous ships, ensuring their safe integration into the global maritime sector.

Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels (GHG safety)

At MSC 109, significant progress was made on developing a regulatory framework to enhance the safe adoption of new technologies and alternative fuels aimed at reducing greenhouse gas (GHG) emissions from ships. The Committee acknowledged the need to address gaps in current IMO instruments and create provisions to support the transition toward low- and zero-emission shipping. A Correspondence Group (CG) on GHG Safety was tasked with identifying barriers, drafting safety regulations, and compiling an updated list of alternative fuels and technologies. Among the new technologies, "swappable traction lithium-ion battery containers" were included as a distinct category, and their associated safety gaps were referred to the CG for consideration. Additionally, ongoing research into biofuels, such as marine biofuel (FAME type), highlighted the importance of addressing variations in calorific values and kinematic viscosities in blending ratios, which will inform future crew training and operational practices.

The Committee also addressed proposals for extending the scope of the IGF Code to encompass gaseous fuels regardless of flashpoint. Draft amendments to SOLAS Chapter II-1, including regulations 2 (definitions), 56 (application), and 57 (requirements for low-flashpoint fuels), were prepared. These revisions aim to clarify the applicability of the IGF Code to all gaseous fuels and ensure consistency with the broader framework for alternative fuels. The definition of "gaseous fuel" was

updated to include any fluid with a vapor pressure exceeding specific thresholds under standard conditions, and changes were proposed to ensure the IGF Code applies universally to ships using gaseous or low-flashpoint fuels.

Further, the Committee emphasized the need for capacity-building initiatives to support member States in implementing the new GHG safety framework. Technical cooperation and training programs were recommended to bridge potential knowledge gaps and prepare maritime stakeholders for the operational challenges associated with alternative fuels and technologies.

Entry into force: The amendments to SOLAS Chapter II-1 related to the application of the IGF Code and other GHG safety measures are expected to be adopted at MSC 110 in June 2025, with an anticipated entry into force by 2027.

These developments mark a pivotal step in aligning maritime operations with global decarbonization goals, fostering safer integration of alternative fuels and new technologies to mitigate the environmental impact of shipping.

Cyber risk management: 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 109 undertook a detailed review of the Guidelines on Maritime Cyber Risk Management (MSC-FAL.1/Circ.3/Rev.2), recognizing the urgent need to strengthen cybersecurity measures in response to the evolving nature of cyber threats and increased dependence on digital and interconnected systems in the maritime sector. The revised guidelines incorporated advanced strategies for identifying, assessing, and mitigating risks to enhance the cybersecurity posture of the shipping industry. Key updates included provisions for integrating cybersecurity measures into the broader Safety Management System (SMS) under the ISM Code and emphasizing a lifecycle approach to managing cyber risks, from vessel design and construction to operational phases. Enhanced recommendations were made for securing critical operational technology (OT) systems, such as navigation, communication, and propulsion, which are increasingly vulnerable to cyber intrusions.

The revisions also introduced robust protocols for incident response and recovery, urging shipowners and operators to establish clear procedures for addressing cyber incidents, conducting post-incident analyses, and sharing lessons learned to build sector-wide resilience. Specific guidance on handling ransomware attacks, phishing schemes, and system infiltrations was provided to align with international best practices and frameworks. The guidelines further emphasized the importance of regular risk assessments, penetration testing, and crew training to ensure all personnel, including onshore staff, are equipped to recognize and respond to cybersecurity threats effectively.

The Committee acknowledged the growing interdependencies between shipboard systems and shore-based operations, calling for closer collaboration among shipowners, technology providers, classification societies, and flag States. A key focus was on enhancing information-sharing mechanisms to foster real-time threat intelligence and enable swift responses to emerging threats. Recognizing the critical need for harmonization, the revised guidelines align with global cybersecurity standards, including those developed by the International Telecommunication Union (ITU) and the International Organization for Standardization (ISO).

The Committee approved the establishment of a dedicated working group to address future challenges in maritime cybersecurity, tasked with developing an advanced framework to address threats posed by artificial intelligence (AI), machine learning (ML), and other emerging technologies. This initiative aims to ensure the maritime sector remains

proactive in addressing cybersecurity risks and resilient against sophisticated attacks.

Entry into force: Entry into force: The revised Guidelines on Maritime Cyber Risk Management (MSC-FAL.1/Circ.3/Rev.2) were approved on 7 June 2022. Implementation timelines for additional measures will align with ongoing updates to security-related IMO instruments, with further details to be announced in subsequent sessions following the approval of specific initiatives.

The revisions represent a critical step forward in ensuring the maritime industry can mitigate cyber threats effectively, safeguarding the operational integrity of ships and associated shore-based systems while promoting a culture of continuous cybersecurity improvement.

Piracy and armed robbery against ships

At MSC 109, piracy and armed robbery against ships remained critical issues requiring ongoing attention and international cooperation. The Committee reviewed reports on the current state of piracy, including updates on incidents in high-risk areas such as the Gulf of Guinea, the Western Indian Ocean, and Southeast Asia. It was noted that although global incidents had declined in certain regions, emerging hotspots and changing tactics by criminal groups necessitate enhanced vigilance and coordinated responses. The Committee emphasized the importance of regional cooperation frameworks, such as the Djibouti Code of Conduct and its Jeddah Amendment, to strengthen counter-piracy efforts. Recommendations included reinforcing naval patrols in high-risk areas, improving information-sharing mechanisms between member States, and ensuring that ships adopt best management practices (BMPs) tailored to their operating regions. Particular focus was placed on the role of maritime security centers in facilitating real-time reporting and response coordination. The Committee also stressed the need for capacity-building initiatives to assist affected States in strengthening their maritime law enforcement capabilities and legal frameworks to prosecute offenders effectively.

Entry into force: No specific entry-into-force date was provided, as these measures build upon existing frameworks and ongoing regional and international efforts.

These actions reflect the IMO's commitment to combating piracy and armed robbery through comprehensive strategies, regional collaboration, and continuous support to member States to safeguard global shipping routes.

Revised guidelines for formal safety assessment (FSA)

The Maritime Safety Committee (MSC) at its 109th session approved draft amendments to the Revised Guidelines for Formal Safety Assessment (FSA) for use in the IMO rule-making process. These amendments were developed to address recommendations made by the FSA Experts Groups and the Ship Systems and Equipment (SSE) Sub-Committee that had considered various FSA studies. The revised guidelines aim to enhance the FSA methodology and improve its application in IMO's decision-making processes.

One of the key updates to the FSA guidelines is the revision of the cost criterion for the cost-benefit assessment of risk mitigating measures. This change is intended to provide a more accurate and up-to-date framework for evaluating the economic feasibility of proposed safety measures. Additionally, the revised guidelines incorporate findings from the FSA Experts Group that reported to SSE 10, as well as findings from the previous FSA Experts Group that met in 2019 and reported to MSC 102. These inclusions ensure that the latest insights and best practices are reflected in the updated guidelines.

The revised guidelines also include new text to emphasize that the severity index table provided is only an example, and that a specific severity index table can be developed for individual FSA studies using the formula given in the revised paragraph 3 of appendix 4. This clarification allows for greater

flexibility and customization of the FSA process to suit the specific needs of different safety assessments.

To address common misconceptions, additional text has been added to clarify that FSA is not a risk assessment tool or technique in itself. The guidelines now include new definitions for "sensitivity analysis" and "uncertainty analysis," which are crucial components of a comprehensive FSA study. Furthermore, the revised guidelines elaborate on the purpose and process of expert judgment, providing clearer guidance on how to incorporate expert opinions in the assessment process.

The Committee approved the draft MSC-MEPC.2 circular on Revised Guidelines for Formal Safety Assessment (FSA) for use in the IMO rule-making process. This circular will be disseminated as MSC-MEPC.2/Circ.12/Rev.3, pending concurrent approval by the Marine Environment Protection Committee (MEPC) at its 83rd session. The revision of these guidelines represents a significant step in improving the FSA methodology, which plays a crucial role in IMO's evidence-based decision-making process for developing and evaluating maritime safety and environmental protection regulations.

Entry into force: The revised FSA guidelines will become effective upon approval by both MSC and MEPC, with the exact date to be determined following MEPC 83's consideration.

Amendments to the LSA Code

- ***Ventilation Requirements for Partially Enclosed Lifeboats and Liferafts***

During MSC 109, amendments to the Life-Saving Appliances (LSA) Code were discussed, focusing on ventilation requirements for partially enclosed lifeboats and liferafts to enhance safety and operational reliability. The proposals aimed to address potential issues with insufficient airflow in partially enclosed survival craft, which can result in discomfort or health risks for occupants during extended periods of use. While the necessity for these ventilation requirements was thoroughly analyzed, further technical input and justification were required to finalize the amendments. The Committee emphasized that any new requirements must strike a balance between enhancing safety and maintaining the practicality of implementation for shipowners and operators. The issue has been carried forward for further deliberation, with submissions expected at the next session of the Sub-Committee on Ship Systems and Equipment (SSE 11). If no additional input is received, the matter may be closed.

Entry into force: Pending further deliberation and final adoption, the implementation timeline for these amendments has not yet been determined. This will be clarified following discussions at SSE 11.

This reflects the IMO's commitment to ensuring that survival craft are equipped to provide safe and habitable conditions for occupants while addressing practical challenges faced by the maritime industry.

- ***Design and Prototype Test Requirements for the Equipment Used in the Simulated Launching of Free-Fall Lifeboats***

During MSC 109, amendments to the Life-Saving Appliances (LSA) Code were addressed, focusing on enhancing the design and prototype test requirements for equipment used in the simulated launching of free-fall lifeboats. These amendments aim to ensure that equipment designed for training and simulation exercises meets rigorous safety and performance standards, aligning with the real-life operational conditions of free-fall lifeboats. The revisions cover detailed testing protocols and criteria to validate the durability, reliability, and safety of simulation equipment, including its structural integrity under repeated use. The discussions also included considerations for aligning the proposed amendments with existing standards for actual lifeboat launching equipment to avoid inconsistencies. While the groundwork for these amendments was laid, further refinements and alignment with stakeholder feedback are

anticipated before formal adoption. The matter has been referred to the Sub-Committee on Ship Systems and Equipment (SSE) for additional review and consideration at its next session.

Entry into force: The entry-into-force date for these amendments will be determined following the conclusion of discussions and formal adoption, expected after SSE 11.

These amendments underscore the IMO's commitment to enhancing maritime safety by ensuring that training and simulation equipment used in free-fall lifeboat operations adheres to stringent safety and performance standards.

- ***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***

At MSC 109, amendments to SOLAS Chapter III and Chapter IV of the Life-Saving Appliances (LSA) Code were discussed to mandate the carriage of self-righting or canopied reversible liferafts for new ships. This initiative aims to enhance the survivability and safety of passengers and crew during emergencies, particularly in adverse weather conditions. Self-righting liferafts and canopied reversible liferafts offer significant safety advantages, including protection from exposure and automatic orientation to provide safe refuge regardless of deployment conditions. The discussions acknowledged the practical and technical aspects of implementing these requirements, focusing on design standards, testing protocols, and integration with existing life-saving equipment. While the amendments were reviewed, the Committee agreed that additional functional requirements and performance standards need to be developed to ensure compatibility and effectiveness. A Correspondence Group was established to finalize the draft provisions, with further inputs and reports expected at the next session of the Sub-Committee on Ship Systems and Equipment (SSE 11).

Entry into force: The implementation timeline for these amendments will be determined following their final adoption, anticipated after SSE 11.

These amendments reflect the IMO's ongoing commitment to improving life-saving measures on ships and ensuring robust safety standards for new vessel construction.

- ***Amendments to the LSA Code: Minor corrections relating to retro-reflective materials used on life-saving appliances***

MSC 109 addressed minor corrections to the Life-Saving Appliances (LSA) Code related to retro-reflective materials used on life-saving appliances. These amendments aim to clarify and standardize the requirements for retro-reflective materials to enhance the visibility of life-saving equipment during search and rescue operations. Specific updates included aligning material specifications with current performance standards and ensuring consistent application across different types of life-saving appliances such as lifeboats, liferafts, and rescue boats. These corrections were developed to eliminate ambiguities in earlier provisions and ensure compliance with updated industry practices. The Committee approved revisions to standardized evaluation and test report forms for personal life-saving appliances, survival craft, rescue boats, and launching appliances, integrating the changes regarding retro-reflective materials. These amendments are expected to streamline compliance procedures while maintaining high safety standards.

Entry into force: These amendments will come into effect on 15 August 2025, applying to retro-reflective materials installed on life-saving appliances on or after this date.

These corrections emphasize the IMO's dedication to ensuring the effectiveness and reliability of life-saving appliances in maritime emergencies through precise and updated regulatory measures.

Detailed information on PPR work is available in the BV Summary for PPR 11.

Miscellaneous $ Other Developments

Report of the Sub-Committees

Following consideration of the reports of the Sub-Committees, the MSC:

MSC 109 formally adopted or approved several amendments, circulars, unified Interpretations, as prepared by the subcommittees on:

- Ship Systems and Equipment (SSE) - 10th session, held in March 2024

  MSC 109 approved draft amendments to the 1994 and 2000 HSC Codes for the carriage of infant lifejackets (for adoption at MSC 110) and adopted Unified Interpretations on lifesaving appliances and fire protection.

  Detailed information on SSE work is available in BV Summary for SSE 10.
- Navigation, Communication and Search and Rescue (NCSR) – 11th session, held in June 2024
- Carriage of Cargoes and Containers (CCC) - 10th session, held in September 2024

  MSC 109 approved "high-level" Interim Guidelines for the safety of ships using ammonia as fuel and a series of draft amendments to IGC Code for subsequent adoption at MSC 110.

  Detailed information on CCC work is available in BV Summary for CCC 10.
- Implementation of IMO Instruments - 10th session held in July 2024

  MSC 109 approved MSC.1 circular on Recommendations to national Administrations to prevent collisions with fishing vessels and the interim Guidance to assist competent authorities in the implementation of the Cape Town Agreement of 2012

  Detailed information on III work is available in BV Summary for III 10.
- Prevention and Response (PPR) -11th session, held from 19 to 23 February 2024

Any other matters

Inconsistent implementation of SOLAS regulations IV/10 and IV/15 and COMSAR.1/Circ.32/Rev.2 relating to an MF radio installation for sea area A3.

MSC 109 addressed concerns about divergent interpretations of GMDSS requirements for ships navigating in sea area A3, specifically whether a duplicated MF/HF radio installation can also serve as the primary MF radio. IACS had identified diverging practices, with some Member States requiring an additional MF or RMSS ship earth station, while others accepted a single MF/HF radio installation for both roles.

To ensure uniform application, MSC 109 confirmed that a single MF/HF radio installation is permissible for both purposes and to this effect instructed the Secretariat to revise footnote 6 of the table beneath paragraph 2.3 in COMSAR.1/Circ.32/Rev.2.

List of resolutions and circulars adopted /approved by MSC 109

Resolutions

1) Resolution MSC.XXX (109) - Amendments to Chapter 16 of the IGC Code
2) Resolution MSC.XXX (109) - Amendments to IGF Code
3) Resolution MSC.509(105)/Rev.1 - Provision of radio services for the Global Maritime Distress and Safety System (GMDSS)
4) Resolution MSC.81(70)/Rev - Revised recommendation on testing of life-saving appliances

Circulars

- MSC.1/Circ. XXX/ - Unified interpretations of SOLAS regulations III/20.8.4 and 20.11, and resolution MSC.402(96), on the applicability of SOLAS regulation III/20.11 and resolution MSC.402(96) to inflated rescue boats
- MSC.1/Circ. XXX/ - Unified interpretations of SOLAS regulation II-2/4.5.6.1, and paragraphs 3.1.2, 3.1.4 and 3.5.3 of the IBC Code, on cargo/vapour piping and related gas freeing piping/ducts on tankers
- MSC.1/Circ.XXX/ - Unified interpretations of SOLAS Chapter II-2, on consistent application of SOLAS regulation II-2/11.4.1 on the crown of a machinery space of category A; as well as SOLAS regulations II-2/4.5.3.2.2 and 11.6.3.2 on the secondary means of venting cargo tanks.
- MSC.1/Circ.1276/Rev.2 - Revised unified interpretations of SOLAS Chapter II-2, rectifying an oversight regarding references to SOLAS regulation II-2/9.7.5.1
- MSC.1/Circ.XXX/ - Unified interpretation of SOLAS Chapter II-1, on SOLAS regulation II-1/26 concerning single essential propulsion components
- MSC-FAL.2/Circ. XX/Rev. X - Guidelines concerning the recovery of deceased persons in migrant boats and of death after recovery
- MSC.1/Circ.XXX/ - Voluntary early implementation of amendments to Chapter 16 of the IGC Code
- MSC.1/Circ.1628/Rev.3 - Revised standardized life-saving appliance evaluation and test report forms (personal life-saving appliances)
- MSC.1/Circ.1630/Rev.3 - Revised standardized life-saving appliance evaluation and test report forms (survival craft)
- MSC.1/Circ.1631/Rev.1- Revised standardized life-saving appliance evaluation and test report forms (rescue boats)
- MSC.1/Circ.1632/Rev.1- Revised standardized life-saving appliance evaluation and test report forms (launching and embarkation appliances)
- MSC.1/Circ.677/Rev.1- Revised standards for the design, testing and locating of devices to prevent the passage of flame into cargo tanks in tankers
- COLREG.2/Circ. [81] - Traffic separation schemes and associated measures
- MSC.1/Circ.677/Rev.1 - Revised standards for the design, testing and locating of devices to prevent the passage of flame into cargo tanks in tankers
- MSC.1/Circ.1276/Rev.2 - Revised unified interpretations of SOLAS chapter II-2, rectifying an oversight regarding references to SOLAS regulation II-2/9.7.5.1
- MSC.1/Circ.1460/Rev.5 - Guidance on the validity of radiocommunications equipment installed and used on ships
- MSC.1/Circ.1628/Rev.3 - Revised standardized life-saving appliance evaluation and test report forms (personal life-saving appliances)
- MSC.1/Circ.1630/Rev.3 - Revised standardized life-saving appliance evaluation and test report forms (survival craft)

- MSC.1/Circ.1631/Rev.1 - Revised standardized life-saving appliance evaluation and test report forms (rescue boats)
- MSC.1/Circ.1632/Rev.1 - Revised standardized life-saving appliance evaluation and test report forms (launching and embarkation appliances)
- MSC-MEPC.2/Circ.12/Rev.3 - Revised guidelines for Formal Safety Assessment (FSA) for use in the IMO rule-making process
- MSC-FAL.1/Circ.3/Rev.2 - Revised Guidelines on Maritime Cyber Risk Management provide high-level recommendations for managing cybersecurity risks in maritime operations.

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