



Türk Loydu Summary Report – MSC 111

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TLR /MSC 111

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summary report

The 111th session of the Maritime Safety Committee, was held from 13 to 22 May 2026. Main decisions and discussions have been summarized hereunder.

AMENDMENTS TO MANDATORY INSTRUMENTS

Amendments to SOLAS

Draft amendments to SOLAS chapters IV and V in relation to the requirement for dissemination of maritime safety information (MSI) and SAR-related information

The Committee adopted the draft amendments to SOLAS regulations IV/5, V/4 and V/5 concerning the requirement for dissemination of maritime safety information and SAR-related information through all operational mobile satellite services recognized by the Organization for use in the Global Maritime Distress and Safety System with entry into force on 1 January 2028.

In conjunction with the adoption of these draft amendments, a non-mandatory draft resolution on "Provision of radio services for the GMDSS" was also adopted by the Committee.

Draft amendments to SOLAS chapter V in relation to the introduction of the VHF data exchange system (VDES)

The Committee adopted the draft amendments to SOLAS chapter V and the appendix to introduce the VHF Data Exchange System (VDES) with a view to subsequent adoption at MSC 111 and entry into force on 1 January 2028.

In this connection, the Committee adopted the draft MSC resolution on "Introduction of the VHF Data Exchange System (VDES) into the IMO regulatory framework" and the draft MSC resolution on "Performance standards for shipborne VHF data exchange system (VDES)" and draft MSC circular "Guidelines for the operational use of shipborne VHF data exchange system (VDES)" at MSC 111 together with the adoption of the aforementioned draft amendments to SOLAS.

Amendments to the 1994 and 2000 HSC Codes

In relation with draft amendments to SOLAS chapter V in relation to the introduction of the VHF data exchange system (VDES), the Committee also adopted consequential draft amendments to the 1994 and 2000 HSC Codes with entry into force on 1 January 2028.

Amendments to the 2011 ESP Code

The Committee adopted the draft amendments to the 2011 ESP Code, to permit the use of Remote Inspection Techniques. Remote Inspection Technique (RIT) is a means of survey of any parts of the structure without the need for direct physical access of the surveyor. However, RIT is not a substitute for in-person surveys. These amendments are expected to enter into force on 1 January 2028.

In relation to these amendments, the Committee approved "Guidelines on the use of remote inspection techniques (RIT) for ESP Code surveys" (See SDC part of the report).

Amendments to the IMDG Code

The Committee adopted draft amendments to IMDG Code (43-26) with entry into force on 1 January 2028. The amendments will be applicable voluntarily from 1 January 2027.

IMDG Code (Dangerous Goods) amendments, in general, are on;

- Battery and Vehicle Transport (i.e. new entries for lithium metal and sodium-ion batteries installed, battery marking, hybrid batteries, exemption conditions).
- Classification and Dangerous Goods List Updates (i.e, new UN Entries, Changes on Classes 1, 4.1, 6.2, 8)
- Technical and Equipment Standards (i.e, the segregation distances for radioactive materials, FRP Service equipment)
- Operational and Documentation Requirements (i.e. Dangerous Goods List)

In addition, "Revised emergency response procedures for ships carrying dangerous goods (EmS Guide)" was approved by the Committee.

Draft amendments to the IP Code

The Committee adopted the draft amendments to part IV of the IP Code with regard to the industrial personnel weight (90 kg) for stability calculations with entry into force date on 1 January 2028.

Draft amendments to the LSA Code

MSC 111 adopted draft amendments to the LSA Code, 4.7.7 in relation to the application provisions therein and arrangements to test the release system under load without launching the free-fall lifeboat into the water with entry into force date of 1 January 2028. The amendments will be applied to free-fall lifeboat installed on or after 1 January 2031.

According to the amendments, for each free-fall lifeboat installed, the arrangement to test the release system under load without launching the lifeboat into the water shall be designed with a safety factor of at least 6 on the basis of the calculated maximum working load with full complement of persons and equipment and the ultimate strength of the materials used for its construction considering static and relevant dynamic loads. In addition, components of the arrangement that are exposed to the marine environment, other than falls and temporarily installed equipment, shall be constructed from materials that are corrosion resistant in the marine environment without the need for coatings or galvanizing.

The Committee also adopted/approved the draft amendments to both resolutions MSC 402(96) and MSC 81(70). Both resolutions were revised in accordance with simulated launch of free-fall lifeboats amendments with entry into force date on 1 January 2028. Note that this requirement is expected to be applied from 1 January 2031 inline with the amendment to 4.7.7 (See above).

Amendments to the 1988 Load Lines Protocol

The Committee adopted draft amendments to regulation 25 of the 1988 Load Lines Protocol, regarding the requirement for setting of guard rails on the deck structure with entry into force date on 1 January 2028.

The following revisions can be highlighted in the draft amendments:

- Guard rails or bulwarks shall be fitted not only around superstructures but also around all exposed decks and all exposed sea access holes (such as edges of moonpools) accessible to the crew during navigation.
- If the height of the bulwarks or guard rails (at least 1 m from the deck) interferes with the normal operation of the ship a lesser height may be approved, if the Administration is satisfied that adequate protection is provided.
- All guardrails shall be at least three courses.
- If chains fitted between two fixed stanchions and/or bulwark, chains shall be tightened as much as reasonably practicable and shall be detachable.

Please refer to [Appendix I](#) for list of resolutions and [Appendix II](#) for List of Circulars adopted/approved by MSC 111.

GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS

Fourteen recognised organisations including Türk Loydu have been confirmed to maintain its compliance with the International Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers (GBS Standards) by the decision of MSC 111. The decision was taken based on the recommendation provided by the Audit Team after the maintenance of verification audit carried out for rule amendments 2023 - 2025.

DEVELOPMENT OF A GOAL-BASED INSTRUMENT FOR MARITIME AUTONOMOUS SURFACE SHIPS (MASS)

The International Maritime Organization adopted the International Code of Safety for Maritime Autonomous Surface Ships at the Maritime Safety Committee, at its 111th session. The non-mandatory MASS Code will apply, on or after 1 July 2026, to cargo ships of 500 gross tonnage and above to which the SOLAS Convention applies. For ships outside this scope, the application of the Code will be subject to the discretion of the Administration.

The MASS Code has been developed with the purpose of addressing aspects that had not been adequately or fully addressed by SOLAS and other IMO instruments for autonomous or remotely operated ships. The Code has been constructed, in general, with a goal-based approach and consists of three parts, containing provisions relating, inter alia, to the design of systems, operational requirements, risk assessment, survey and certification processes, remote operation centres, connectivity, communication, and the safety of navigation. The MASS Code constitutes the first international regulatory instrument specifically addressing MASS within the maritime.

With a view to ensuring the effective implementation of the Code and the continuous improvement thereof, a roadmap, including a three stage Experience-Building Phase consisting of a structured and phased approach for the data collection and analysis of experience gained from the application of the Code (EBP), has also been endorsed by the Committee. According to the roadmap and on the basis of the experience obtained during the EBP, the Organization has planned to initiate the development of a mandatory MASS Code in 2028. The mandatory Code is intended to be adopted and to enter into force in 2032, with an addition of a new Chapter (XVI) to the SOLAS Convention.

DEVELOPMENT OF A SAFETY REGULATORY FRAMEWORK TO SUPPORT THE REDUCTION OF GHG EMISSIONS FROM SHIPS USING NEW TECHNOLOGIES AND ALTERNATIVE FUELS

MSC 111 continued the IMO's work on developing a comprehensive safety regulatory framework to support the maritime sector's decarbonization by addressing regulatory barriers, safety gaps, and operational challenges associated with alternative fuels and new technologies. The Committee endorsed detailed work plans for the SDC and CCC Sub-Committees covering fuels and technologies such as ammonia, hydrogen, methanol/ethanol, low-flashpoint fuels, fuel cells, batteries, wind-assisted propulsion, nuclear power, and onboard carbon capture systems. MSC 111 also approved draft amendments to SOLAS and the IGF Code to clarify the application of the "one ship, one code" policy, and also approved interim safety guidelines for ships using hydrogen as fuel and ammonia cargo as fuel, and confirmed a structured roadmap for developing future mandatory requirements that will enable the safe adoption of low- and zero-carbon technologies across the shipping industry. (See also CCC part of the report)

REVIEW OF THE FINANCIAL ARCHITECTURE OF THE LRIT SYSTEM

MSC 111 focused on increasing the utilization of LRIT data by coastal States through the introduction of a free-of-charge policy for standard periodic LRIT position reports. The Committee approved draft amendments to SOLAS Regulation V/19-1 and, in principle, revisions to the LRIT Performance Standards (MSC.263(84)/Rev.1) to implement a new cost model, under which automatically transmitted six-hour LRIT position reports provided to entitled coastal States would no longer incur charges. The initiative aims to enhance maritime domain awareness, safety, security, and environmental protection by removing financial barriers that have limited LRIT use, while maintaining the system's sustainability through revised cost allocation arrangements. The amendments are expected to be adopted at MSC 112 and enter into force on 1 January 2032.

SHIP DESIGN AND CONSTRUCTION

Explanatory Notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty (MSC.1/Circ.1369)

The Committee approved the Explanatory Notes for safe return to port and orderly evacuation and abandonment after a fire or flooding casualty (MSC.1/Circ.1369/Rev.1) which introduced amendments and additions on system operability, steering and propulsion redundancy, documentation and verification requirements, and provided improved criteria for which systems had to support evacuation and abandonment or "remain operational" after a fire or flooding casualty.

Guidelines on the use of remote inspection techniques (RIT) for ESP Code surveys

The Committee approved guidelines (MSC.1/Circ.1700) on using RIT (e.g., unmanned robotic vehicles like drones) to support ESP Code surveys. The guidelines establish a new framework for the oversight of firms and equipment used in these inspections. RIT must be conducted by a certified firm. Certification procedures cover supervisor and operator qualifications, training, and quality assurance systems. Certifications for RIT firms are valid for three years.

RIT systems must be assessed, tested, and certified to ensure their capabilities and limitations are documented. The use of RIT also introduces more rigorous planning and documentation requirements. The RIT equipment and two-way communication methods must also be validated on board prior to every survey to account for existing conditions. RIT reports must include all captured videos and images, details of

damages found, and evidence that the attending surveyor reviewed and approved the data.

Amendments to the 2011 ESP Code

The Committee approved, in principle, the draft amendments to paragraph 5.4.2 of parts A and B of annex A of the 2011 ESP Code, harmonizing fracture detection procedures between the two annexes of the Code, adding the option of "other equivalent means" with a view to final approval by MSC 113 together with future amendments, if any, and adoption by MSC 114.

Amendments to the Technical provisions for means of access for inspections

The Committee approved the draft amendments to the Technical provisions for means of access for inspections (resolution MSC.133(76), as amended by MSC.158(78)) in order to restrict the length of portable ladders used for close-up surveys of side shell frames in bulk carriers to a maximum of 5 metres to ensure safety and consistency with a view to adoption at MSC 112 and entry into force on 1 July 2028.

Guidelines for use of fibre reinforced plastics (FRP) within ship structures

The Committee approved MSC.1/Circ.1574/Rev.1 on Revised interim guidelines for use of fibre reinforced plastic (FRP) elements within ship structures: fire safety. The guidelines categorize FRP elements into three groups: non-load-bearing, load-bearing not contributing to global strength, and load-bearing contributing to global strength and provide detailed criteria for evaluating fire safety hazards such as ignition potential, smoke generation, fire containment, and structural integrity.

Means of escape from spaces below the bulkhead deck

The Committee considered the request to revoke MSC.1/Circ.1689 on machinery space escape arrangements following the conclusion that no safety concerns had been demonstrated in the application of current SOLAS regulations II-2/13.4.1.1 and 13.4.2.1. Following discussion, the Committee agreed to keep the circular but with a revision to retain guidance for the consistent implementation of safety standards.

Amendments to the 2009 MODU Code

The Committee adopted resolution MSC.596(111) on Amendments to the 2009 MODU Code containing amendments to chapter 6 of the 2009 MODU Code to clarify requirements for electrical equipment that must remain operational after an emergency shutdown.

Please see [Türk Loydu SDC 12 Report](#) for further details.

HUMAN ELEMENT, TRAINING AND WATCHKEEPING

The Committee approved:

- STCW.7/Circ.26 on Interim guidelines on training for seafarers on ships using methyl/ethyl alcohol as fuel and,
- STCW.7/Circ.27 on Interim guidelines on training for seafarers on ships using ammonia as fuel.

In addition, the Committee endorsed the work plan for the development of training provisions for seafarers on ships using alternative fuels and new technologies.

NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE(NCSR)

Ships' routing and ship reporting systems proposals

MSC 111 adopted several routing measures and mandatory ship reporting systems including ADRIREP, SOUNDREP, BELTREP, and a new Area to Be Avoided off Réunion to enhance navigational safety, improve traffic monitoring, reduce reporting burdens through digitalization, and strengthen protection of the marine environment.

Amendments to the Worldwide Radionavigation System (resolution A.1046(27))

MSC 111 adopted amendments to Resolution A.1046(27) introducing procedures and requirements for augmentation systems. These systems improve the accuracy, reliability, availability, and integrity of positioning, navigation, and timing (PNT) information, particularly in coastal waters and port approaches where standalone GNSS performance may be insufficient. The Committee endorsed the agreement of the NCSR Sub-Committee that recognition of augmentation systems by the Organization was not required.

Performance standards for shipborne BeiDou Satellite Navigation System (BDS) receiver equipment

The Committee adopted resolution MSC.379(93)/Rev.1 on Performance standards for shipborne BeiDou Satellite Navigation System (BDS) receiver equipment to reflect the system's current capabilities and services.

Other matters

The Committee approved:

MSC.1/Circ.1704 on Guidelines for software maintenance of shipboard computer-based navigation and communication equipment and systems

The circular provides a standardized framework for the safe, secure, and effective maintenance of software used in shipboard navigation and communication systems regulated under SOLAS Chapters IV and V.

MSC.1/Circ.1705 on Guidelines on carriage and use of electronic nautical publications (ENP) system

The circular is developed to support the increasing use of digital nautical publications as an alternative to traditional paper publications required under SOLAS Regulations V/19 and V/27. The guidelines provide a standardized framework for the carriage, operation, maintenance, updating, backup, and cybersecurity management of ENP systems, covering hardware, software, power supply arrangements, display requirements, and contingency measures in the event of system failure.

MSC.1/Circ.1657/Rev.1 on Procedure for responding to DSC distress alerts by ships

MSC 111 approved MSC.1/Circ.1657/Rev.1 to align shipboard distress alert response procedures with the latest provisions of ITU-R Recommendation M.541-11 (Operational Procedures for the Use of Digital Selective Calling Equipment in the Maritime Mobile Service) and ITU-R Recommendation M.585-9 (Assignment and Use of Identities in the Maritime Mobile Service).

The Committee endorsed the action taken by the Sub-Committee on:

COMSAR.1/Circ.61 on Guidance for entering and updating information on search and rescue services into the Global SAR Plan and on how to get access to the information for operational use

The Circular provides updated guidance for Member States on entering, maintaining, and accessing information within the IMO Global Search and Rescue (SAR) Plan through the Global Integrated Shipping Information System (GISIS).

CARRIAGE OF CARGOES AND CONTAINERS

IGC Code Amendments

MSC 111 approved a comprehensive package of draft amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), incorporating regulatory developments, Unified Interpretations and experience gained since the entry into force of the 2014 IGC Code.

The amendments cover a wide range of technical and operational requirements, including the application of the Code, cargo tank filling limits, cargo containment systems, materials, cargo pressure and temperature control, electrical installations, fire protection, cargo transfer arrangements, emergency shutdown systems, the use of cargoes other than LNG as fuel, and specific requirements for the carriage of carbon dioxide.

The draft amendments are expected to be adopted at MSC 112, with an anticipated entry into force date of 1 July 2028.

One ship, one code principle

MSC 111 approved draft amendments to SOLAS regulations II-1/2, II-1/55, II-1/56 and II-1/57 and corresponding amendments to the IGF Code to clarify the application of the IGF Code to ships using gaseous fuels.

The amendments reinforce the “one ship, one code” principle, under which gas carriers subject to the IGC Code are not additionally required to comply with the IGF Code for the use of cargo as fuel. The amendments also align the definitions of gaseous fuel and low-flashpoint fuel between SOLAS and the IGF Code.

The draft amendments are expected to be adopted at MSC 112 and enter into force on 1 July 2028.

Unified Interpretations (IGC Code)

MSC 111 approved Unified Interpretations of the IGC Code, providing clarification on the application of IGC Code requirements related to the testing and effectiveness assessment of secondary barriers for membrane cargo containment systems.

Interim Guidelines for Hydrogen as Fuel

MSC 111 approved the Interim Guidelines for the Safety of Ships Using Hydrogen as Fuel. The Guidelines provide technical provisions for the arrangement, installation, control and monitoring of machinery, equipment and systems using hydrogen as fuel, with the aim of minimizing risks to the ship, persons on board and the environment.

Key provisions include:

- Risk assessments addressing hydrogen-specific hazards.
- Requirements for hydrogen fuel containment and fuel supply systems;
- Arrangements for bunkering and fuel transfer;
- Measures for the prevention, detection and mitigation of hydrogen leakage;
- Ventilation and gas detection arrangements;

- Fire safety and explosion protection measures; and
- Control, monitoring and safety systems.

Interim Guidelines for Ammonia Cargo as Fuel

MSC 111 approved the Interim Guidelines for Use of Ammonia Cargo as Fuel. The Guidelines provide following technical provisions for gas carriers using ammonia cargo as fuel:

- Requirements for ammonia fuel containment and fuel supply systems;
- Arrangements for bunkering and fuel transfer
- Measures for the prevention, detection and mitigation of ammonia releases
- Ventilation and gas detection arrangements
- Fire safety and fire protection measures
- Control, monitoring and safety systems.

Liquefied Hydrogen in Bulk

MSC 111 adopted a revised version of the Interim Recommendations for the Carriage of Liquefied Hydrogen in Bulk. The revision expands the existing recommendations by introducing provisions for membrane-type cargo containment systems maintaining the insulation spaces under vacuum.

Please see [Türk Loydu CCC 11 Report](#) for further details.

POLLUTION PREVENTION AND RESPONSE

The Committee agreed to the draft amendments to the International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC Code) to incorporate entries in List 1 of the MEPC.2 circular on Provisional categorization of liquid substances in accordance with MARPOL Annex II and the IBC Code which were valid for all countries and had no expiry date.

IMPLEMENTATION OF IMO INSTRUMENTS

Lessons learned from marine casualties

The Committee, having concurred with the decision of MEPC 84, endorsed the issuance of III.3/Circ.14 on Lessons learned from marine casualties.

II.3/Circ.14 is a practical safety circular that consolidates lessons learned from 36 marine casualty and incident investigations reported to IMO Member States. Its purpose is to disseminate operational safety knowledge and prevent recurrence of similar accidents by highlighting recurring deficiencies in navigation, bridge resource management, machinery operation, maintenance, emergency response, risk assessment, and safety management system implementation.

Observations on the quality of investigation reports

The Committee, having concurred with the decision of MEPC 84, endorsed the issuance of III.3/Circ.15 on Casualty analysis and statistics – Observations on the quality of casualty investigation reports.

III.3/Circ.15 provides a higher-level analytical review of 39 casualty investigation reports to identify systemic trends and recurring causal factors across the industry. Rather than focusing on individual incidents, it examines common patterns such as inadequate risk assessment, weak safety culture, management failures, insufficient training and familiarization, poor communication, and deficiencies in safety management systems.

Casualty analysis and procedures

The Committee approved MSC.1/Circ.1706 on Casualty analysis process and procedure on casualty investigation reports and data-based studies.

Finalization of guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications

The Committee, having concurred with the decision of MEPC 84, approved MSC-MEPC.5/Circ.17 on Guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications.

Summary of important items from guidance can be outlined as below:

- The guidance confirms that, under normal circumstances, initial and renewal surveys (except for documentary checks), including Passenger Ship Safety Renewal Surveys, should not be carried out remotely.
- Initial, intermediate, renewal, and additional shipboard ISM audits should not be fully replaced by remote audits
- Due to the highly sensitive nature of security information, remote verifications for the ISPS Code are generally limited to extraordinary circumstances (See A1188(33), 4.8.2) and only for interim, intermediate, and additional shipboard verifications

Unified interpretation of "completion date of the survey"

The Committee approved a revised unified interpretation (MSC-MEPC.5/Circ.3) regarding "completion date of the survey". The completion date of the survey is clarified as being based on the date of the last initial/renewal survey and verification visit, as relevant, on which all items required to be surveyed or verified have been surveyed or verified regardless of whether the items were found satisfactory or with minor deficiencies or nonconformities.

Please see [Türk Loydu III 11](#) report for further details.

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APPENDIX 1 - LIST OF RESOLUTIONS

Resolution MSC.583(111) – Amendments to Chapters IV and V, and the Appendix of the International Convention for the Safety of Life at Sea, 1974

Resolution MSC.584(111) – Amendments to the International Code on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code)

Resolution MSC.585(111) – Amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code)

Resolution MSC.586(111) – Amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code)

Resolution MSC.587(111) – Amendments to the International Maritime Dangerous Goods (IMDG) Code

Resolution MSC.588(111) – Amendments to the International Code of Safety for Ships Carrying Industrial Personnel (IP Code)

Resolution MSC.589(111) – Amendments to the International Life-Saving Appliance (LSA) Code

Resolution MSC.590(111) – 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))

Resolution MSC.591(111) – Amendments to the Protocol of 1988 Relating to the International Convention on Load Lines, 1966 (1988 Load Lines Protocol)

Resolution MSC.509(105)/Rev.2 – Provision of Radio Services for the Global Maritime Distress and Safety System (GMDSS)

Resolution MSC.592(111) – Introduction of VHF Data Exchange System (VDES) Into the IMO Regulatory Framework

Resolution MSC.593(111) – Performance Standards for Shipborne VHF Data Exchange System (VDES)

Resolution MSC.594(111) – Amendments to the Revised Recommendation on Testing of Life-Saving Appliances (Resolution MSC.81(70))

Resolution MSC.595(111) – International Code of Safety for Maritime Autonomous Surface Ships (MASS Code)

Resolution MSC.448(99)/Rev.1 – Revised Guidelines on the Prevention of Access by Stowaways and the Allocation of Responsibilities to Seek the Successful Resolution of Stowaway Cases

Resolution MSC.596(111) – Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009 (2009 MODU Code)

Resolution MSC.597(111) on the Revised Interim Recommendations for Carriage of Liquefied Hydrogen in Bulk

Resolution MSC.598(111) – Mandatory Ship Reporting System in the Adriatic Sea (ADRIREP)

Resolution MSC.314(88)/Rev.1 – Mandatory Ship Reporting System in the Sound Between Denmark and Sweden (SOUNDREP)

Resolution MSC.332(90)/Rev.1 – Mandatory Ship Reporting System in the Storebaelt (Great Belt) Traffic Area (BELTREP)

Resolution MSC.599(111) – Amendments to the Worldwide Radionavigation System (Resolution A.1046(27))

Resolution MSC.379(93)/Rev.1 – Performance Standards for Shipborne BeiDou Satellite Navigation System (BDS) Receiver Equipment

APPENDIX-2 - List of Circulars Approved by MSC 111

MSC.1/Circ.1698	Guidance on training and certification of seafarers affected by the situation in the Arabian Sea, the Sea of Oman and the Gulf region, particularly in and around the Strait of Hormuz
MSC.1/Circ.1699	Guidelines for the onboard operational use of shipborne VHF data exchange system (VDES)
MSC.1/Circ.1588/Rev.4	Revised emergency response procedures for ships carrying dangerous goods (EmS Guide)
MSC.1/Circ.1205/Rev.2	Revised guidelines for developing operation and maintenance manuals for lifeboat systems
MSC.1/Circ.1529/Rev.1	Unified interpretations of paragraphs 4.4.7.6 and 4.7.7 of the LSA Code
MSC.1/Circ.1578/Rev.1	Revised guidelines on safety during abandon ship drills using lifeboats
MSC.1/Circ.1630/Rev.4	Revised standardized life-saving appliance evaluation and test report forms (survival craft)
MSC.1/Circ.1369/Rev.1	Explanatory Notes for safe return to port and orderly evacuation and abandonment after a fire or flooding casualty
MSC.1/Circ.1700	Guidelines on the use of remote inspection techniques for ESP Code surveys
MSC.1/Circ.1574/Rev.1	Revised interim guidelines for use of fibre reinforced plastic (FRP) elements within ship structures: fire safety
MSC.1/Circ.1701	Interim Guidelines for the safety of ships using hydrogen as fuel
MSC.1/Circ.1702	Interim Guidelines for use of ammonia cargo as fuel
MSC.1/Circ.1689/Rev.1	Escape arrangements from the lower part of machinery spaces
STCW.7/Circ.26	Interim guidelines on training for seafarers on ships using methyl/ethyl alcohol as fuel
STCW.7/Circ.27	Interim guidelines on training for seafarers on ships using ammonia as fuel
MSC.1/Circ.1163/Rev.14	Parties to the STCW Convention confirmed to give full and complete effect
MSC.1/Circ.1164/Rev.31	Promulgation of information related to reports of independent evaluation submitted by Parties to the STCW Convention
MSC.1/Circ.797/Rev.43	List of competent persons maintained by the Secretary-General pursuant to section A-I/7 of the STCW Code
MSC.1/Circ.1703	Unified interpretations of the IGC Code
SN.1/Circ.346	Routing measures other than traffic separation schemes
MSC.1/Circ.1704	Guidelines for software maintenance of shipboard computer-based navigation and communication equipment and systems
MSC.1/Circ.1705	Guidelines on carriage and use of electronic nautical publications (ENP) system
MSC.1/Circ.1657/Rev.1	Procedure for responding to DSC distress alerts by ships

MSC.1/Circ.1706	Casualty analysis process and procedure on casualty investigation reports and data-based studies
MSC-MEPC.5/Circ.17	Guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications
MSC-MEPC.5/Circ.3/Rev.1	Revised unified interpretation of the date of completion of the survey and verification on which the certificates are based
MSC-FAL.1/Circ.3/Rev.4	Guidelines on maritime cyber risk management