



1. The **106th session of the Maritime Safety Committee (MSC 106)** was held between 2nd–11th November at the IMO Headquarters in London. Among others the MSC 106 adopted a new SOLAS Chapter XV on safety measures for ships carrying industrial personnel (IP) along with a related mandatory IP Code and progressed the development of the draft of a new international code of safety for autonomous ships. Requirements to permit LNG tanks constructed from high manganese steel were adopted, and new safety guidelines for lifting appliances and anchor handling winches were approved ([Maritime Safety Committee \(MSC 106\), 2-11 November 2022 \(imo.org\)](#)).

Adoption of Mandatory Instruments

2. The Committee adopted among others the following mandatory instruments:

- Industrial Personnel (I.P. Code): The new SOLAS Chapter XV and associated mandatory International Code of Safety for Ships Carrying Industrial Personnel (IP Code). These provide minimum safety standards for ships that carry industrial personnel and address specific risks of maritime operations conducted offshore, such as personnel transfer operations. Industrial personnel may be engaged in the construction, maintenance, decommissioning, operation or servicing of offshore facilities, such as windfarms, as well as offshore oil and gas installations, aquaculture, ocean mining or similar activities. The amendments and Code are expected to enter into force on 1st July 2024. The new regulations are applicable to new and existing cargo ships, and to high-speed cargo craft, which:

- are of 500 gross tonnage and over,
- operate on international voyages, and
- carry more than a total of 12 industrial personnel, special personnel and passengers combined.

- Safety of ships relating to the use of fuel oil: Draft amendments to SOLAS Chapter II-2, intended to prevent the supply of oil fuel not complying with SOLAS flashpoint requirements (60°C), enhancing the safety of ships using oil fuel. The amendments add new definitions and provisions to SOLAS Regulation II-2/4 (Probability of ignition), requiring that ships carrying fuel oil shall be provided with a declaration signed and certified by the fuel oil supplier’s representative that proves conformity with SOLAS II.2/4.2.1 and with the test method used for determining the flashpoint. The amendments are expected to enter into force on 1st January 2026.

- Watertight doors on cargo ships: amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code), which relate to survivability. The amendments are expected to enter into force on 1st July 2024.

- Safety Equipment Certificate: amendments to the 1978 SOLAS Protocol, in particular the Form of Safety Equipment Certificate for Cargo Ships, ensuring compatibility and lack of repetition with the forms of certificates in the appendix (Certificates) to the annex to the 1974 SOLAS Convention, amended by resolution MSC.496(105) for consistency, as a result of the GMDSS modernisation. The amendments are expected to enter into force on 1st January 2026.



• Enhance survey programme (ESP): amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code), which include those addressing inconsistencies on examination of ballast tanks at annual surveys for bulk carriers and oil tankers. The amendments are expected to enter into force on 1st July 2024.

Adoption of Resolutions

3. The Committee adopted among others the following resolutions:

- Resolution.MSC.519(106) – Member States’ obligations in connection with search and rescue services under the SOLAS and SAR Conventions in the context of armed conflicts
- Resolution.MSC.520(106) – Amendments to the International Convention for the Safety of Life at Sea, 1974 (Chapter II-2)
- Resolution.MSC.263(84)/rev.1 – Performance Standards and Functional Requirements for the Long-Range Identification and Tracking of Ships
- Resolution.MSC.530(106) – Performance Standards for Electronic Chart Display and Information Systems (ECDIS)
- Resolution.MSC.523(106) – Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)
- Resolution.MSC.524(106) – Amendments to the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF Code)
- Resolution.MSC.525(106) – 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.526(106) – Amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)
- Resolution.MSC.527(106) – International Code of Safety for Ships Carrying Industrial Personnel (IP Code)
- Resolution.MSC.528(106) – Recommended cooperation to ensure the safety of life at sea, the rescue of persons in distress at sea and the safe disembarkation of survivors.

For the Guinea-Bissau International Ships Registry

Authorized Signatory:

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