Recent Topics at IMO

— Outline of Discussion at IMO Committees —

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1. INTRODUCTION

This article introduces recent topics discussed at International Maritime Organization (IMO). At the previous issue, a summary of the topics discussed at 82nd Marine Environment Protection Committee (MEPC 82) held in October 2024 and 109th Maritime Safety Committee (MSC 109) held in December 2024 was provided.

This article provides a summary of the decisions taken at 83rd Marine Environment Protection Committee (MEPC 83) held from 7 to 11 April 2025 and 110th Maritime Safety Committee (MSC 110) held from 18 to 27 June 2025 as below. This article is based on the summary issued as ClassNK Technical Information No. TEC-1354 and No. TEC-1363.

2. OUTCOMES OF MEPC 83

2.1 Reduction of Greenhouse Gas (GHG) Emissions from Ships

Draft regulations on the mid-term measures for reduction of greenhouse gas (GHG) have been approved.

At MEPC 80 in 2023, the IMO adopted the 2023 IMO Strategy on Reduction of GHG Emissions from Ships (2023 IMO GHG Strategy), which sets out the IMO's levels of ambition (see Table 1) including the aim to reach net-zero GHG emissions from international shipping by or around 2050. Further discussions continued in developing "Mid-term measures for reduction of GHG emissions" for achieving the levels of ambition set out in the 2023 IMO GHG Strategy. At this session, MEPC 83 approved draft regulations on the mid-term measures and also held discussions on the review of short-term measures etc.

Table 1 Levels of ambition adopted at MEPC 80

Target year	Levels of ambition and indicative checkpoints (as of 2023)
2030	• To reduce CO2 emissions per transport work by at least 40% (compared to 2008) • To reduce total annual GHG emissions by at least 20% (striving for 30%) (compared to 2008) • Uptake of zero GHG emission fuels etc. to represent at least 5% of the energy used (striving for 10%)
2040	• To reduce total annual GHG emissions by at least 70% (striving for 80%) (compared to 2008)
2050	• To reach net-zero GHG emissions by or around 2050 at the latest

2.1.1 Mid-Term Measures for Reduction of GHG Emissions

At this session, the draft amendments to MARPOL Annex VI on the mid-term measures was approved, comprising the concepts of "regulating GHG fuel intensity of the fuel used by a ship (GFI regulations)" and "accelerating decarbonization through the IMO Net-Zero Fund" as the two pillars. The draft amendments were circulated for adoption by MEPC (Circular Letter No. 5005); and if they are adopted at the extraordinary session of MEPC in October 2025, then the amendments will enter into force at the earliest in March 2027.

The summary of the mid-term measures approved at this session is as follows.

2.1.1.1 Regulating GHG Fuel Intensity of the Fuel Used by a Ship (GFI Regulations)

For ships of 5,000 GT and above engaged in international voyages, the GHG fuel intensity (GFI) of the fuel used, i.e. the GHG emissions per unit of energy from the fuel used, will be regulated. These regulations are drafted for implementation by January 2028. By progressively tightening the required GFI values, the consequential acceleration in decarbonization of ship fuels and reduction in GHG emissions from ships are expected.

The GFI regulations set two levels of targets, "Base Target" and "Direct Compliance Target" as below, with different reduction levels from the average GHG intensity of fuel used in international shipping in 2008, which was 93.3 gCO2eq/MJ (see Fig. 1).

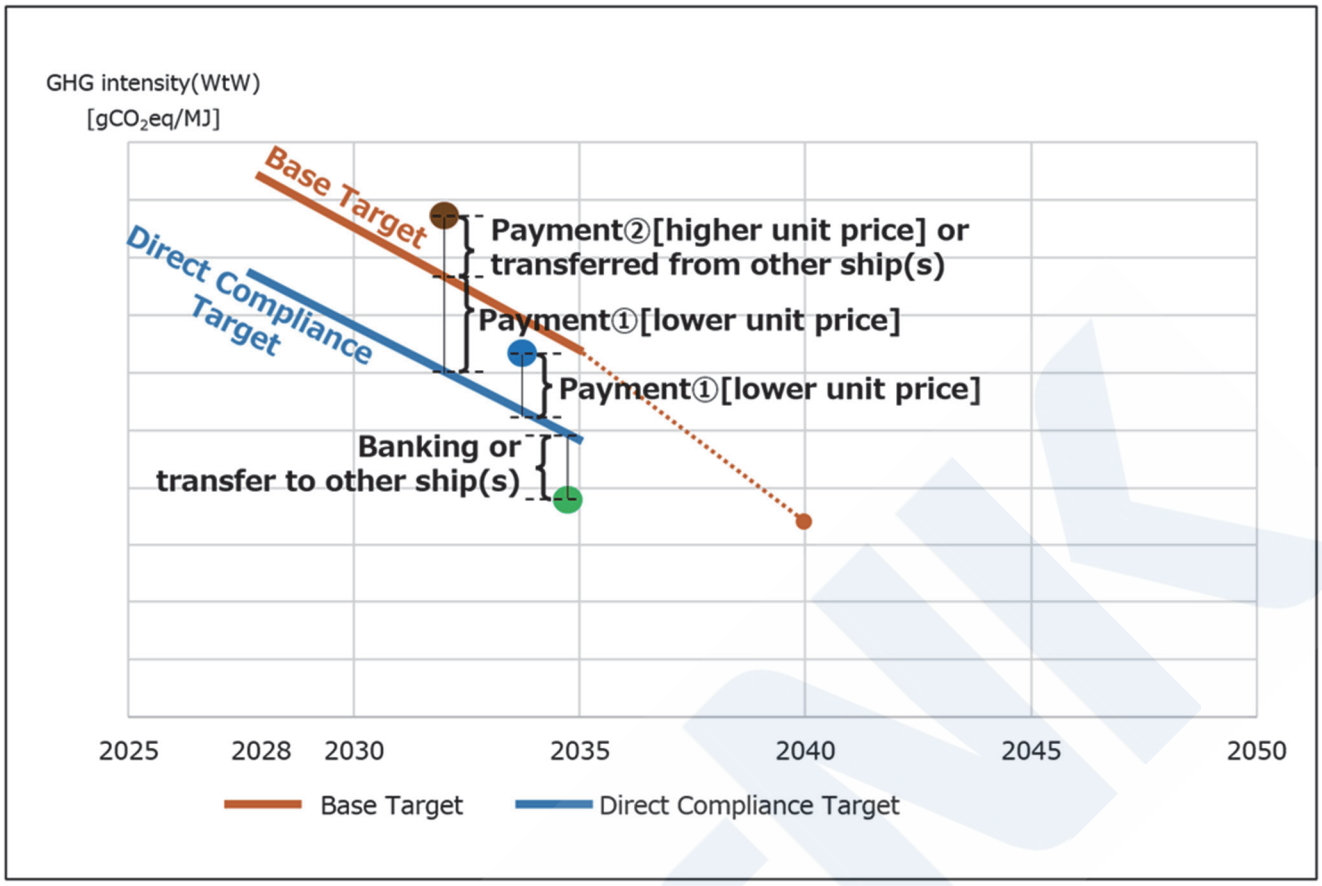

Fig. 1　2-tier GFI values【Illustrative purpose】

Base Target: Based on the 2008 reference GHG intensity value (93.3 gCO2eq/MJ), Base Target annual values are set to achieve 4% reduction in 2028, 8% reduction in 2030, and 30% reduction in 2035. In addition, 65% reduction from the 2008 reference value in 2040 is also stipulated.

Direct Compliance Target: Based on the 2008 reference GHG intensity value (93.3 gCO2eq/MJ), Direct Compliance Target annual values are set to achieve 17% reduction in 2028, 21% reduction in 2030, and 43% reduction in 2035.

If a ship is in direct compliance by utilizing fuels such as zero-emission fuels, the ship will be eligible to receive surplus units equal to its positive compliance balance, which can be transferred to another ship to balance that ship's “base target” compliance deficit or banked for use in the following reporting periods (up to two calendar years after the calendar year of its issuance).

If the ship is not in direct compliance but meets the “base target”, a deficit corresponding to the GHG emission exceeding the “direct compliance target” (i.e. Payment ①) shall be paid to the IMO Net-Zero Fund.

If the ship does not meet the “base target”, the deficit corresponding to the GHG emission exceeding the “base target” (i.e. Payment ②) shall be paid in addition to Payment ① to the IMO Net-Zero Fund or otherwise receive surplus units from other ships to balance the compliance.

The unit price of Payment ①, to be collected and utilized for disbursements such as rewarding “accelerating the uptake of Zero or Near-Zero GHG emission technologies, fuels and/or energy sources (ZNZs) ” (refer to 2.1.1.2) etc., is set relatively less expensive. On the other hand, the unit price of Payment ②, to be taken in a sense of penalty, is set relatively more expensive.

Further work to be pursued by MEPC includes development of guidelines related to calculation of GHG fuel intensity and verification scheme of fuels etc. so as to set out detailed procedures prior to the entry into force of the GFI regulations.

2.1.1.2　Accelerating Decarbonization through the IMO Net-Zero Fund

The aforementioned payments from the GFI regulations will be collected by the IMO Net-Zero Fund to be established. The fund will disburse collected revenue for the purposes such as rewards for the use of ZNZs or supporting the energy transition of developing countries, in particular least developed countries (LDCs) and small islands developing States (SIDS), etc.

Accelerating the uptake of ZNZs

Ships of 5,000 GT and above engaged in international voyages and using ZNZs may receive rewards for partial reimbursement

of the costs associated with the use of such fuels. This is expected to accelerate the early transition to ZNZs.

A threshold for the GHG intensity of the fuel is set out in the regulations. The specific scale of this reward will continue to be discussed at MEPC.

2.1.2 Review of Short-Term Measures for Reduction of GHG

MARPOL Annex VI prescribes that a review of the EEXI (Energy Efficiency Existing Ship Index) and CII (Carbon Intensity Indicator) rating regulations, introduced by IMO as short-term measures, shall be completed by 1 January 2026 to assess their effectiveness.

At the previous session, a consolidated list of challenges and gaps in the short-term measures was developed, which is used as the base document for ensuing discussions. The tasks were then categorized into two phases by the relevant Correspondence Group: priority tasks to be completed by 2026; and tasks to be pursued continuously beyond 2026. At this session, discussions focused on the priority tasks aimed for completion by 2026.

2.1.2.1 Amendments to the CII Reduction Factors Guidelines (G3)

Under the CII rating scheme, the annual CII reduction factor used to determine the required annual operational CII has been set to increase by 2% each year until 2026. However, the reduction factors beyond 2027 were to be decided in the review of the short-term measures.

At this session, discussions were held on the reduction factors for the period after 2027. As a result, it was agreed that the reduction factor would increase by 2.625% annually, reaching 21.5% by 2030. Accordingly, amendments to the “Guidelines on the CII reduction factors (G3)” were adopted. The annual CII reduction factors through 2030 are shown in Table 2.

Table 2 Annual CII reduction factors through 2030

Year	CII reduction factor (relative to 2019)
2023	5 %
2024	7 %
2025	9 %
2026	11 %
2027	**13.625 %**
2028	**16.250 %**
2029	**18.875 %**
2030	**21.500 %**

These reduction factors are aligned with the level of ambition of the 2023 IMO GHG Strategy to reduce CO2 emissions per transport work by at least 40% by 2030, compared to 2008.

2.1.2.2 Amendments to the Guidelines for Development of SEEMP

IMO Ship Fuel Consumption Database (IMO DCS), from 1 January 2026, introduces additional reporting items such as the total fuel oil consumption by each fuel-consuming equipment and the total fuel consumption during non-operational (non-voyage) periods.

At this session, the amendments to the “Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)” were adopted, providing clear definitions for the terms “under way” and “not under way”.

2.1.2.3 Accessibility to the IMO DCS Database

The IMO DCS data reported annually to the IMO is utilized by the IMO Secretariat to analyze the effectiveness of GHG emission reduction efforts by the maritime industry. By anonymizing and publicly disclosing this data, more diverse and in-depth analyses are expected to become possible.

At this session, draft amendments to Regulation 27 of MARPOL Annex VI were approved, enabling the following with respect to the access to the IMO DCS data.

- Access by Parties to non-anonymized data for all ships
- Public user access to anonymized data for all ships

Consideration of revisions to the relevant guidelines will follow in order to enhance the data anonymization measures.

2.1.3 Practical Application of the Guidelines on Life Cycle GHG Intensity of Marine Fuels (LCA Guidelines)

Low and zero carbon fuels such as hydrogen, ammonia and biomass-based fuels are expected to become widely used in the future to decarbonize ships, and there is a growing interest in GHG emissions from the whole life cycle of these fuels, from their production to distribution stages in addition to the combustion of the fuel.

At MEPC 80, the IMO adopted Guidelines (LCA Guidelines) that specify the methodology for calculating the GHG fuel intensity of fuels used on ships over their whole life cycle from feedstock extraction to processing, fuel production, transport, bunkering and onboard use, as well as default values for the GHG fuel intensity for various fuels. While the IMO at MEPC 81 adopted the amendments to the Guidelines, the default values of GHG fuel intensity for only five types of marine fuel, e.g. fossil based heavy fuel oil and biofuels, were set out, needing for further work in order to put the Guidelines into practical applications.

At this session, based on the scientific review and advice provided by GESAMP working group on life cycle GHG intensity of marine fuels (GESAMP-LCA WG), the IMO agreed to the procedures for proposing and reviewing default values of GHG fuel intensity. It was also agreed to continue discussions on improving the emission calculation methodology, sustainability criteria and certification of GHG intensity in the LCA Guidelines.

2.1.4 Measurement of Methane and Nitrous Oxide Emissions from Ships and Onboard Carbon Capture and Storage

In addition to CO2 emitted upon fuel combustion, emissions of methane (CH4) and nitrous oxide (N2O) are also gaining increased attention as they are considered as greenhouse gases (GHG) with global warming effects. At MEPC 81, a Correspondence Group was established and began discussing relevant topics: methods for measuring methane and nitrous oxide emissions from ships; and a regulatory framework for the use of onboard carbon capture and storage (OCCS), which reduces GHG emissions from ships through the separation, capture, and storage of CO2.

At this session, the “Guidelines for Test-Bed and Onboard Measurements of Methane and/or Nitrous Oxide Emissions from Marine Diesel Engines” was adopted. Moreover, the IMO developed a work plan on the development of a regulatory framework for the use of the OCCS, including consideration of legal barriers and the development of guidelines on testing, survey, and certification of the OCCS. It was agreed that these agenda items require further study and that the Correspondence Group is re-established to continue discussions on these issues.

2.1.5 Amendments to the Guidelines on Survey and Certification of EEDI

The calculation of the EEDI (Energy Efficiency Design Index) requires determination of the ship’s speed based on speed trial results, assuming calm weather conditions with no wind or waves. The current “Guidelines on Survey and Certification of the EEDI” refers to the ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2017, 2021 or 2022 (hereafter referred to as the ITTC Procedure) or ISO 15016:2015 for determining ship speed taking into account the external effects (wind, current, waves, shallow water, displacement, water temperature and water density).

Given the amendments to the ITTC Procedure and ISO 15016 in 2024 and 2025 respectively, MEPC 83 adopted the amendments to the “Guidelines on Survey and Certification of the EEDI” to refer to the amended 2024 ITTC Procedure and ISO 15016:2025.

In addition, ISO 15016:2025 will be applied to sea trials conducted on or after 1 May 2026, in recognition of the need to allow adequate time for preparation in accordance with the updated standard.

ClassNK is in the process of updating the progressive speed trial analysis software “PrimeShip-GREEN/ProSTA” to ensure compliance with ISO 15016:2025.

2.2 Air Pollution

2.2.1 Addition of North-East Atlantic Ocean as Nitrogen Oxides (NOx), Sulphur Oxides (SOx) and Particulate Matter (PM) Emission Control Area (ECA)

Regulation 13 of MARPOL Annex VI specifies the NOx emission regulations for marine diesel engines installed on board ships. Regulation 13.6 designates NOx Emission Control Areas (ECA), in which the NOx Tier III emission limit is applied.

Regulation 14 of MARPOL Annex VI sets out control measures to reduce emissions of SOx and PM from ships, where the sulphur content in fuel oil used has been limited to 0.50% in open sea area since 2020. Regulation 14.3 designates SOx and PM ECAs, in which the sulphur content in fuel oil used is further limited to 0.10%.

The following sea areas have been designated as ECAs so far (Table 3):

Table 3　Sea areas designated as ECAs

Sea area	Type of ECA	
	NOx	Sox and PM
North America	✓	✓
US Caribbean Sea	✓	✓
Baltic Sea	✓	✓
North Sea	✓	✓
Mediterranean Sea		✓
Canadian Arctic Waters	✓	✓
Norwegian Sea	✓	✓

At this session, draft amendments to MARPOL Annex VI were approved, newly designating the North-East Atlantic Ocean (see Fig. 2) as ECA.

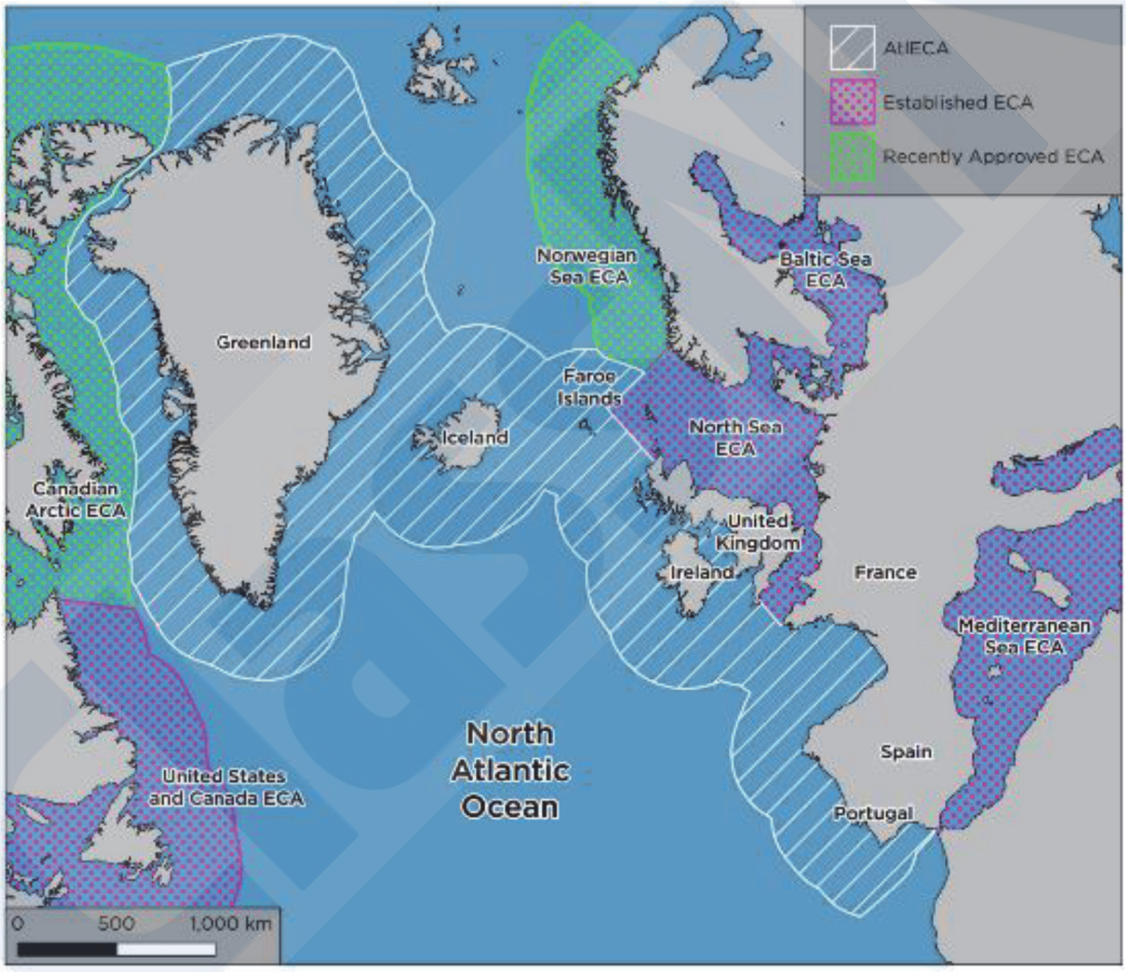

Fig. 2　Illustration of the North-East Atlantic ECA

Assuming the adoption of the draft amendments at the extraordinary session of MEPC in October 2025 with the application date of March 2027, it is expected that the sulphur content in fuel oil used for ships operating in North-East Atlantic ECA will be limited to 0.10% at the earliest from March 2028. Furthermore, the NOx Tier III emission limit will be applied to the following ships operating in North-East Atlantic ECA:

- Ships for which the building contract is placed on or after 1 January 2027
- In the absence of a building contract, ships the keels of which are laid or which are at a similar stage of construction on or after 1 July 2027
- Ships delivered on or after 1 January 2031

2.2.2 Revision of SCR Verification Guidelines

Selective Catalytic Reduction (SCR) systems for NOx emission reduction need to be certified in accordance with the "2017 Guidelines for SCR Systems".

At this session, the revised "2025 Guidelines for SCR Systems" was adopted, which clarifies the methods for monitoring catalyst condition and degradation. The amended guidelines are applicable to the following SCR systems:

- SCR systems installed on ships the keels of which are laid or which are at a similar stage of construction on or after 1 November 2025
- SCR systems installed on ships the keels of which are laid or which are at a similar stage of construction before 1 November 2025, which have a contractual delivery date of SCR systems to the ship on or after 1 May 2026 or, in the absence of a contractual delivery date, the actual delivery of the SCR system to the ship on or after 1 May 2026

2.3 Others

2.3.1 Carriage of Blends of Biofuels by Conventional Bunker Ships

The "Interim Guidance on the Carriage of Blends of Biofuels and MARPOL Annex I Cargoes by Conventional Bunker Ships" was approved, which allows transportation of blends of not more than 30% by volume of biofuel by conventional bunker ships (i.e. oil tankers as defined in Regulation 1.5 of MARPOL Annex I that are engaged in the transport and delivery of fuel oil for use by ships).

2.3.2 In-Water Cleaning of Ships' Biofouling

The "Guidance on In-water Cleaning of Ships' Biofouling" was approved, which sets out guidance for operationalizing in-water cleaning operations for minimizing transfer of invasive aquatic species attached to ships' hull, including specifications and performance standards for in-water cleaning systems and guidance for planning and conducting in-water cleaning operations.

2.3.3 Amendments to the Guidelines for the Development of the Inventory of Hazardous Materials

With respect to the restriction of the use of cybutryne as anti-fouling system since January 2023, the use or non-use of cybutryne is required to be recorded in the Inventory of Hazardous Materials (IHM) in accordance with the "2023 Guidelines for the Development of the Inventory of Hazardous Materials" adopted at MEPC 80.

At this session, the amendments to the "2023 Guidelines for the Development of the Inventory of Hazardous Materials" were adopted, clarifying the threshold values of cybutryne in anti-fouling system coating samples, either taken from wet paint containers or taken directly from hull.

2.3.4 Review of BWM Convention

When BWM Convention entered into force in 2017, it was agreed to monitor the application and to review the effectiveness of the Convention through the experience building phase (EBP), and the review work has been conducted based on the Convention Review Plan (CRP) approved at MEPC 80, which comprises the list of issues that need to be finalized.

At this session, with the aim to finalize the draft amendments to the BWM Convention and BWM Code by MEPC 84 in spring 2026 in line with the work plan, it was agreed to continue the work at the Correspondence Group. Assuming the approval of the draft amendments at MEPC 84 followed by adoption at MEPC 85 in autumn 2026, the amendments are expected to enter into force in summer 2028 at the earliest.

2.4 Amendments to Mandatory Instruments

2.4.1 Amendments to NOx Technical Code on Certification of Marine Diesel Engines Subject to Substantial Modification, etc.

The amendments to the NOx Technical Code 2008 were adopted, which includes the onboard NOx certification procedures for marine diesel engines subject to substantial modifications or being certified to a Tier to which the engine was not certified at the time of its installation. These amendments clarify the onboard NOx certification process for marine diesel engines, which went under a modification for reasons such as environmental measures for GHG emission reduction. The amendments will enter into force on 1 September 2026.

The Parties were further invited to consider early application of these amendments.

2.4.2 Amendments to NOx Technical Code on NOx Regulations for Marine Diesel Engines

The amendments to the NOx Technical Code 2008 were adopted, which includes the procedures for demonstrating compliance of "off-cycle" NOx emissions (specific area within the power or torque and speed area of a marine engine to which NOx emission measurement is not required under the current Convention, but still within the limit area of the not to exceed

zone that the engine is certified to operate within under steady-state conditions) and NOx regulations applicable to marine diesel engines with multiple engine operational profiles. These amendments may lead to an increased number of load points for NOx emission tests and additional submission of technical documents related to NOx emission characteristics by engine manufacturers, etc. The amendments will enter into force on 1 March 2027.

The new requirements apply to a new parent engine to which EIAPP Certificates are issued on or after 1 January 2028. In the case of an engine family or engine group for which the parent engine was certified prior to 1 January 2028, the new requirements apply when an EIAPP Certificate is issued for the relevant member engine on or after 1 January 2030.

3. OUTCOMES OF MSC 110

3.1 Adopted Mandatory Requirements

Mandatory requirements were adopted at MSC 110 as follows:

(1) Amendments to SOLAS Chapter II-2 and V

Amendments to SOLAS regulation II-2/11 to correct the wording regarding structural integrity and amendments to regulation V/23 regarding pilot transfer arrangements. In addition, the performance standards for pilot transfer arrangements, which are made mandatory by the amended regulation V/23, were also adopted. It was also agreed to invite a voluntary early implementation at that time.

For details regarding pilot transfer arrangements, please refer to section 3.7.

(2) Amendments to HSC Code

Amendments to 1994 HSC Code and 2000 HSC Code regarding the numbers of lifejackets for infants and adults.

3.2 Approved Mandatory Requirements

The following mandatory requirements were approved at this session and are expected to be adopted at MSC 111 to be held in May 2026.

(1) Amendments to IP Code

Amendments to Part IV of IP Code to change the assumed mass of each industrial personnel from 75 kg to 90 kg in the ship stability calculation.

(2) Amendments to 2011 ESP Code

Amendments to 2011 ESP Code regarding Remote Inspection Technique (RIT). This includes the procedures for certification of a firm engaged in close-up survey of hull structures using RIT. In addition, the guidelines on the use of RIT will be in place by the entry into force of the amendments to the 2011 ESP Code, to ensure a standardized and safe approach of the use of RIT.

(3) Amendments to 1988 Load Lines Protocol

Amendments to 1988 Load Lines Protocol regulation 25 regarding guard rails. If adopted by MSC 111, ships the keels of which are laid, or which are at a similar stage of construction on or after 1 January 2028 will be required to have guard rails with 3 bars and openings not exceed 230 mm below the lowest course of the guard rails and 380 mm at the other courses, regardless of the location of the guardrail.

(4) Amendments to LSA Code

Amendments to LSA Code regarding the arrangement to test the release system under load without launching the free-fall lifeboat into the water.

(5) Amendments to SOLAS Chapter V and HSC Code

Amendments to SOLAS Chapter V and HSC Code to allow the VHF Data Exchange System (VDES), which has function of VHF data exchange in addition to Automatic Identification System (AIS), to install ships as an alternative to AIS. In addition, the performance standards for shipborne VDES are expected to be approved at MSC 111.

3.3 Approval of Unified Interpretations (UIs), Guidelines and Guidance etc.

The following unified interpretations (UIs), guidelines, guidance and etc. were approved during MSC 110.

3.3.1 UIs

(1) Unified interpretation of SOLAS regulation II-1/12.6.2

Unified interpretation of SOLAS regulation II-1/12.6.2 to clarify remotely controlled valve complying with the SOLAS

regulation.

(2) Unified interpretation of 6.1.1.3 and 6.1.2.2 of the LSA Code

Unified interpretation of 6.1.1.3 and 6.1.2.2 of the LSA Code to accept manual hoisting up of a dedicated rescue boat for cargo ships from stowed position.

(3) Unified interpretation of SOLAS regulation II-2 and the HSC Code

Unified interpretation of SOLAS regulation II-2/10.11.2.2 and 7.9.4 of the HSC Code regarding the permissible values of perfluorooctane sulfonic acid (PFOS) in fire-extinguishing media and procedures for Verification.

(4) Unified interpretation of the FSS Code

Unified interpretation of 2.4.2.2 of chapter 9 of the FSS Code regarding the acceptable spacings of combined smoke and heat detectors.

(5) Unified interpretation of SOLAS regulation II-1/3-13.2.4

Unified interpretation of SOLAS regulation II-1/3-13.2.4 regarding the factual statement for existing non-certified lifting appliances including sample format.

3.3.2 Guidelines and Guidance etc.

(1) Interim guidelines for emergency towing arrangements on ships other than tankers

Interim guidelines for emergency towing arrangements on ships other than tankers to specify strength, safety factor, type approval, prototype test, etc. for towing arrangements.

(2) Revised guidelines for construction, installation, maintenance and inspection/survey of means of embarkation and disembarkation

Amendments to guidelines for construction, installation, maintenance and inspection/survey of means of embarkation and disembarkation (MSC.1/Circ.1331) to add requirements for the side net, which is an alternative to the safety net, and the revision of the test procedure of accommodation ladder to be conducted every five years.

3.4 Consideration of Requirements for Maritime Autonomous Surface Ships (MASS)

In the recent development of MASS, it has been discussed at MSC on an international instrument of MASS (MASS Code). Non-mandatory MASS Code mainly on goal and functional requirements for items such as safety, operation, security, etc. is currently under consideration.

At this session, chapters other than Chapter 4 “TERMINOLOGY AND DEFINITIONS”, Chapter 5 “CERTIFICATE AND SURVEY”, Chapter 8 “OPERATIONAL CONTEXT”, Chapter 9 “SYSTEM DESIGN”, Chapter 10 “SOFTWARE PRINCIPLES” and Chapter 15 “HUMAN ELEMENT” were finalized.

Also, regarding Chapter 15 “Human Element” (including Chapters 5, 8, 9 and 10), its finalization will proceed based on the outcome of the discussions in due course. In the future work, the non-mandatory MASS Code is scheduled to be finalized at MSC 111in 2026, and thereafter, it is planned to be developed as a mandatory code with a view to adoption by 2030.

At this time, the structure of the non-mandatory MASS Code will be as follows.

Part 1: Introduction (purpose and application of the code, etc.)

Part 2: Main principles for MASS and MASS functions (certificate and survey, approval process, risk assessment, operational context, human element, etc.)

Part 3: Goals, functional requirements and expected performance (specified for each item such as safety of navigation and remote operations)

3.5 A Safety Regulatory Framework to Support the Reduction of GHG Emissions from Ships Using New Technologies and Alternative Fuels

At MSC 107, identification and updating a list of new technologies and alternative fuels to reduce greenhouse gas (GHG) emissions and their technical assessment, as well as a review of safety obstacles and gaps in the current IMO instruments that may impede the use of the alternative fuel or new technology, were initiated.

At this session, based on the recommendations to address each of the identified barriers and gaps in current IMO instruments reported by the correspondence group, amendments to conventions or cords, development of guidelines, etc. are instructed to each sub-committee.

For example:

・Develop safety requirements for onboard carbon capture and storage systems on ships (CCC)

・Develop requirements for the Safety of Ships Using Lithium-ion Battery Installations (SSE)
・Update the Code of Safety for Nuclear Merchant Ships (Resolution A.491(XII)) (SDC)
・Develop Interim guidelines for the Safety of Ships Using Wind Propulsion and Wind Assisted Power (SDC)

The discussion on nuclear power was limited to safety at this session, and cooperation with the International Atomic Energy Agency (IAEA), legal status, relationships with other treaties such as the Treaty on the Non-Proliferation of Nuclear Weapons (NPT), and environmental impact will be discussed at the future session.

3.6 Cyber Risk Management

In view of the growing importance of cyber security on board ships and the need for security risk countermeasures, resolution MSC.428(98) on maritime cyber risk management and the non-mandatory guidelines (MSC-FAL.1/Circ.3/Rev.3) for reference in the implementation of this resolution have been developed.

At the previous session, it was agreed to initiate discussions to further develop cybersecurity standards for ships and port facilities as next steps to enhance maritime cybersecurity.

At this session, based on the report of the related working group, it was agreed to develop a non-mandatory cybersecurity Code of which requirements are goal-based and include risk management. As the development of the Code would be subject to the approval of a future session of the committee, preliminary work on the Code will be undertaken by an informal group of experts.

3.7 Amendments to SOLAS Regulation V/23 regarding Pilot Transfer Arrangements

SOLAS regulation V/23 requires to provide ships engaged in the course of which pilots may be employed with pilot transfer arrangements. Requirements regarding pilot transfer arrangements have been revised several times, and current requirements have applied since 2012. Even after the revision, fall accidents caused by improper maintenance and installation had occurred. Therefore, consideration of new safety measures had been commenced at MSC 104 held in 2021 and amendments to SOLAS regulation V/23 and the Performance Standard for Pilot Transfer Arrangements were adopted at this session.

The followings are the key points to pay special attention to.

・Pilot ladders and manropes shall be removed from service, within 36 months after the date of manufacture or within 30 months after the date of being placed into service, whichever comes first. (Part D)
・At least one spare pilot ladder and one spare set of manropes shall be carried on board the ship. (Part D)
・A pilot ladder and manropes shall be type-approved by the Administration as complying with these performance standards. (Part F)
・All strong points, shackles and securing ropes shall have a breaking strength of not less than 48 kN (currently, not less than 24 kN is required). (Part A)
・If a pilot ladder is to be stowed on a winch drum, the drum diameter shall be not less than 0.16 m and the drum shall be provided with sunken securing points. (Part C)

This amendment will be applied on or after 1 January 2028, noting that IMO Circular was issued to invite a voluntary early implementation. Pilot transfer arrangements for existing ships will also be required to comply with these requirements.

For specific inspection procedures and other details regarding this amendment will be provided in ClassNK Technical Information separately in due course.