

GUIDANCE NOTE 07/2025

IMO Maritime Safety Committee (MSC)107 Convention and Code Amendments

To: BUILDERS, DESIGNERS, MANAGERS, OWNERS, MASTERS AND RECOGNISED ORGANIZATIONS

1. BACKGROUND

1.1 IMO MSC 107 adopted the following: -

Amendments to the 1974 SOLAS Convention:

- Ch II-1 Reg.3-13 '*Lifting appliances and anchor handling winches*'
- Ch II-2 Reg.10-11 '*Fire-extinguishing media restrictions*'
- Ch V Reg.19-2.12 '*Electronic inclinometer*'
- Ch XVI Reg.3-1 Covering the extension of the requirements of the Polar Code to non-SOLAS vessels

Amendments to the International Life-Saving Appliances Code

Amendments to the International Codes for High-Speed Craft (1994 & 2000 HSC Codes)

Amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code

Amendments to the 1978 and 1988 SOLAS Protocols

Amendments to the 1978 STCW Convention and the STCW Code

- 1.2 Under the provisions of the Cayman Islands Merchant Shipping Act (MSA) 2024, any amendments to IMO Conventions pertaining to COLREGS, Load Lines, SOLAS, STCW and Tonnage, including any associated codes and any other instruments made mandatory, automatically have the force of law, unless the discretionary powers under section 456(4) of the MSA are invoked via a Shipping Notice.
- 1.3 The purpose of this guidance note is to raise awareness of the various amendments which will have the force of law.

2. AMENDMENTS TO THE 1974 SOLAS CONVENTION

2.1 Chapter II-1 Reg.3-13 *Lifting appliances and anchor handling winches*

Lifting appliances and anchor handling winches installed on or after 1 January 2026 should be designed, constructed and installed in accordance with the requirements of a classification society which is recognized by the Administration.

The Administration shall determine to what extent the provisions do not apply to lifting appliances which have a safe working load below 1,000 kg.

Lifting appliances and anchor handling winches installed before 1 January 2026 shall be tested and thoroughly examined, no later than the date of the first renewal survey on or after 1 January 2026.

Existing lifting appliances and anchor handling winches with valid certificates of test and thorough examination under another international instrument acceptable to the Administration should be considered compliant with the new regulations.

The following guidelines should be adhered to:

MSC.1/Circ.1662 Guidelines for anchor handling winches

MSC.1/Circ.1663 Guidelines for lifting appliances

CIGN 02/2025 'Instructions to Recognized Organizations' has been updated to cover CISR's requirements for lifting appliances with a SWL <1,000kg. As per Cayman Islands Merchant Shipping (Maritime Labour Convention) (Health and Safety) Regulations, 2014, the shipowner and master of a Cayman Islands ship shall take into account the guidance contained in "The Code of Safe Working Practices for Merchant Seamen" (COSWP), as published by the UK Maritime and Coastguard Agency.

COSWP requires that the shipowner and master should: -

- Ensure that all lifting equipment fitted on board is appropriate for its intended purpose and is safe to use*.
- Ensure a valid certificate of testing and thorough examination by a competent person is in force for every item of lifting equipment, accessory for lifting and loose gear. All items should be tested, and then thoroughly examined and certificated for use either:
 - after manufacture or installation; or
 - after any repair or modification that is likely to alter the safe working load (SWL) or affect the strength or stability of the equipment.
- A certificate for a ship's lifting equipment is valid for no more than five years; with annual thorough examinations and a five-year proof load test.

*For the shipowner or master to satisfy themselves that the lifting equipment fitted on board is appropriate for its intended purpose and is safe to use, they will need a manufacturer's certificate stating the SWL. Structural details for the foundation of the appliance shall be approved by the yacht's classification society. The onboard proof load test should be 1.25 x SWL.

Commercial Yachts

The REG Yacht Code 2024, Annex - O4 was updated to incorporate the new SOLAS Ch II-1/3-13 requirements for man riding tender cranes.

The REG Yacht Code 2024, Part A incorporates requirements for man riding and non-man riding rescue boat launching cranes for vessels <500GT, as well as rescue boat and liferaft launching appliances for vessels of 500GT and upwards. These requirements are not affected by the SOLAS Ch II-1/3-13 amendment.

However, for all other lifting appliances (i.e. engine room cranes, stores cranes, non-man riding tender and toys cranes) on yachts 500GT and upwards, compliance with SOLAS Ch II-1/3-13) is required. For yachts <500GT, the requirements of COSWP may alternatively be met (i.e. only a manufacturer's certification for design and construction to a recognized international standard).

For existing vessels where the safe working load of the lifting appliances is undocumented and design information is not available (e.g. for lifting appliances which are installed on board before 1 January 2026, and the manufacturer no longer exists) the proof load test should be 1.25 x SWL.

Application: keels laid on or after 1 January 2026 and existing installations by first renewal survey on or after 1 January 2026.

2.3 Chapter II-2 Reg.10-11 *Fire-extinguishing media restrictions*

Use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS) shall be prohibited.

Application: first survey on or after 1 January 2026

2.4 Chapter V Reg.19-2.12 – *Electronic Inclinator*

New container ships and bulk carriers of 3,000 gross tonnage and upwards shall be fitted with an electronic inclinometer, or other means, to determine, display and record the ship's roll motion.

The Record of equipment for cargo ship safety (Form E) and Record of equipment for cargo ship safety (Form C) are to be amended.

Application: Ships constructed on or after 1 January 2026

2.5 **Chapter XIV Reg.3-1 – Requirements for fishing vessels of 24 meters in length overall and above, pleasure yachts of 300 gross tonnage and upwards not engaged in trade and cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage.**

Cargo ships of 300 to 499GT and pleasure yachts of 300GT and upwards are no longer exempt from all the requirements of the Polar Code.

CISN 06/2020 Rev.02 will be re-issued to reflect this change.

The certificate of compliance with the applicable requirements of the Polar Code is left to the discretion of the flag Administration; see CIGN 02/2025 'Instructions to Recognized Organizations'.

Application: constructed on or after 1 January 2026. Existing ships shall meet the relevant requirements of chapters 9-1 (safety or navigation) and 11-1 (voyage planning) in part I-A of the Polar Code by 1 January 2027.

CISR policy remains that any pleasure yacht $\geq 300\text{GT}$ and not engaged in trade must additionally hold a valid Statement of Compliance with the REG Yacht Code (only compliance with ISPS and MLC may be excluded) to navigate in Polar regions. Furthermore, the vessel's classification society is to confirm that the vessel is suitable for the intended voyage.

3. **AMENDMENTS TO THE INTERNATIONAL LIFE-SAVING APPLIANCES CODE**

Forced ventilation of totally enclosed lifeboats to be provided and changes to prototype testing of lifejackets, immersion suits, totally enclosed lifeboats and rescue boats.

Application: Lifeboats installed from 1 January 2029

4. **AMENDMENTS TO THE INTERNATIONAL CODES FOR HIGH-SPEED CRAFT (1994 & 2000 HSC CODES)**

Prohibition of PFOS in firefighting appliances and amendment to Form of High-speed Craft Safety Certificate removing line item '*number of [immersion] suits complying with the requirements of lifejackets*'.

Application: 1 January 2026

5. **AMENDMENTS TO THE CODES OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008**

Amendment to SPS Safety Certificate (Form SPS) for line item '*number of [immersion] suits complying with the requirements of lifejackets*'.

Application: 1 January 2026

6. AMENDMENTS TO THE INTERNATIONAL MARITIME SOLID BULK CARGOES (IMSBC) CODE

Amendments 07-23 to consolidated version of the IMSBC Code

Application: 1 January 2025

7. AMENDMENTS TO THE 1978 AND 1988 SOLAS PROTOCOLS

Minor amendments to be made to the Record of equipment for passenger ship safety (Form P), Record of equipment for cargo ship safety (Form E) and Record of equipment for cargo ship safety (Form C) concerning types of immersion suits, and electronic inclinometers in Form C and Form E.

Application: 1 January 2026

8. AMENDMENTS TO THE 1978 STCW CONVENTION AND THE STCW CODE

Requirements concerning the use of electronic certificates of seafarers

Application: 1 January 2025