



NEWS BRIEF

SDC 11





NEWS BRIEF: SDC 11

The IMO Sub-Committee on Ship Design and Construction (SDC) convened its eleventh session from January 13 to 17, 2025. This Brief provides an overview of the more significant issues progressed at this session.

KEY DEVELOPMENTS

- Guidelines for Emergency Towing Arrangements for Ships Other Than Tankers
- Amendments to the Guidelines for Construction, Installation, Maintenance and Inspection/Survey of Means of Embarkation and Disembarkation (MSC.1/Circ.1331)
- Draft Requirement for Setting of Guard Rails on the Deck Structure
- Amendments to the 2011 ESP Code

ABS RESOURCES

- ABS Regulatory News ([link](#))
- ABS Class Notations Underwater Noise and External Airborne Noise ([link](#))
- ABS Sustainability Services: Ship Radiated Noise ([link](#))
- ABS Global Marine Services ([link](#))
- ABS My Digital Fleet™ ([link](#))
- ABS Rules and Guides ([link](#))

WORLD HEADQUARTERS

1701 City Plaza Drive
Spring, TX 77389 USA
P 1-281-877-6000
F 1-281-877-5976
ABS-WorldHQ@eagle.org
www.eagle.org

© 2025 American Bureau of Shipping.
All rights reserved.

CONTENTS (CLICK TO FOLLOW)

SOLAS DEVELOPMENTS

- Development of Guidelines for Emergency Towing Arrangements for Ships Other Than Tankers
- Rigging of Safety Netting on Accommodation Ladders and Gangways
- Steering and Propulsion Requirements for Both Traditional and Non-Traditional Propulsion and Steering Systems
- Further Development of the IP Code and Associated Guidance
- Guidelines for Use of Fibre-Reinforced Plastics (FRP) within Ship Structures

AMENDMENT TO THE 1988 LOAD LINE PROTOCOL

- Draft Requirement for Setting of Guard Rails on the Deck Structure

PASSENGER SHIP SYSTEMS' CAPABILITIES AFTER A FIRE OR FLOODING CASUALTY

- Revision of the Interim Explanatory Notes for the Assessment of Passenger Ship Systems' Capabilities after a Fire or Flooding Casualty

REDUCTION OF UNDERWATER NOISE FROM SHIPS

- Experience-Building Phase for the Reduction of Underwater Radiated Noise from Shipping

UNIFIED INTERPRETATIONS TO PROVISIONS OF IMO SAFETY, SECURITY AND ENVIRONMENT-RELATED CONVENTIONS

- Escape Routes from Below the Bulkhead Deck and the Location of the Escape Trunk
- Draft Unified Interpretations of SOLAS Regulation II-1/25-1 Related to Water Level Detectors

OTHER DEVELOPMENTS

- Amendments to the 2011 ESP Code
- Review of the 2009 Code on Alerts and Indicators



SOLAS DEVELOPMENTS

Development of Guidelines for Emergency Towing Arrangements for Ships Other Than Tankers

MSC 108 adopted by resolution MSC.549(108), amendments to SOLAS regulation II-1/3-4 relating to new requirements for new ships of all types other than tankers of not less than 20,000 gross tonnage (GT) to be fitted with emergency towing arrangements (ETAs), which will enter into force on 1 January 2028.

However, in order to develop the new guidelines for new ships other than tankers, more comprehensive data was required to develop an experience-based strength parameter suitable also for modern large ships.

The interim guidelines are intended to provide standards for design and construction of ETA, and set out the requirements for the arrangements and components, strength of the towing components, and ready availability of towing arrangements including time for deployment. The revision of MSC.1/Circ.1175 provides updated requirements for the minimum breaking load for tow lines, and an amended calculation for the Equipment Numeral (EN) accounting for above main deck structures, and in particular projected areas of funnels.

The Sub-Committee agreed with the draft interim guidelines for emergency towing arrangements on ships other than tankers, as well as with the draft revision of MSC.1/Circ.1175, to be circulated as Rev.2. In addition, the Sub-Committee agreed to draft amendments to the *Guidelines for owners/operators on preparing emergency towing procedures* (MSC.1/Circ.1255), including minor amendment to include the equipment number (EN) in the ship-specific data.

Next Steps: The interim guidelines for emergency towing arrangements on ships other than tankers will be subject to approval by MSC 110 (June 2025).

Rigging of Safety Netting on Accommodation Ladders and Gangways

SDC 10 considered the draft amendments to the *Guidelines for Construction, Installation, Maintenance and Inspection/Survey of Means of Embarkation and Disembarkation* (MSC.1/Circ.1331). Manufacturers will be primary affected by these draft amendments. During this session, the Sub-Committee addressed several key issues, including the effective date for the updated guidelines regarding means of embarkation, and specific requirements for ladders and gangways. There was also a need for clarification on which version of the Guidelines should be used when replacing accommodation ladders.

For on-board measures, the finalized draft amendments outline several key changes regarding safety measures for rigging accommodation ladders, gangways, and safety nets. Crew members are required to wear life jackets and safety harnesses during these tasks. A safety net is not necessary if proper mitigation strategies, such as rigid top railings and side nets, are implemented to prevent falls. Safety nets should be stored properly and checked regularly for maintenance. Additionally, safety pins, side nets, and securing points must be inspected during annual surveys as per SOLAS regulations. Accommodation ladders and gangways are required to undergo static testing for maximum working loads every five years, and winches must be tested by raising and lowering a ladder during these surveys.



Accommodation ladders and gangways for means of embarkation and disembarkation				
Ship constructed	on or after 1 January 2010		before 1 January 2010	
	before 1 July 2026	on or after 1 July 2026	before 1 July 2026	on or after 1 July 2026
ISO 5488:1979	x			x
ISO 5488:2015		x		x
ISO 7061:1993	x			x
ISO 7061:2015		x		x
ISO 7061:2024		x		x

Construction and test of accommodation ladder winches				
Ship constructed	on or after 1 January 2010		before 1 January 2010	
	before 1 July 2026	on or after 1 July 2026	before 1 July 2026	on or after 1 July 2026
ISO 7364:1983	x	x		x
ISO 7364:2016				x

With regards to the application of international standards for the design and construction of accommodation ladders, winches and gangways, manufacturers will need to review the design to meet recognized standards based on either the ship's construction date or the installation date of the accommodation ladder or gangway. The term "installed on or after 1 July 2026" means that the amendments will apply to:

- ships for which the building contract is placed on or after 1 July 2026, or in the absence of the contract, the keels of which are laid or which are at a similar stage of construction on or after 1 July 2026, any installation date on the ship; or
- ships other than those ships prescribed in (a) above, a contractual delivery date for the equipment or, in the absence of a contractual delivery date, the actual delivery date of the equipment to the ship on or after 1 July 2026.

Consequently, the Sub-Committee finalized the draft revision of MSC.1/Circ.1331/Rev.1, which will be subject to approval at MSC 110

Next Steps: The draft revision of MSC.1/Circ.1331 will be subject to approval at MSC 110 (June 2025).

Steering and Propulsion Requirements for Both Traditional and Non-Traditional Propulsion and Steering Systems

The Sub-Committee considered the report of the Correspondence Group on Revision of SOLAS Chapters II-1 (part C) and V, and related instruments regarding steering and propulsion requirements. The current SOLAS regulations do not adequately address the use of modern propulsion systems that integrate both steering and propulsion functions. To address this gap, it is necessary to develop new rules that include sufficient technical standards and redundancy for these systems, along with mandatory requirements for ship maneuverability performance. To this scope, draft amendments to SOLAS regulations II-1/3, 28 to 30, and V/25 and 26, along with new draft SOLAS regulations II-1/28-1 and 29-1, have been further developed.

Draft New SOLAS Regulation 28-1 Means of Going Astern and Stopping

- The goal of this regulation is to prevent casualties arising from malfunction or insufficient performance of astern propulsion to control or stop the ship. The propulsion system shall provide adequate astern propulsion performance for ship operation and information regarding the ship's going astern and stopping characteristics shall be provided onboard.

Draft New SOLAS Regulation 29-1 Steering

- This regulation addresses steering function and steering performance of the ship, as well as requirements for the steering system(s) and its power supply to prevent casualties arising from malfunction, insufficient performance or incorrect use of steering system(s).

New resolution International Standards for Ship Manoeuvrability

- A new draft International Standards for Ship Manoeuvrability (ISSM) shall be used to evaluate the manoeuvring performance of ships under the regulations 28-1 and 29-1 of chapter II-1 of the SOLAS Convention.

Regarding the application clauses for SOLAS regulations II-1/28, 29, and 30, as well as the new regulations II-1/28-1 and 29-1, it was agreed in principle to maintain the "three dates" approach for the new regulations, with plans for further review at a later stage.

The Sub-Committee noted draft amendments to SOLAS regulations II-1/3, 28, 29 and 30 and V/25 and 26 as well as discussion on related instruments and invited the member states and organizations to submit proposals and



comments for consideration at a future session. Furthermore, the Sub-Committee endorsed the roadmap for establishing mandatory amendments, including the extension of the target completion year to 2028, with a view to entry into force in 2032.

SDC 12 (2026)	SDC 13 (2027)	SDC 14 (2028)	MSC 116 (2029)	1st January 2032
<ul style="list-style-type: none"> •Collect the relevant trial data, in particular, Zig-Zag test and draught collection/inspection scheme for further review of SOLAS and related instruments •Consider and further develop SOLAS amendments, including associated instruments •Consider the mandatory manoeuvrability standards, in particular, criteria for reduced condition and stopping test which will be used for trial to gather the data to be submitted to SDC 13 and SDC 14 for further review of SOLAS amendments and mandatory manoeuvrability standards •Establish Correspondence Group, if necessary •Update this roadmap, if necessary 	<ul style="list-style-type: none"> •Collect the relevant trial data, in particular, criteria for reduced condition and stopping test for further review of SOLAS and related instruments •Consider and further develop SOLAS amendments, including associated instruments •Consider the mandatory manoeuvrability standards, in particular, Zig-Zag based on trial data collected and methodology for draught correction/inspection schemes based on results of examination •Establish Correspondence Group, if necessary •Update this roadmap, if necessary 	<ul style="list-style-type: none"> •Collect the relevant trial data for further review of SOLAS and related instruments •Finalize the set of SOLAS amendments and mandatory manoeuvrability standards for submission to MSC 114 (2028) for approval •Finalize the associated instruments •Update this roadmap, if necessary 	<ul style="list-style-type: none"> •Adopt the set of SOLAS amendments and mandatory manoeuvrability standards •Adopt/Approve the associated instruments 	<ul style="list-style-type: none"> •Entry into force the SOLAS amendments and mandatory manoeuvrability standards

Next Steps: Work on this subject will continue with further discussion during SDC 12 (January 2026).

Further Development of the IP Code and Associated Guidance

In 2022, MSC 105 approved the new SOLAS Chapter XV, which addresses cargo ships and high-speed cargo craft with a gross tonnage of 500 and above that carry more than 12 industrial personnel. This chapter is accompanied by the International Code of Safety for Ships Carrying Industrial Personnel (IP Code). However, some outstanding issues still require further consideration in a subsequent phase.

As part of the second phase of work on the IP Code, a significant issue that was raised relates to the consistent application of industrial personnel (IP) weight in stability calculations. For ships under Part V of the High-Speed Craft Code (HSC), the IP Code specifies a particular IP weight for stability calculations. In contrast, ships under Part IV do not have a designated weight in the IP Code. Therefore, for these vessels, the general requirements of the 2008 IS Code (resolution MSC.267(85)) apply, which allows a weight of 75 kg per industrial personnel to be used in stability calculations.

It is important to note that the increased weight for IP should be based on the individual personnel and should not vary depending on the type of ship they are on. The same weight should be applied for stability calculations, regardless of whether the ship is certified under Part IV or Part V of the IP Code. The aim is to ensure a consistent approach to calculating stability for the same personnel across different types of ships.

To address this, the Sub-Committee agreed on amendments to Regulation 2 of the IP Code regarding Subdivision and Stability. These amendments state that "the mass of each industrial personnel shall be assumed to be 90 kg instead of 75 kg in the ship stability calculation."

Additionally, discussions were held regarding the development of guidance to support the implementation of the IP Code, however, the Sub-Committee agreed not to develop related guidance to accompany the implementation of the IP Code at this stage, as not enough experience had been gained as of yet.

Next Steps: The draft amendments will be subject to adoption at MSC 110 (June 2025).



Guidelines for Use of Fibre-Reinforced Plastics (FRP) within Ship Structures

The Sub-Committee made progress on revising the FRP Interim Guidelines (MSC.1/Circ.1574) but raised concerns regarding the high risks associated with fire safety and toxic fumes, which pose health hazards for those on board. Additionally, the lack of recyclability of FRP materials presents challenges for their use.

It was noted that the FRP Interim Guidelines serve as a supplement to the *Guidelines to the Approval of Alternatives and Equivalents Outlined in Various IMO Instruments* (MSC.1/Circ.1455) and the *Guidelines on Alternative Design and Arrangements for Fire Safety* (MSC.1/Circ.1002, as amended by MSC.1/Circ.1552). This means that when approving FRP elements within ship structures, regardless of their functions onboard, the revised interim guidelines should provide harmonized guidance for flag States and the industry.

The Sub-Committee specifically considered including load-bearing divisions and elements that contribute to the overall strength of the vessel in the scope of the FRP Interim Guidelines revision, as well as specific proposals related to global strength and load-bearing elements.

However, since the guidelines could not be finalized during this session, the Sub-Committee re-established the Correspondence Group to continue the work on revising the Interim Guidelines.

Next Steps: Work on this subject will continue with further discussion during SDC 12 (January 2026).

AMENDMENT TO THE 1988 LOAD LINE PROTOCOL

Draft Requirement for Setting of Guard Rails on the Deck Structure

At the previous session, the Sub-Committee agreed, in principle, to the draft amendment of regulation 25 of the International Convention on Load Lines 1966, as amended by the 1988 Protocol. However, due to time constraints, the Sub-Committee was unable to finalize the requirements for "sag of chains." As a result, it invited interested Member States and international organizations to submit further proposals regarding these requirements for this session.

During discussions about the "sag of chains," the Sub-Committee acknowledged that, where applicable, chains replacing guard rails should be tightened as much as reasonably possible while remaining easily detachable. Excessive tightening could compromise this functionality. Consequently, the draft text of the amendment to regulation 25 of the 1988 Load Line Protocol concerning the requirement for the sag standard of chains in subparagraph (3)(d) was finalized as follows:

"(d) where necessary for the normal operation of the ship, chains fitted between two fixed stanchions and/or bulwarks are acceptable in lieu of guard rails, which shall be tightened as much as reasonably practicable and shall be detachable."

Next Steps: The proposed amendments will need approval from MSC 110 by June 2025, with an estimated effective date of 1 January 2028.

PASSENGER SHIP SYSTEMS' CAPABILITIES AFTER A FIRE OR FLOODING CASUALTY

Revision of the Interim Explanatory Notes for the Assessment of Passenger Ship Systems' Capabilities after a Fire or Flooding Casualty

MSC 102 considered a proposal to revise the Interim Explanatory Notes (EN) for the Assessment of Passenger Ship Systems' Capabilities After a Fire or Flooding Casualty (MSC.1/Circ.1369) and the related circulars



to reflect the technology developments, alternative fuels and industry experience since the initial adoption of MSC.1/Circ.1369. To this scope, the Sub-Committee continued discussions on the review of MSC.1/Circ.1369 in light of the experience gained since the entry into force of SOLAS Regulations II-2/21 and II-2/22 on safe return to port, the application of the Explanatory Notes and the available industry standards.

At this session, the Sub-Committee noted the deliberations of the Correspondence Group, but expressed concerns about the applicability of SRtP requirements to existing ships constructed after July 2010, the date when the SOLAS Safe Return to Port (SRtP) provisions entered into force, and whether it would be appropriate for the revised Explanatory Notes to also be applicable to these ships. Other key points include the exclusion of provisions for single voyages exceeding the Safe Return to Port (SRtP) range, as well as highlighting that the need for training and drill requirements should align with the ongoing revision of the STCW Convention. Further discussions on the "one hour" criterion and return-to-port voyage parameters were encouraged, recognizing their implications for ship design and operational profiles, given the diverse operational contexts of passenger vessels globally.

The Sub-Committee was not able to finalize the draft revision of the EP, and re-established the Correspondence Group to progress the work on the revision of the Interim Explanatory Notes (MSC.1/Circ.1369) intersessionally.

Next Steps: Work on this subject will continue during SDC 12 (January 2026).

REDUCTION OF UNDERWATER NOISE FROM SHIPS

Experience-Building Phase for the Reduction of Underwater Radiated Noise from Shipping

MEPC 82 had agreed to continue the work on reducing underwater radiated noise (URN) from ships, and, in that connection, that the Committee had approved the *Action plan for the reduction of URN from commercial shipping* (URN Action Plan), as a dynamic document to be reviewed and revised as necessary. It had further been agreed to continue with the three-year experience-building phase (EBP), which had been initiated with the approval by MEPC 80 of the Revised URN Guidelines, in which Member States and international organizations had been invited to submit to the Committee, information, observations, comments and recommendations, based on the practical experience gained with the application of them.

Comprehensive discussion with respect to the URN and EBP took place at SDC 11, with the following outcome:

1. The potential impact of energy efficiency measures in the reduction of URN was an important aspect to continue exploring, e.g. the NAVISON study conducted by the European Maritime Safety Agency (EMSA), where the energy efficiency measures, and the reduction of URN were considered as complementary;
2. It must be acknowledged that, whilst URN might represent a significant problem in areas with higher intensity of shipping traffic, in other areas this might not be the case. Therefore, it would be important to have a detailed analysis of these areas and understand how URN targets could be established; and
3. The URN Action Plan outlined several approaches aimed at directly reducing URN at the vessel level, along with other strategies that consider the geographical relevance of URN reduction. These aspects should be carefully considered in discussions on developing biologically based targets.

Following the discussion, having noted that the matter should further be discussed intersessionally, the Sub-Committee agreed to establish the Correspondence Group on Underwater Radiated Noise.

Next Steps: Work on this subject will continue with further discussion during SDC 12 (January 2026).

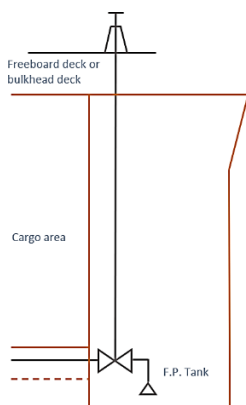
UNIFIED INTERPRETATIONS TO PROVISIONS OF IMO SAFETY, SECURITY AND ENVIRONMENT-RELATED CONVENTIONS

Draft Unified Interpretation of SOLAS Regulation II-1/12.6.2 - "Remotely Operated Valve"

The Sub-Committee noted a draft unified interpretation of SOLAS regulation II-1/12.6.2 to clarify the term "remotely operated valve" for consistent implementation. In 2020, SOLAS chapter II-1 was amended by resolution MSC.474(102) to align with the probabilistic damage stability concept and to eliminate ambiguities. In doing so, SOLAS regulation II-1/12.6.2 relating to piping piercing a ship's collision bulkhead was introduced, along with the requirement for a remotely operated valve, applicable to new ships.

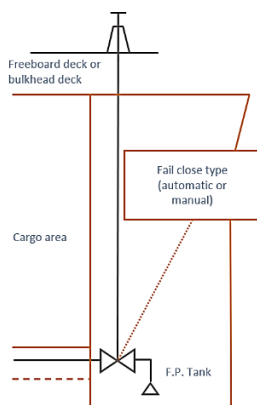
The ambiguities in the regulation were particularly noted concerning the interpretation of the term "remotely controlled" and the functionality of such valves. The purpose of this unified interpretation is to clarify the term "remotely controlled valve" as used in SOLAS regulation II-1/12.6.2:

1. for compliance with SOLAS regulation II-1/12.6.2, as amended by resolution MSC.474(102), the valve fitted on the pipe piercing a ship's collision bulkhead below the bulkhead deck of passenger ships and the freeboard deck of cargo ships may be either a deck standing manual type or a mechanically powered type with a fail-close arrangement; and
2. for the purpose of the fail-close arrangement, the valve should be of an automatic fail-close type or should have an additional manual-closing function activated from a position above the bulkhead deck of passenger ships and the freeboard deck of cargo ships.



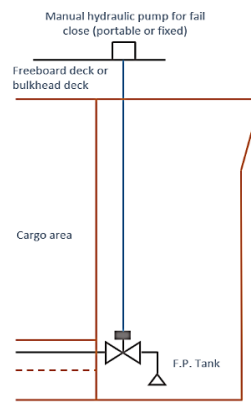
Case 1 (Not allowable)

- Manual deck stand controlled from the freeboard deck or bulkhead deck
- When fail, the valve remains at its current position



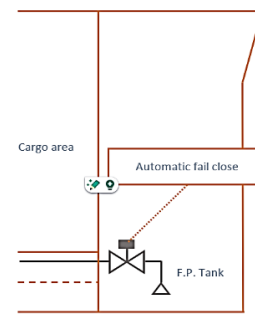
Case 2 (Allowable)

- Manual deck stand controlled from the freeboard deck or bulkhead deck
- Fail-close type valve (automatic close, or manual close from the freeboard deck or bulkhead deck)



Case 3 (Allowable)

- Actuated mechanically and controlled remotely from cargo control room, etc.
- Manual fail-close from above the freeboard deck or bulkhead deck



Case 4 (Allowable)

- Actuated mechanically and controlled remotely from cargo control room, etc.
- Automatic fail-close

Next Steps: The Sub-Committee agreed to the draft MSC circular on UI of SOLAS regulation II-1/12.6.2, with a view to approval by MSC 110 (June 2025).

Escape Routes from Below the Bulkhead Deck and the Location of the Escape Trunk

The Sub-Committee discussed a proposal regarding regulations SOLAS II-2/13.4.1 and 13.4.2, aiming to clarify the term "lower part" in relation to escape routes from areas below the bulkhead deck, as this term is not defined in SOLAS. In 2015, a unified interpretation (MSC.1/Circ.1511) was approved, which states that the "lower part" refers to the "lowest deck level, platform, or passageway within the space."



Due to design limitations on some ships, it may not be technically feasible to install a protected enclosure that extends from the lowest deck level to a safe location outside. In such cases, enclosures may be installed from a working platform or passageway located near the absolute lowest level of the machinery space. The proposed revisions to MSC.1/Circ.1511 aimed to define the "lower part" as the lowest deck level or any working platform up to 2.3 meters above it. However, the Sub-Committee debated this revision, noting that it would impose additional requirements beyond current regulations.

SDC 11 emphasized that the flag State should retain the authority to determine escape arrangements based on specific assessments of the ship. Additionally, the discussion raised concerns about Port State Control (PSC) inspections, where ships have been detained due to differing interpretations of escape arrangements. The Sub-Committee agreed that PSC officials should respect the approvals from flag States and refrain from imposing their interpretations. SDC 11 confirmed that, when referring to the lower part of a ship, it should be understood as either the lowest deck level or a platform or passageway.

For further consideration, the SDC 11 invited III 11 (scheduled for July 2025) to reflect on the outcome of this discussion, which raised the issue of potential challenges to flag States' interpretations of mandatory provisions by PSC officers and highlighted the need for guidance to harmonize PSC activities.

Draft Unified Interpretations of SOLAS Regulation II-1/25-1 Related to Water Level Detectors

The Sub-Committee noted proposed draft unified interpretations of SOLAS regulation II-1/25-1 to clarify the installation and location of water level detectors on ships with multiple cargo holds that have a single hold below the freeboard deck. This review was initiated by the El Faro accident, which revealed ambiguities in the regulation regarding water level detectors and non-watertight decks. The proposal suggested that such ships should comply with SOLAS regulation II-1/25-1 and install water level detectors on each non-watertight deck unless adequate drainage exists.

However, the Sub-Committee determined that these interpretations exceed current requirements and recommended a comprehensive revision of SOLAS regulations II-1/25 and II-1/25-1 for better alignment. Interested delegations were invited to consider these comments and prepare a new proposal for the Committee in a future session for a possible revision of SOLAS regulation II-1/25-1.

OTHER DEVELOPMENTS

Amendments to the 2011 ESP Code

During the previous session, it was agreed to use remote inspection techniques (RIT) for close-up inspections of bulk carriers and oil tankers under the ESP Code. A Correspondence Group was formed to propose amendments and develop guidelines for RIT. At this session, the Sub-Committee developed and approved amendments to the 2011 ESP Code to permit the use of remote inspection techniques (RIT), based on the outcome of the work of the correspondence group. The amended texts include consequential amendments to MSC.1/Circ.1502 related to the guidance on Pressure Testing of Boundaries of Cargo Oil Tanks under Direction of the Master.

The amendments to the 2011 ESP Code contain the following provisions:

- a) Definition of RIT – as a means of survey of any parts of the structure without the need for direct physical access of the surveyor
- b) Thickness measurements and close-up surveys – providing that after the third renewal survey, the use of RIT is subject to the agreement of the Administration, which may impose additional requirements or limitations
- c) Procedures for the use of RIT – acknowledging that for damage or deterioration revealed during RIT, traditional close-up surveys, as well as random confirmatory surveys/close-up surveys should be required

- d) Renewal survey - emphasizing that the RIT shall not be used to assist the surveyor during the close-up survey in areas which have a recorded significant history of structural failures (corrosion, cracks and buckling)
- e) Preparations for survey – providing that RIT limitations and details of the areas not fully accessed by the permanent means of access, shall be detailed in the survey program
- f) Equipment for survey – requiring that the surveyor is to be satisfied with the data presentation and communication, and prior to the start of surveys for the performance of the RIT to be confirmed
- g) Approval and certification of a firm engaged in close-up survey of hull structures using a RIT – outlining the procedures for certification of firms engaged in close-up survey of hull structures using a RIT

While the amendments to the 2011 ESP Code requirements for RIT do not include thickness measurements at this time, it remains the eventual overall aim to establish a holistic approach to facilitate the use of RIT on surveys, particularly since thickness measurements are required to be taken at the same time as close-up surveys.

Draft New Guidelines on the use of RIT

The working group progressed, but could not finalize the work on the draft guidelines on the use of RIT. Consequently, the Sub-Committee re-established the Correspondence Group to further develop guidelines for the use of RIT for 2011 ESP Code surveys. These guidelines are to adopt a goal-based approach, and are to include, inter alia, RIT thickness measurement capabilities, guidance for the use of RIT for surveyors and RIT firms, validation and verification of RIT equipment, as well as guidance on certification of RIT equipment.

Next Steps: The amendments to the 2011 ESP Code to permit the use of RIT will be submitted to MSC 110 (June 2025) for approval, while the Correspondence Group is to progress the draft Guidelines on the Use of RIT with a view to finalization during SDC 12.

Review of the 2009 Code on Alerts and Indicators

The 2009 Code on Alerts and Indicators (the Code) was adopted by resolution A.1021(26) following the recommendations made by MSC 86 and MEPC 59. Since then, a number of IMO instruments which are referenced in the Code have been amended and several new IMO instruments have been introduced, necessitating corresponding changes and updates in the text of the Code. Additionally, it was observed that there is a need for updating the text of the Code to eliminate contradictions, ambiguities and unnecessary redundancies in the Code and introduce some editorial changes.

The Sub-Committee agreed to include the proposed new instruments in the Code and amended the relevant sections accordingly, and in particular to:

1. include the Exhaust Gas Cleaning Systems (EGCS) guidelines (MEPC.340(77)) in the Code, and reference to the monitoring systems which may be considered as indicators;
2. include the International Ship and Port Facility Security Code (ISPS Code), and in particular a reference to an audible and/or visual alarm activated by automatic intrusion-detection devices; and
3. include the Code for Approval of Ballast Water Management Systems (BWMS Code) (resolution MEPC.300(72)), and relevant references to audible and visible alarms.

The relevant tables under Section 10 of the updated Code indicating the Alert and Indicator locations throughout the ship were extensively amended and updated. Subsequently, the Sub-Committee approved the amendments to, and the update of, the 2009 Code on Alerts and Indicators.

Next Steps: The Sub-Committee will present the 2025 update to the Code on Alerts and Indicators to MSC 110 (June 2025) for approval.

CONTACT INFORMATION

North America Region

1701 City Plaza Dr.
Spring, Texas 77389, USA
Tel: +1-281-877-6000
Email: ABS-Amer@eagle.org

South America Region

Rua Acre, nº 15 - 11º floor, Centro
Rio de Janeiro 20081-000, Brazil
Tel: +55 21 2276-3535
Email: absrio@eagle.org

Europe Region

111 Old Broad Street
London EC2N 1AP, UK
Tel: +44-20-7247-3255
Email: ABS-Eur@eagle.org

Africa and Middle East Region

Al Joud Center, 1st floor, Suite # 111
Sheikh Zayed Road
P.O. Box 24860, Dubai, UAE
Tel: +971 4 330 6000
Email: ABSDubai@eagle.org

Greater China Region

World Trade Tower, 29F, Room 2906
500 Guangdong Road, Huangpu District,
Shanghai, China 200000
Tel: +86 21 23270888
Email: ABSGreaterChina@eagle.org

North Pacific Region

11th Floor, Kyobo Life Insurance Bldg.
7, Chungjang-daero, Jung-Gu
Busan 48939, Republic of Korea
Tel: +82 51 460 4197
Email: ABSNorthPacific@eagle.org

South Pacific Region

438 Alexandra Road
#08-00 Alexandra Point, Singapore 119958
Tel: +65 6276 8700
Email: ABS-Pac@eagle.org

© 2024 American Bureau of Shipping. All rights reserved.

