

International Maritime Latest Issues Jan. & Feb. 2025

- **IMO International Maritime News(p2-5)**
 - Reviewing from Dec. 2024 to Jan. 2025 Maritime News
- **IMO's Meeting Highlights(p6-33)**
 - Maritime Safety Committee 109th Session (MSC 109)
 - Sub-Committee on Ship Design and Construction 11th session (SDC 11)

I. IMO International Maritime News

Keywords : IMSBC Code; IACS No. 47; Shipbuilding and Repair Quality Standard

IMSBC Code - Amendments coming into force on Jan 1st 2025

IMO adapt the **International Maritime Solid Bulk Cargoes (IMSBC) Code Amendment 07-23**, which entered into mandatory force on 1st January 2025, putting into effect some major amendments. The amendments under Amendment 07-23 are:

- Revised cargo information to be given by the shipper to include “bulk density.”
- Revised cargo information and declaration form to incorporate bulk density
- New Direct Reduced Iron cargo introduced to the Code
- Re-classification of fish meal from Group B, UN 2216, to MHB cargo
- 14 new cargoes added
- Revised IMO circular for list of solid bulk cargoes exempted from fixed gas fire extinguishing system incorporating some of the new cargoes
- Updated list of non-cohesive cargoes as per Appendix 3 to cover the new ones.



Source: IMO, BIMCO.

IACS No. 47: A Comprehensive Guide to the Shipbuilding and Repair Quality Standard

The International Association of Classification Societies (IACS) No. 47 Shipbuilding and Repair Quality Standard is set to redefine quality assurance in shipbuilding and repair, ensuring higher safety, reliability, and consistency across the global maritime sector. [IACS No. 47](#) aims to address longstanding challenges in shipbuilding and repair, including inconsistent quality, safety risks, and environmental concerns. IACS has been rolling out training programs and workshops for industry professionals to support implementation. Small shipyards and some repair facilities may face difficulties and challenges in meeting the new requirements, particularly regarding resource allocation and training. However, IACS and its member societies are committed to supporting a smooth transition.



Source: Nautical Voice.

- IACS No.47 provides a comprehensive framework to ensure that vessels are constructed and maintained to the highest possible standards. It was driven by the need to harmonize practices across the industry. With shipbuilding and repair activities often taking place in different places or regions under varying regulations, the lack of a unified standard has led to inconsistencies in quality and safety. IACS No. 47 seeks to bridge this gap by establishing a common benchmark for all stakeholders.

I. International Maritime News

Keywords : Interim guidelines for Ammonia Fuel ships; FuelEU Maritime

ENGINE : IMO approves safety guidelines for ammonia-capable ships

IMO has approved interim safety guidelines to enable the use of ammonia as a marine fuel on ammonia carriers on the Maritime Safety Committee (MSC) 109th session (on December 2-6th), **IMO's approved amendments to the International Convention for the Safety of Life at Sea (SOLAS) addressing the current prohibition on using ammonia cargo as fuel. These amendments will enter into force on 1st July 2026.**

Ammonia is highly toxic and corrosive, factors that have hindered its widespread adoption. However, **the interim guidelines may benefit some ports, such as Singapore, which seeks to establish ammonia bunkering by 2026.**

In addition, **MSC 109 has also updated its list of alternative fuels and new technologies. A “swappable traction lithium-ion battery container was newly included as a potential power source for ships,”** said Korean Register.

FuelEU Maritime Regulation Enters Into Force

On January 1st 2025, the new EU carbon-intensity mandate, FuelEU Maritime, enters into force. Requiring European shipping interests to make hard choices about fuel efficiency and low-carbon propulsion. To achieve its 2050 emissions goals for shipping, the EU has imposed a schedule of progressively higher fees on emissions per tonne of transport work for ships over 5,000 GT. The fee structure is part of the bloc's broader plan to reduce greenhouse gas intensity from shipping by 80 percent by 2050 (compared with 2020 levels).

Shipowners are required to record and report the well-to-wake greenhouse gas intensity of each vessel's operations. Non-compliance is a legal option but comes with a high penalty: €2,400 per tonne of VLFSO energy equivalent - about triple the price of bunker fuel - for emissions over the limit. Repeated, multiyear noncompliance increases the penalty.

- Very Low Sulphur Fuel Oil (VLFSO)
- Well-to Wake (WtW), shortly refers to the fuel production to the end-use by a ship.



Source: ENGINE



Source: maritime-executive.com. (Jan 1, 2025)

I. International Maritime News

Keywords: Port State Control; Tokyo MoU; Paris MoU

IACS launches campaign on emergency power supply tests



Bureau Veritas (BV) reminded that IACS will start a new campaign in 2025, **with a warning from [the Tokyo MoU](#) about potential risks in how emergency power systems are tested**, particularly with a method called the “**simulated blackout.**” The campaign will be held for 12 months, commencing **from 1 January 2025 to 31 December 2025**, examining the Emergency Power Supply of the ship.

Recommendations for **the Flag State Authorities, Classification Societies, and ISM Recognized Organizations:**

1. During routine inspections, surveys, and ISM audits, **ensure the emergency generator functionality is tested using both the “simulated blackout” routine/sequential test switch and a controlled blackout.** If a discrepancy is found, appropriate actions should be taken to amend the emergency generator test procedure.
2. **Any changes to the emergency generator testing procedure must be documented in the ship’s safety management and preventive maintenance systems and be approved by the Classification Society/Recognized Organization.**
3. **The electrical system design and approval are the responsibility of the Recognized Organization/Classification Society to ensure compliance with SOLAS requirements**

DNV : PSC focus on NOx technical files and machinery components

TECHNICAL AND REGULATORY NEWS No. 33/2024 - PSC

PSC FOCUS ON NOx TECHNICAL FILES AND MACHINERY COMPONENTS

PSC code	Defective item	Additional comments by PSCOs
14601	Technical Files and, if applicable, monitoring manual	NOx Technical File for main engine and generators is not available on board.
14602	Record Book of Engine Parameters	Record Book of Engine Parameters properly filled in, but information related to the replacement of injection pump cylinder no. 1 as per the NOx Technical File is missing.
14606	Diesel engine air pollution control	Charge air cooler of M/E is without the IMO ID number as required by the NOx Technical File.

DNV reminds the GHG regulations for PSC inspections that different PSC areas **are currently scrutinizing the NOx Technical Files and the Record Book of Engine Parameters in detail to ensure the records align with the onboard installations.** Several detainable deficiencies were issued by Port State Control Officers (PSCOs) during regular PSC inspections in the last few months.

The most common deficiencies identified during inspections include **the [Paris MoU](#) PSC code 14601: Technical Files and, if applicable, monitoring manual; Code 14602: Record Book of Engine Parameters...etc.** The main issues for past detentions **were missing Technical Files or Record Books of Engine Parameters, and engine parts lacking the IMO identification number** as per the Technical File on board. (DNV [Technical News](#))

Source: DNV.

I. International Maritime News

Keywords: GloNoise; Underwater Noise; carbon levy

GloNoise Partnership: Reducing Underwater Noise from Shipping



Source: Nautical Voice.

Shipping is one of the major sources of underwater noise in the marine environment, with ships of different sizes producing varied frequencies of sound. To mitigate the impact of the underwater noise from shipping towards marine life, IMO has collaborated with the United Nations Development Programme(UNDP) and the Global Environment Facility (GEF) and launched the GloNoise Partnership, it began in December 2023 and will last for two years.

Large commercial vessels produce relatively loud and low-frequency sounds that overlap with the communication sounds and hearing of many marine mammals, particularly large whales, some seals, sea lions, and fishes, the noise from ships may interfere with their important biological functions.

The main goal of the GloNoise project is to support the implementation of the revised IMO [Guidelines for the Reduction of Underwater Noise from Commercial Shipping](#). It also focuses on building capacity in developing countries, gathering data to support IMO’s policy dialogue, and developing an online toolkit for national-level implementation by experts.

- [the Global Environment Facility \(GEF\)](#) was established in 1992 Rio Earth Summit and includes 184 countries in partnership with international institutions, civil society organizations, and the private sector, which is a multilateral fund dedicated to confronting biodiversity loss, climate change, pollution, and renewal.

Nations issue joint submission to IMO for carbon levy



Source: Safety4sea.com.

The International Chamber of Shipping (ICS) has joined 47 governments in a joint submission to IMO to adopt a maritime greenhouse gas (GHG) emissions pricing mechanism for international shipping. The joint submission by governments sets out convergent regulatory text for amendments to the IMO MARPOL Convention, which will require shipping companies operating ships on international voyages to make GHG contributions per tonne of CO₂e emitted to a new “IMO GHG Strategy Implementation Fund.”

The key purpose of this GHG charge will be to reduce the cost gap between zero/near-zero GHG emission (ZNZ) fuels (such as green methanol, ammonia, and hydrogen) with conventional marine fuels and to incentivize the accelerated uptake of green energy sources. (More information for the joint proposal to IMO GHG emissions may see [here](#))



International Maritime Organization

**Maritime Safety Committee
109th session (MSC 109)
2-6 December 2024**

International Maritime Organization, IMO

IMO – the International Maritime Organization – is one of the United Nations specialized agencies with responsibility for the safety and security of shipping and the prevention of marine and environmental pollution by ships.

In 1948, on March 6th, an international conference in Geneva adopted a convention formally establishing IMO (the original name was the Inter-Governmental Maritime Consultative Organization, or IMCO, the name changed to IMO in 1982).

The IMO Convention entered into force in 1958 and had a meeting for the first time the following year.

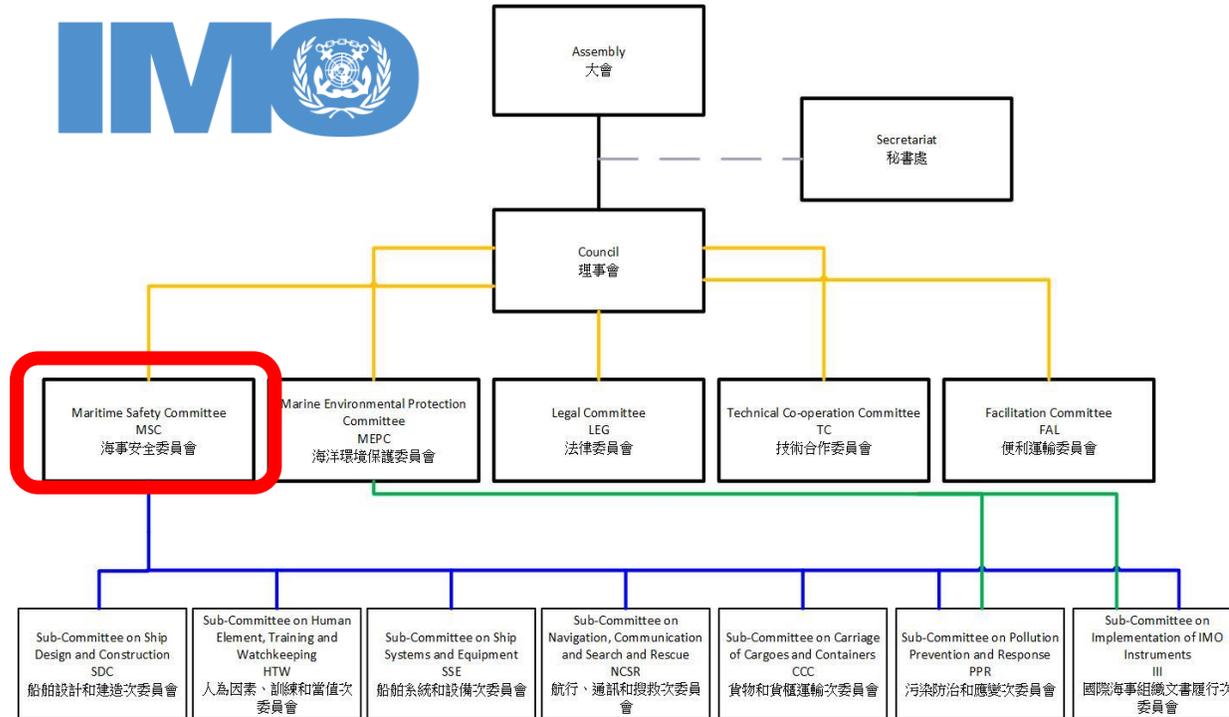
Currently, there are 176 Members States.



1948 IMO Council. The Convention establishing IMO was adopted on 6 March 1948, at this conference. Held under the auspices of the United Nations in Geneva.

II. IMO's Meeting Highlights

Structure of IMO



Source: Made by NKUST-CIMCS.

Maritime Safety Committee, MSC

- One of the 5 Committees in IMO.
- The Maritime Safety Committee(MSC) **mainly deals with all matters related to maritime safety and maritime security which fall within the scope of IMO**, including both passenger ships and all kinds of cargo ships.
- This includes **updating the International Convention for the Safety of Life at Sea (SOLAS) Convention and related codes**, such as those covering dangerous goods, life-saving appliances and fire safety systems. The MSC also deals with human element issues, including amendments to the STCW Convention on training and certification of seafarers.
- The MSC has a wide range of issues on its current agenda, including goal-based standards, autonomous vessels, piracy and armed robbery against ships, cyber security and e-navigation.

MSC 109 Agenda

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda; report on credentials	12	Ship systems and equipment (Report of SSE 10)
2	Decisions of other IMO bodies	13	Navigation, communications and search and rescue (Report of NCSR 11)
3	Amendments to mandatory instruments	14	Carriage of cargoes and containers (Urgent matters emanating from the CCC 10)
4	Goal-based new ship construction standards	15	Implementation of IMO Instruments (Report of III 10)
5	Development of a goal-based instrument for maritime autonomous surface ships(MASS)	16	Pollution Prevention and Response (Report of PPR 11)
6	Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels	17	Domestic ferry safety
7	Revision of the Guidelines on Maritime Cyber Risk Management(MSC-FAL.1/Circ.3/Rev.2) and identification of next steps to enhance maritime cyber security	18	Application of the Committee's method of work
8	Measures to enhance maritime security	19	Work programme
9	Piracy and armed robbery against ships	20	Election of Chair and Vice-Chair for 2025
10	Unsafe mixed migration by sea	21	Any other business
11	Formal safety assessment	22	Consideration of the report of the Committee on its 109th session

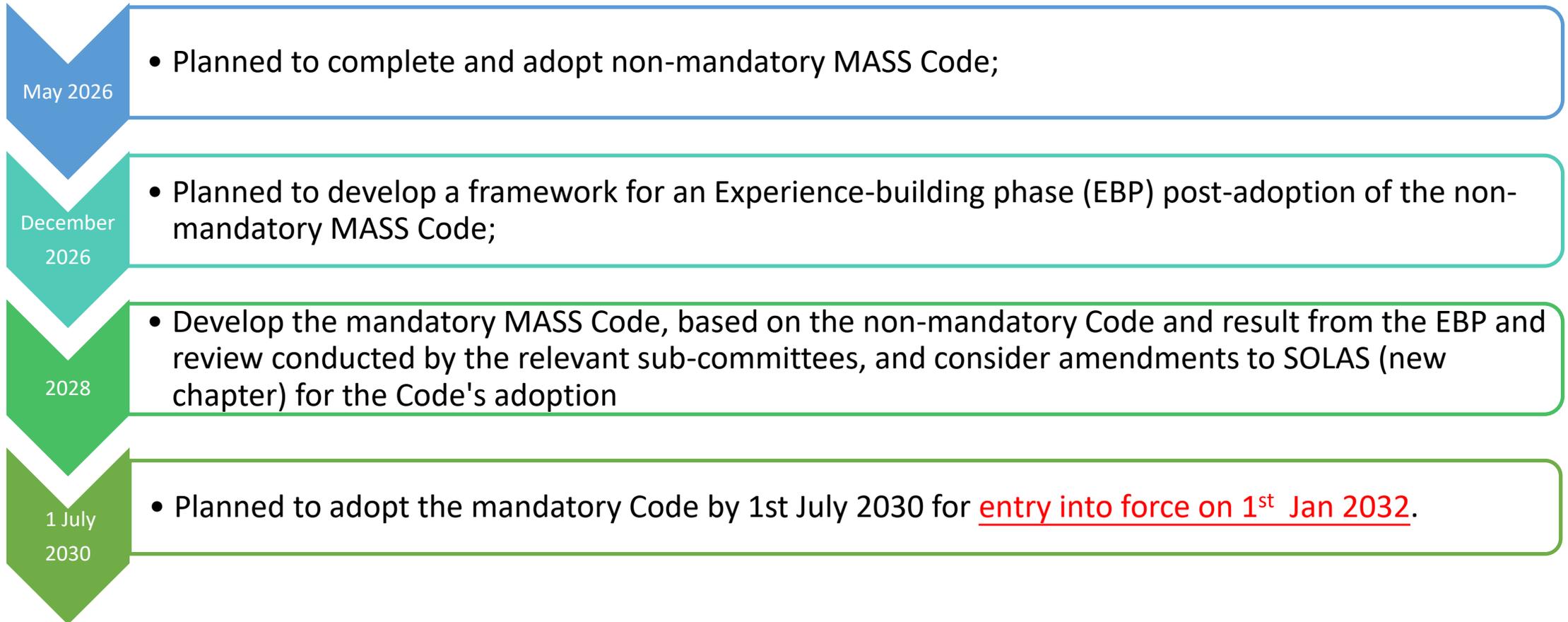
Amendments adopted to IGC and IGF Codes

Agenda 3

- Adopted amendments to International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) regards to the use as fuel of cargoes identified as toxic products, in the context of alternative fuels and new technologies. The amendments are expected to enter into force on 1 July 2026.
- Approved an MSC circular on the voluntary early application of the IGC Code Chapter 16, associated with these amendments.
- Adopted amendments to parts A and A-1 of the International Code of Safety for Ship Using Gases or Other Low-flashpoint Fuels (IGF Code) relate to ship design, fire safety, ventilation and other safety issues. Which may expect enter into force on 1st January 2028.

Roadmap updated for the development of a MASS Code

Agenda 5



Progress on developing of a GHG safety regulatory framework

Agenda 6

- To meet the goal for 2050 net zero emission, IMO had established the Correspondence Group at MSC 108 to develop of a Safety Regulatory Framework to Support the Reduction of GHG Emissions from Ships using New Technologies and Alternative Fuels (GHG safety).
- The Correspondence Group had been working on capturing detailed information (technical background, hazards, and risks to ship/shoreside) for the new technologies and alternative fuels. Safety obstacles and gaps in existing regulations are also being assessed.
- MSC 109 endorsed the addition of a new category on "swappable traction lithium-ion battery containers" to the list of new technologies developed by the Correspondence Group.
- Approved draft amendments to Chapter II-1 of the SOLAS Convention to clarify that the IGF Code applies to gaseous fuels or low flash-point fuels, and the amendments will be submitted with a view to adoption at MSC 110 (June 2025), with expected entry into force in 2027.

Guidelines on the recovery of deceased people approved

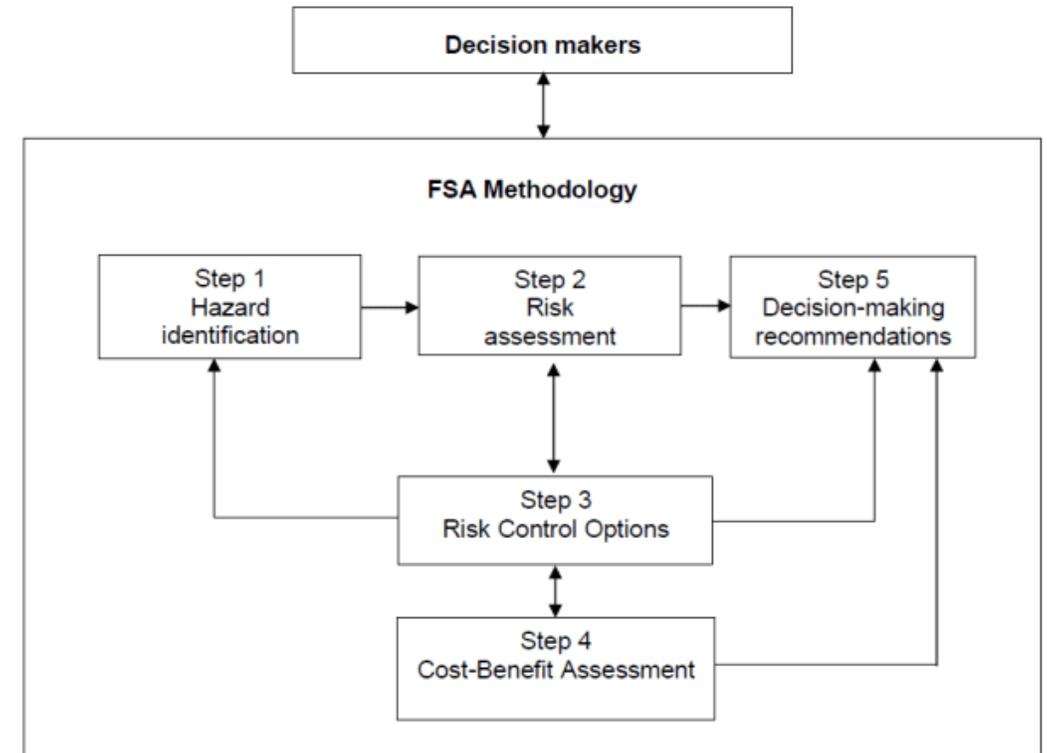
Agenda 10

- MSC 109 approved the MSC-FAL circular on Guidelines concerning the recovery of deceased persons and of death after recovery. It may forward to the Facilitation Committee (FAL) for its concurrent approval.
- The guidelines address the need for awareness about the proper handling of non-survivors in migrant boats, supplementing resolution MSC.528 (106) on Recommended cooperation to ensure the safety of life at sea, the rescue of persons in distress at sea and the safe disembarkation of survivors.
- Considering with the laws and cultures, as well as paying due respect to the practice of the migrants, the local public health policies in handling a deceased person among survivors rescued in a migrant boat; and considerations in handing over bodies between various organizations

Revised guidelines for formal safety assessment (FSA) approved

Agenda 11

- Approved the Revised guidelines for Formal Safety Assessment (FSA) for use in the IMO rule-making process, for dissemination as MSC-MEPC.2/Circ.12/Rev.3, subject to concurrent approval by MEPC 83.
- Formal safety assessment (FSA) is a structured and systematic methodology aimed at enhancing maritime safety, by using risk analysis and cost-benefit assessment. FSAs can be used as a tool to help in the evaluation of new maritime regulations.



Source: IMO FSA process (IMO, 2015)

Reports of Sub-Committees - various provisions approved

MSC 109 Agenda 12 to 16

- **Sub-Committee on ship systems and equipment (SSE) 10th session (SSE 10)**
- **Navigation, Communications and Search and Rescue (NCSR) 11th session (NCSR 11)**
- **Carriage of Cargoes and Containers (CCC) - 10th session (CCC 10)**
- **Implementation of IMO Instruments (III) - 10th session (III 10)**
- **Pollution Prevention and Response (PPR) - 11th session (PPR 11)**

Sub-Committee on ship systems and equipment (SSE)- 10th session (SSE 10)

1. The amendments to 1994 and 2000 International Code of Safety for High Speed Craft (HSC) Code, mainly on lifejacket carriage requirements, taking into account the associated check/monitoring sheet and the record format, with a view to adoption by MSC 110 with expected entry into force on 1 January 2028.
2. Endorsed the roadmap to facilitate drafting related functional requirements and expected performances for SOLAS chapter III and the International Life-Saving Appliance (LSA) Code.
3. Approved several Unified interpretations(UI) of SOLAS regulations.
4. Amendments emanating from assumed weight in self-righting tests and retro-reflective materials.
5. Approved MSC.1/Circ.677/Rev.1 on Revised standards for the design, testing, and locating of devices to prevent the passage of flame into cargo tanks in tankers, with the effective date of 4 December 2026.
6. Approved the draft amendments to SOLAS regulation II-2/11, for consistent implementation of this provision for passenger ships and cargo ships, as a minor correction, with a view to adoption at MSC 110.

II. IMO's Meeting Highlights

Navigation, Communications and Search and Rescue (NCSR) 11th session (NCSR 11)

1. Adopted the revised Ships' routing measures, which are in accordance with resolution A.858(20), the amended of traffic separation schemes and associated measures, and the areas to be avoided around oil rigs.
2. Approved the draft Assembly resolution on charges for distress, urgency and safety communications through recognized mobile satellite services in the GMDSS, revising and revoking resolution A.707(17), and to adoption by A 34.
3. Amendments the draft MSC circular on amendments to the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR manual)
4. Endorsed the approval of **SAR.7/Circ.16 on List of documents and publications** which should be held by a Maritime or Joint Rescue Coordination Centre
5. Adopted MSC resolution on performance standards for digital navigational data (NAVDAT)
6. Approved the draft Assembly resolution on Criteria for the provision of mobile satellite communication systems in the GMDSS. **Revising and revoking resolution A.1001(25) and MSC.1/Circ.1414**, with a view to adoption by A 34.
7. **Pilot transfer arrangements:** approved the draft amendments to SOLAS regulation V/23 and the appendix (Certificates), the associated draft MSC resolution on Performance standards for pilot transfer arrangements.,
8. Revising annex 3 to resolution MSC.74(69), and applicable to new installations, which adopted MSC resolution on Performance standards for a universal shipborne automatic identification system (AIS).

II. IMO's Meeting Highlights

Sub-Committee on the carriage of cargoes and containers (CCC 10)

- Approved MSC.1/Circular on Interim Guidelines for the safety of ships using ammonia as fuel.
- endorsed the updated work plan for the development of new alternative fuels.
- Draft amendments to the IGC Code and preparation of a new consolidated version of the Code

Sub-Committee on Implementation of IMO Instruments (III 10)

- Adopted the Interim guidelines on Cape Town Agreement (CTA) of 2012 on fishing vessel safety.
- Approved MSC circular on Recommendations to national governments and administrations to prevent collisions with fishing vessels.
- Endorsed the issuance of a circular III.3/Circ.13 on Casualty analysis and statistics.
- Confirm the analysis of consolidated audit summary reports (CASRs)

Sub-Committee on Pollution Prevention and Response (PPR 11)

- Noted the invitation to the SSE Sub-Committee to consider a requirement for new crude oil tankers in relation to Pressure/Vacuum (P/V) valves.

Recommendation for MSC 109

- To support the new technology and alternative fuel for reducing GHG emission, MSC had been working on developing the regulation framework, such as the Interim Guidelines for ammonia; as well as the MASS Code.
- Once these guidelines or new standards adopted, there might be other corresponding regulations and requirements in the shipping sector or some areas.

Next meeting for MSC

- Next meeting (MSC 110) will be held on June 18th to 27th 2025.



Source: IMO

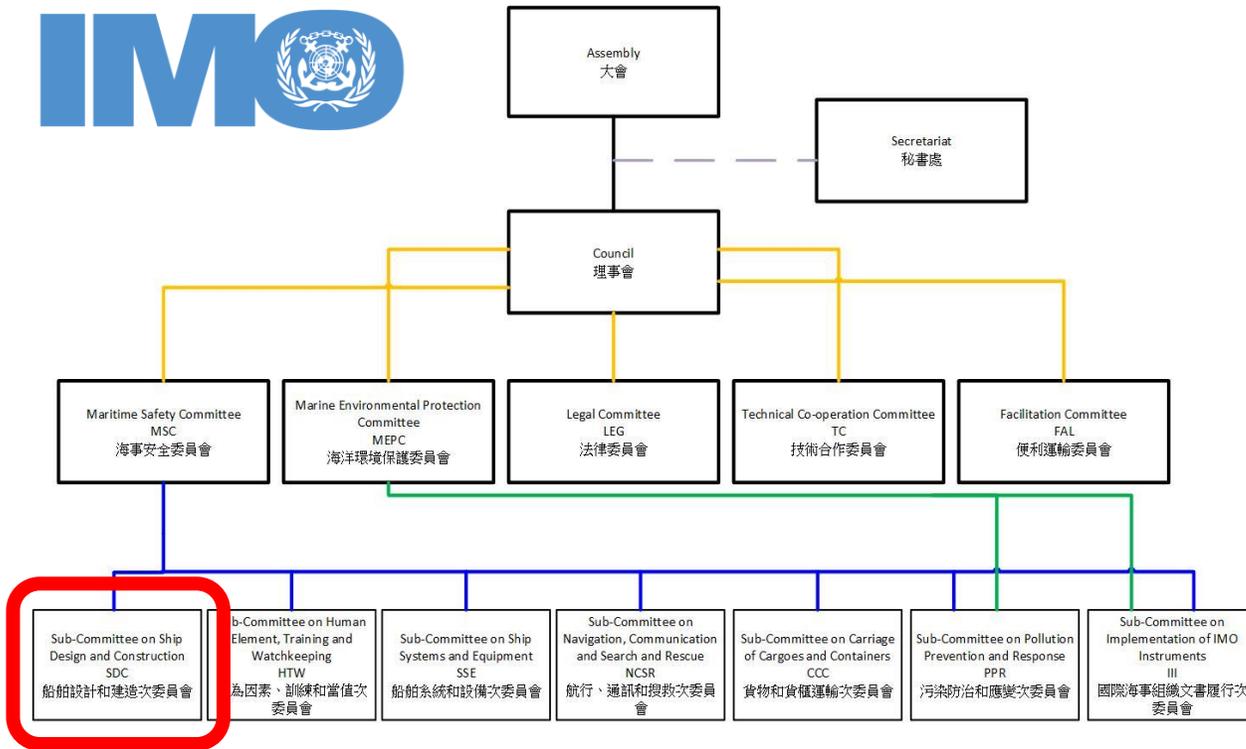


International Maritime Organization

**Sub-Committee on Ship Design
and Construction
11th session (SDC 11)
13-17 January 2025**

II. IMO's Meeting Highlights

Structure of IMO



Source: Made by NKUST-CIMCS.

Sub-Committee on Ship Design and Construction (SDC)

- One of the seven Sub-Committees of International Maritime Organization .
- Sub-Committee on Ship Design and Construction (SDC) mainly deal with a wide range of technical and operational matters related to ship design and construction, including subdivision and stability.
- SDC also covers the works on testing and approval of construction and materials, load lines, tonnage measurement, safety of fishing vessels and the carriage of industrial personnel.

SDC 11 Agenda

Item No.	Agenda	Item No.	Agenda
1	Adoption of the agenda	10	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation-related conventions
2	Decisions of other IMO bodies	11	Guidelines for use of Fibre-Reinforced Plastics (FRP) within ship structures
3	Development of Guidelines for emergency towing arrangements for ships other than tankers	12	Review of the 2009 Code on Alerts and Indicators
4	Further development of the IP Code and associated guidance	13	Biennial status report and provisional agenda for SDC 12
5	Revision of the Interim explanatory notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty (MSC.1/Circ.1369) and related circulars	14	Election of Chair and Vice-Chair for 2026
6	Amendments to the 2011 ESP Code	15	Experience-building phase for the reduction of underwater radiated noise from shipping
7	Amendments to the Guidelines for construction, installation, maintenance and inspection/survey of means of embarkation and disembarkation (MSC.1/Circ.1331) concerning the rigging of safety netting on accommodation ladders and gangways	16	Any other business
8	Revision of SOLAS chapters II-1 (part C) and V, and related instruments regarding steering and propulsion requirements, to address both traditional and non-traditional propulsion and steering systems	17	Action requested of the Sub-Committee
9	Amendment to regulation 25 of the 1988 Load Line Protocol regarding the requirement for setting of guard rails on the deck structure		

Emergency towing arrangements

Agenda 3

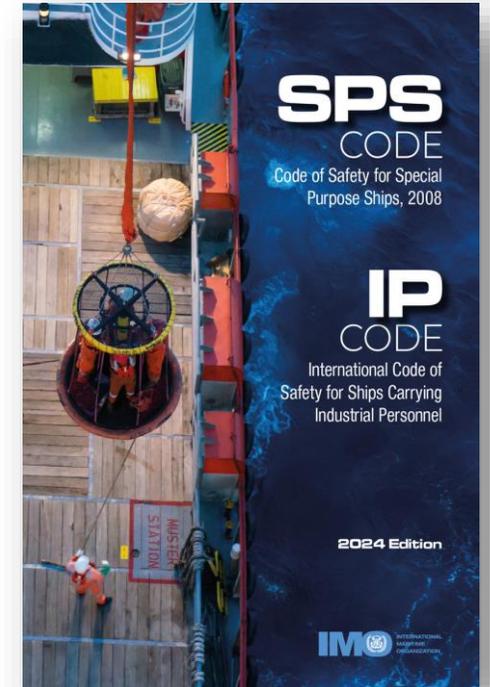
- MSC 108(May 2024) adopted [amendments to SOLAS II-1/3-4](#) had extend the requirements for emergency towing devices to all new ships over 20,000 GT to facilitate emergency assistance and towing operations and thereby reduce the risk of ship wreckage and pollution. In the current requirements, tankers of 20,000 DWT and above are required to have an emergency towing device, while other cargo ships and passenger ships must have a towing procedure only. The new requirements will [enter into force on 1 January 2028](#).
- Complete a new set of interim guidelines for emergency towing arrangements on new ships other than tankers.
- Agree with amendments to the Revised Guidance on Shipboard Towing and Mooring Equipment. (2020 MSC.1/Circ.1175/Rev.1)
- Also agree on the draft amendments to Guidelines for Owners/ Operators on Preparing Emergency Towing Procedures. (2008MSC.1/Circ.1255)
- The new amendment guidelines may forward to MSC 110 (June 2025) (MSC.1/Circ.1175/Rev.2) for approval.

Industrial personnel

Agenda 4

- SDC 11 agreed on draft amendments to the IP Code to align the weight used for stability calculations for ships certified according to SOLAS Chapter I with that for ships certified according to the International Code of Safety for High Speed Craft (HSC Code)
- The dimensioning weight for industrial personnel, will be consistently specified as 90 kg.
- The draft amendments will be submitted to MSC 110 (June 2025) for approval, and are expected to enter into force on 1 January 2028.

Code of Safety for Ships Carrying Industrial Personnel (IP Code) entered into force on 1 July 2024. Industrial personnel are defined as persons who are on board for the purpose of offshore industrial activities performed on board other ships and/or offshore facilities.



Source: IMO

Safe Return to Port for passenger ships

Agenda 5

- A revision of the “Interim Explanatory Notes for the Assessment of Passenger Ship Systems’ Capabilities After a Fire or Flooding Casualty” (MSC.1/Circ.1369) had a progress to facilitate uniform implementation of the concept, taking into account experienced gained.
- The revision of the circular includes follow 3 areas:
 1. The main body of the document had a complete revamping.
 2. Revamping of the appendices, including interpretations of “remain operational”
 3. To include recommendations on operational aspects



Source: Pitor B. Stareńczak

Safe Return to Port (SRtP), the concept was introduced in SOLAS in 2010 with the intention to increase the robustness and fault tolerance of passenger ships. Even in the event of a flooding or fire casualty, the ship shall be able to return to port with its own machinery and provide a safe area for all the persons on board. The regulations apply to passenger ships with a length of 120 meters or more or with three or more main vertical zones.

Enhanced Survey Programme for bulk carriers and tankers

Agenda 6

- With agree on draft amendments to the 2011 ESP Code to allow the use of remote inspection techniques (RITs) for close-up surveys of existing ships.
- SDC 11 also agreed on a correction of MSC.1/Circ.1502 on “Guidance on Pressure Testing of Boundaries of Cargo Oil Tanks Under Direction of the Master” to reflect the tank pressure testing provisions as per the latest 2011 ESP Code (Resolution MSC.525(106)).

Remote inspection techniques (RIT) is defined as a means of survey of any parts of the structure without the need for direct physical access by the surveyor and should not be mixed with the concept of remote surveys.



Source: Bureau Veritas

Steering and propulsion

Agenda 8

- SOLAS Chapter II-1 addresses traditional steering gear arrangements with a propulsion system and a rudder.
- However, the new regulations for modern combined steering and propulsions systems are not addressed in the current regulatory framework.
- SDC 11 considered of the draft amendments to Resolution MSC.137(76), providing standards for ship manoeuvrability. Also further agreed to consider the appropriateness of the current manoeuvring criteria provided in Resolution MSC.137(76) by collecting and comparing sea trial data.
- Acknowledging that it would not be possible to meet the targeted entry into force of the SOLAS amendments on 1 January 2028 due to the manoeuvrability investigations, a roadmap for the establishment of mandatory standards for ship manoeuvrability were agreed, targeting entry into force of the SOLAS amendments and manoeuvrability standards on 1 January 2032.

Underwater radiated noise

Agenda 15

- MEPC 82 (October 2024) agreed to continue the work on reducing underwater radiated noise (URN) from ships by introducing an experience-building phase (EPB) and to extend the target completion year to
- SDC form a Correspondence group to identify and evaluate studies on URN emissions, consider next steps and develop a framework for the assessment of the implementation of the “Revised Guidelines for the Reduction of Underwater Radiated Noise from Shipping to Address Adverse Impact on Marine Life” (MEPC.1/Circ.906/Rev.1).

Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life will be release in Circular documents. The commercial shipping is one of the sources of URN, the noise will have negative impact on the marine species to their bio-function, and health.

The communities who lives near by shores rely on these creatures for food, livelihoods and cultural heritage.

The guidelines also included updated and relevant technical knowledge, including references to international surveying standards, relevant recommendations and the Institute of Surveying Code. The guidelines also provide a model to assist shipowners in developing underwater radiation management plans.

Recommendation for SDC 11

1. **IP Code:** SDC 11 has approved the draft amendments to IP Code for the industrial personal.
 - 1) Taiwan has offshore wind power industry along with the Taiwan Strait, and other related energy transition sectors continue to thrive. Offshore wind power facilities are predominantly located at sea, requiring the transportation of industrial personnel to offshore platforms via vessels. As a result, they should be governed by the provisions of the IP regulations.
 - 2) There are not yet a certain regulations and law for offshore industrial personal, and it might take time for the regulations to become part of our domestic law. Therefore, attention should be paid to relevant amendments and their effective dates to ensure that the enacted domestic laws comply with international standards. This will ensure that the enacted domestic laws align with international standards.
2. **Emergency towing arrangement;**
 - 1) SDC 11 has approved relevant guidelines and standards in response to the amendment of SOLAS Convention Regulation II-1/3-4, adopted by MSC 108, which extends the requirement for emergency towing arrangements to all ships with a GT of 20,000 or more. These mandatory provisions concerning ship safety and the inspection of related equipment are expected to come into effect on January 1, 2028, and January 1, 2032. Attention should be paid relevant amendments and requirements.

II. IMO's Meeting Highlights

Next Meeting

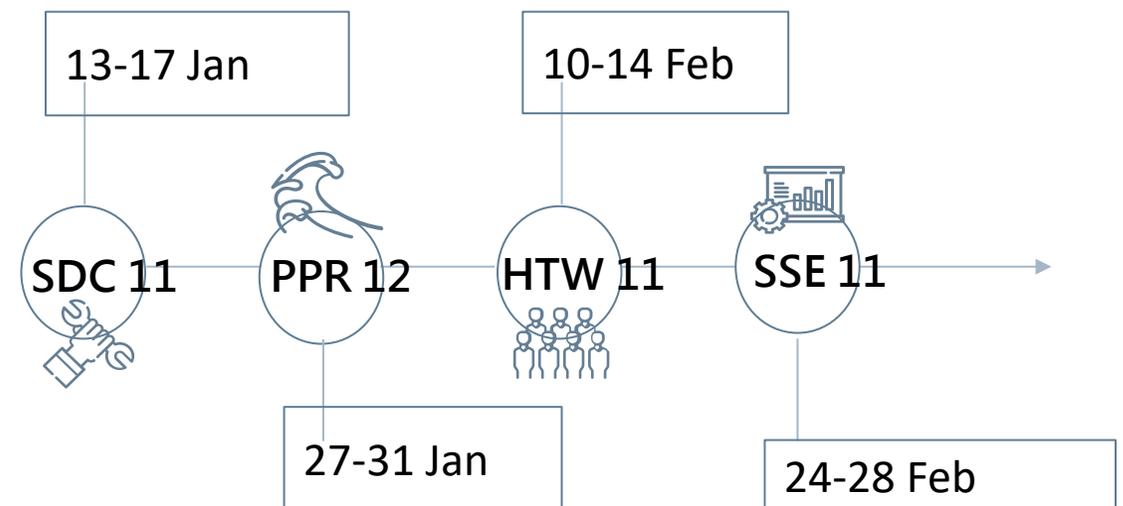
- SDC 12 may be held in 2026 Spring.



Source: IMO

Meeting schedules in IMO

- PPR 12 had the meeting on January 27th to 31st 2025
- HTW 11 had the meeting on February 10th to 14th 2025



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That's all for Jan-Feb. Thank you!

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