

Supplementary materials for Jan -Feb 2025

Contents

International Maritime News	3
I. Guidelines on Fair Treatment of Seafarers detained in connection with alleged crimes adopted.....	3
II. Hamburg Maritime Forum 2025: Tradition Meets Innovation.....	4
International Maritime Organization Meeting Highlights	5
I. Maritime Safety Committee 109th session (MSC 109).....	5
1. About MSC	5
2. MSC 109 Highlights	5
3. MSC 109 agenda.....	6
4. MSC 109 Meeting Summaries.....	7
Attacks against seafarers and international shipping.....	7
Amendments adopted to IGC and IGF Codes	7
Goal-based new ship construction standards - audit outcomes	7
Cyber risk management	8
Roadmap updated for the development of a MASS Code.....	8
Progress on developing of a GHG safety regulatory framework	10
Measures to enhance maritime security.....	10
Piracy and armed robbery against ships.....	10
Guidelines on the recovery of deceased people approved.....	11
Revised guidelines for formal safety assessment (FSA) approved	11
Reports of Sub-Committees - various provisions approved.....	11
Domestic ferry safety	15
5. Next Meeting Schedule.....	15
6. References	15
II. Sub-Committee on Ship Design and Construction, SDC 11)	17
1. About SDC	17
2. SDC 11 Highlights.....	17
3. SDC 11 Agenda.....	18

4. SDC11 Meeting Summaries.....	19
Emergency towing arrangements.....	19
Industrial personnel.....	20
Safe Return to Port for passenger ships	20
Enhanced Survey Programme for bulk carriers and tankers.....	20
Safety netting on accommodation ladders	21
Steering and propulsion	21
Guard rails.....	21
Unified Interpretations (UIs).....	21
Fiber-reinforced plastics (FRP) within ship structures	22
2009 Code on Alerts and Indicators.....	22
Underwater radiated noise	22
Any other business	22
5. Recommendations on SDC 11	22
6. Next Meeting Schedule.....	23
7. References	23

International Maritime News

Keywords: Guidelines on Fair Treatment of Seafarers detained with alleged crimes; fair treatment of Seafarers

I. Guidelines on Fair Treatment of Seafarers detained in connection with alleged crimes adopted

03 Dec 2024 IMO /Media Centre/Latest News

<https://www.imo.org/en/MediaCentre/Pages/WhatsNew-2192.aspx>



IMO adopted the Guidelines on Fair Treatment of Seafarers detained in connection with alleged crimes at the third Joint ILO–IMO Tripartite Working Group meeting on November 26–28th, 2024, to identify and address seafarers’ issues and the human element.

The Guidelines will also be forwarded to the IMO Legal Committee’s next meeting session (March 2025) and the ILO

Governing Body for adoption. The objective of the Guidelines is to ensure the human rights and legitimate interests of seafarers who may or have confirmed involvement in alleged crimes, being detained but treated fairly by the authorities, and the investigation or detention is no longer than necessary. The Guidelines contain guidance for port States, flag States, coastal States, States of which the seafarer is a national, shipowners and seafarers.

Other guidelines jointly by ILO and IMO include which are related to seafarers:

1. [Guidelines for port State and flag State authorities on how to deal with seafarer abandonment cases.](#) (adopted in 2022/2023);
2. [Guidelines on fair treatment of seafarers in the event of a maritime accident.](#) (adopted in 2006);
3. [Guidelines on Shipowners' Responsibilities in Respect of Contractual Claims for Personal Injury to or Death of Seafarers](#) (adopted in 2001). (See also [the 2014 amendments to the ILO MLC Convention.](#))
4. [Guidelines on Provision of Financial Security in Case of Abandonment of Seafarers](#) (adopted in 2001). (Res. A.930(22))

II. Hamburg Maritime Forum 2025: Tradition Meets Innovation

Jan 28, 2025. The Maritime Executive; by IGGS Group.

<https://maritime-executive.com/features/hamburg-maritime-forum-2025-tradition-meets-innovation>

The upcoming Hamburg Maritime Forum 2025 (hosted by the IGGS group) will be held at the Altonaer Fischauktionshalle, one of Hamburg's most iconic venues, on April 1st and 2nd. The theme for this year, "Tradition Meets Innovation," highlights the industry's ongoing journey of balancing time-honored practices with forward-thinking advancements.



The forum will be taking place in Hamburg on April 1st

Source: <https://hamburgmaritimeforum.com/>

Key topics include:

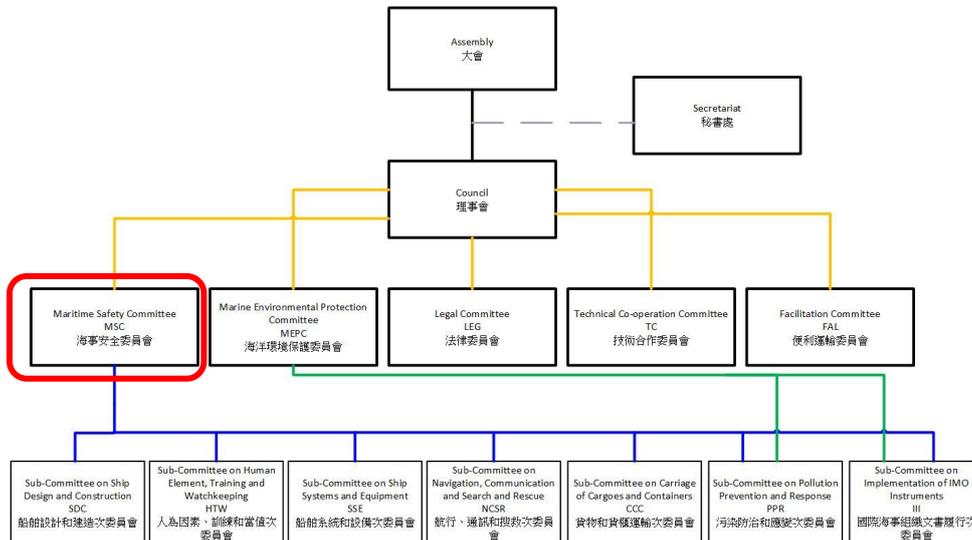
- **Decarbonization:** Exploring strategies for reducing greenhouse gas emissions and achieving sustainability targets.
- **Regulations and Safety:** Addressing the evolving regulatory landscape and enhancing safety measures across the sector
- **Nuclear Propulsion:** Discussing the potential of nuclear technology to revolutionize maritime energy.
- **Digitalization and Artificial Intelligence:** Highlighting advancements in smart shipping, automation, and data-driven decision-making.
- **Maintenance, Ship Repair, and Recycling:** Sharing insights into extending vessel lifespans, reducing costs, and improving eco-friendly practices.
- **Crew Wellbeing:** Focusing on initiatives to improve the health, safety, and mental well-being of maritime professionals.
- **Enhancing Efficiency in Day-to-Day Operations:** Examining tools and strategies to streamline operations and boost productivity.

For more information, see the Official website <https://hamburgmaritimeforum.com/>.

International Maritime Organization Meeting Highlights

I. Maritime Safety Committee 109th session (MSC 109)

1. About MSC¹



The Maritime Safety Committee (MSC) is one of the five committees in IMO, The Committee mainly deals with all matters related to maritime safety and maritime security which fall within the scope of IMO, covering both passenger ships and all kinds of cargo ships. This includes updating the 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.

2. MSC 109 Highlights

- (1) Adopted the amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, (IGC Code) Amendments adopted to IGC Code.
- (2) Adopted amendments to the IGF Code regarding parts A and A-1 of the International Code of Safety for Ship Using Gases or Other Low-flashpoint Fuels (IGF Code) to enable ammonia as a marine fuel.
- (3) Revision of SOLAS chapter III and the International Life-Saving Appliance Code (LSA Code) with endorsing the road map to facilitate drafting of related functional requirements and expected performances for SOLAS chapter III and the LSA Code.
- (4) Adopted amendments to the IGF Code regarding parts A and A-1 of the International

¹ <https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/MSC-Default.aspx>

Code of Safety for Ship Using Gases or Other Low-flashpoint Fuels (IGF Code) to enable ammonia as a marine fuel.

- (5) Approved the draft amendments to SOLAS regulation V/23 and the associated MSC resolutions related to the performance standards for pilot transfer arrangements to ensure the safety for embark and disembark the ship.
- (6) Updated the roadmap and the work plan for the development of a Code on Maritime Autonomous Surface Ships, MASS Code.

3. MSC 109 agenda

Item No.	Agenda
1	Adoption of the agenda; report on credentials
2	Decisions of other IMO bodies
3	Amendments to mandatory instruments
4	Goal-based new ship construction standards
5	Development of a goal-based instrument for maritime autonomous surface ships(MASS)
6	Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels
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
8	Measures to enhance maritime security
9	Piracy and armed robbery against ships
10	Unsafe mixed migration by sea
11	Formal safety assessment
12	Ship systems and equipment (Report of SSE 10)
13	Navigation, communications and search and rescue (Report of NCSR 11)
14	Carriage of cargoes and containers (Urgent matters emanating from the CCC 10)
15	Implementation of IMO Instruments (Report of III 10)
16	Pollution Prevention and Response (Report of PPR 11)

17	Domestic ferry safety
18	Application of the Committee's method of work
19	Work programme
20	Election of Chair and Vice-Chair for 2025
21	Any other business
22	Consideration of the report of the Committee on its 109th session

4. MSC 109 Meeting Summaries

Three Working Groups (WG) and two Drafting Groups (DG) were formed and chaired as follows:

Attacks against seafarers and international shipping

Hearing from various statements delivered by Member States about the attacks on international shipping in the Red Sea area and the Black Sea area.

The attacks by Houthi on commercial ships in the Red Sea and the Gulf of Aden continued to raise serious concerns regarding the safety and well-being of seafarers, the freedom of navigation, the threat to the marine environment, and the stability of the global supply chain.

MSC 109 had call for immediate release of the MV Galaxy Leader and its 25 seafarers which have remained captive since its hijacking in November 2023. (the latest news is the crew member are finally released on January 23rd 2025)

Amendments adopted to IGC and IGF Codes

Adopted amendments to the following mandatory Codes under SOLAS:

- i. MSC 109 adopted amendments to Chapter 16 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), related to the use as fuel of cargoes identified as toxic products, in the context of alternative fuels and new technologies, and with expect to enter into force on 1st July 2026.
- ii. 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; and with expect to enter into force on 1st January 2028.

Goal-based new ship construction standards - audit outcomes

The International Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers (GBS Standards), are a set of rules for ships' design and construction,

developed by classification societies or national administrations, must be verified. This verification is carried out by international GBS Audit Teams appointed by the IMO Secretary-General, in line with the Revised GBS verification guidelines (resolution MSC.454(100))

In 2024, a combined Goal-based new ship construction standards (GBS) audit was carried out, with the following outcomes:

- i. MSC 109 confirmed that the information provided by GBS Verification Audit of Biro Klasifikasi Indonesia (BKI) demonstrated conformity with the IMO's GBS standards, provided that BKI adopt the relevant actions to rectify "non-conformities", and submit a new request for an audit, in accordance with the Revised GBS verification guidelines.
- ii. International Association of Classification Society (IACS) considering the Recommendation 34/Rev.2 related to Standard wave data with relevant GBS standards. the Committee found the evidence of compliance with relevant GBS standards is not enough. Therefore, recommended a revision of IACS Rec.34/Rev.2, containing more detailed information. IACS also agreed that a “following audit” on the IACS Rec.34 revision be subsequently carried out, in conjunction with that of the consequential rule changes in Common Structural Rules (CSR).

May also requested the Secretariat to plan for the 3rd GBS Workshop, tentatively scheduled to take place in 2025, after MSC 110 (18 – 27 June, 2025).

Cyber risk management

MSC keep on to identify next steps to enhance maritime cybersecurity, following the approval by MSC 108 of the revised Guidelines on Maritime Cyber Risk Management (MSC-FAL.1/Circ.3/Rev.2).

They agreed to further develop cybersecurity standards for ships and port facilities, with the possibility of establishing a working group at MSC 110, pending for submissions under this agenda item.

Also invited Member States and international organizations to submit proposals for consideration on the next steps to enhance maritime cybersecurity; and extended the target completion of the output to 2026.

Roadmap updated for the development of a MASS Code

MSC 109 keep working on to the MASS Code to regulate autonomous ships, with re-establishing the WG on MASS. They noted the progress at the WG, in particular it finalized chapters 7 (Risk Assessment), 12 (Connectivity), which was relocated to new chapter 17bis, and 18 (Search and Rescue) of the draft MASS Code.

Form 1 Draft framework of the MASS Code

Section	Title
PART I	Introduction
Chapter 1	Purpose, Principles and Objectives
Chapter 2	Application
Chapter 3	Code Structure
Chapter 4	Terminology and Definitions
PART II	Main Principles for MASS and MASS Functions (and Remote Operations)
Chapter 5	Certificate and Survey
Chapter 6	Approval Process
Chapter 7	Risk Assessment
Chapter 8	Operational Context
Chapter 9	System Design
Chapter 10	Software Principles
Chapter 11	Management of Safe Operations
Chapter 13	Radiocommunications
Chapter 14	Alert Management
Chapter 15	Human Element
Chapter 16	Maintenance and Repair
PART III	Goals, Functional Requirements and Expected Performance General
Chapter 17	Safety of Navigation
Chapter 17bis	Connectivity
Chapter 18	Remote Operations
Chapter 19	Structure, Subdivision, Stability and Watertight Integrity
Chapter 20	Fire Protection, Fire Detection and Fire Extinction
Chapter 21	Life-Saving Appliances and Arrangements
Chapter 22	Special Measures to Enhance Maritime Security
Chapter 23	Search and Rescue
Chapter 24	Cargo Handling
Chapter XX	Personnel Safety and Comfort
Chapter 25	Towing and Mooring
Chapter 26	Machinery Installations
Chapter 27	Electrical Installations

Considered with the remaining work to be done, MSC 109 agreed to a revised road map for developing the MASS Code, subject to further revision if necessary:

- i. Planned to complete and adopt non-mandatory MASS Code by May 2026;
- ii. Planned to develop a framework for an Experience-building phase (EBP) post-adoption of the non-mandatory MASS Code by December 2026;
- iii. Develop the mandatory MASS Code, based on the non-mandatory Code and result from the EBP and review conducted by the relevant sub-committees, and consider amendments to SOLAS (new chapter) for the Code's adoption in 2028;
- iv. Planned to adopt the mandatory Code by 1st July 2030 for entry into force on 1st Jan

2032.

Progress on developing of a GHG safety regulatory framework

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. The group will continue the work and submit the report to MSC 110 (June 2025).

In addition, MSC 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, with expected entry into force in 2027.

Measures to enhance maritime security

Being aware of the current developments in the IMO's work to enhance maritime security, which includes information about the submission of security-related information for port facilities in GISIS, and a report on capacity-building projects and initiatives implemented by the Secretariat, including:

- i. Global Enhancement of Maritime Security programme;
- ii. EU-funded Port Security Project;
- iii. United Nations Global Counter-Terrorism Coordination Compact

Piracy and armed robbery against ships

Review the latest condition related to piracy and armed robbery against ships. This includes reports on acts of piracy and armed robbery against ships for the first six months of 2024, and recent developments related to regional initiatives such as the Djibouti Code of Conduct/Jeddah Amendment and Yaoundé Code of Conduct.

The information received on IMO's GISIS platform, 72 incidents of piracy and armed robbery against ships were reported to IMO as having occurred or been attempted in January to June 2024. For the same period in 2023, 90 incidents were reported, which may assumed the incident having decrease of approximately 20% at the global level.

Guidelines on the recovery of deceased people approved

The MSC-FAL circular on Guidelines concerning the recovery of deceased persons and of death after recovery is approved. This will be forwarded to the Facilitation Committee (FAL) for its concurrent approval.

It may 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

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.

Reports of Sub-Committees - various provisions approved

MSC 109 considered the reports of its Sub-Committees, and approved the reports in general and took the following actions:

- **Sub-Committee on ship systems and equipment 10th session, SSE 10)²**
 - i. Approved the draft amendments to the 1994 and 2000 International Code of Safety for High Speed Craft, (HSC Codes) on lifejacket carriage requirements.

To take 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.

This is for the harmonization of the lifejacket carriage requirements in the 1994 and 2000 HSC Codes with the relevant requirements in SOLAS chapter III.
 - ii. Endorsed the road map to facilitate drafting of related functional requirements and expected performances for SOLAS chapter III and the International Life-Saving

² MSC 109/12

Appliance Code (LSA Code).

- iii. Approved with the Unified interpretations (UI)
 - i) UI of SOLAS regulations III/20.8.4 and 20.11, and resolution MSC.402(96), on the applicability of SOLAS regulation III/20.11 and resolution MSC.402(96) to inflated rescue boats is approved.
 - ii) UI of SOLAS regulation II-2/4.5.6.1, and paragraphs 3.1.2, 3.1.4 and 3.5.3 of the IBC Code, on cargo/vapour piping and related gas-freeing piping/ducts on Tankers is approved.
 - iii) UI of SOLAS chapter II-2, on consistent application of SOLAS regulation II-2/11.4.1 on the crown of a machinery space of category A; as well as SOLAS regulations II-2/4.5.3.2.2 and 11.6.3.2 on the secondary means of venting cargo tanks is approved.
 - iv) Revised UIs of SOLAS chapter II-2, rectifying an oversight regarding references to SOLAS regulation II-2/9.7.5.1, with a view to dissemination as MSC.1/Circ.1276/Rev.2 is approved
 - v) UI of SOLAS chapter II-1, on SOLAS regulation II-1/26 concerning single essential propulsion components is approved.
 - iv. Amendments emanating from assumed weight in self-righting tests and retro-reflective materials
 - i) Amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)), concerning assumed weight used to represent each person in self-righting tests for totally enclosed lifeboats
 - ii) Approved the circulars with the effective date of 15 August 2025, incorporating consequential amendments: MSC.1/Circ.1628/Rev.3; MSC.1/Circ.1630/Rev.3; MSC.1/Circ.1631/Rev.1; MSC.1/Circ.1632/Rev.1.
 - v. Approved revision of 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.
 - vi. Minor correction of draft amendments to SOLAS regulation II-2/11 has approved, for consistent implementation of this provision for passenger ships and cargo ships, as a minor correction, with a view to adoption at MSC 110.
- **Sub-Committee on navigation, communications and search and rescue 11th session (NCSR 11)³**
- i. Ships' routing measures
- Accordance with resolution A.858(20), the amended traffic separation schemes and associated measures is adopted, the revised Recommendations on navigation for

³ MSC 109/13

containerships in traffic separation schemes Off Vlieland, Terschelling-German Bight, Off Friesland and German Bight western approach;

and the areas to be avoided around oil rigs off the Brazilian coast – Santos Basin, to be implemented six months after their adoption.

- ii. Approved the draft resolution on charges for distress, urgency and safety communications through recognized mobile satellite services in the GMDSS, revising and revoking resolution A.707(17).
- iii. Approved the draft MSC circular on amendments to the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR Manual), and the ICAO's concurrence with the inclusion of the proposed amendments will take in account to the Manual in its 2025 Edition
- iv. 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 Center.
- v. Performance standards for a digital navigational data system (NAVDAT)
Adopted MSC resolution on performance standards for the reception of maritime safety information and search and rescue-related information by MF and HF digital navigational data (NAVDAT) system and resolution MSC.509(105)/Rev.1 on provision of radio services for the Global Maritime Distress and Safety System (GMDSS).
- vi. Revision of resolution A.1001(25)
Approved the draft 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, further with a view to adoption by A 34.
- vii. Approved draft amendments to Pilot transfer arrangements
 - i) The draft amendments to SOLAS regulation V/23 and other associated draft MSC resolution on Performance standards for pilot transfer arrangements, and the consequential draft amendments to the 1994 and 2000 HSC Codes.
 - ii) Following with the draft amendments above to SOLAS regulation V/23 and the draft MSC resolution on performance standards for pilot transfer arrangements, the Committee will invite A 34 to revoke resolutions A.1045(27) and A.1108(29) at a later date to be determined.
 - iii) The consequential draft amendments to the 2008 SPS Code in principle is approved, and forward with a view to final adoption by MSC 110.
 - iv) Agreed to the draft revision of MSC.1/Circ.1428, wait for the approval by MSC 110 同意 MSC.1/Circ.1428 的修正案草案，以供 MSC 110 批准。
 - v) In principle, to the draft amendments to the Code of Safety for Fishermen and Fishing Vessels, 2005 have been approved, subject to concurrent approval of

the draft amendments by ILO and FAO, and a final approval by MSC 110.

viii. Revision of resolution MSC.74(69), annex 3

Adopted a resolution on Performance standards for a universal shipborne automatic identification system (AIS), revising annex 3 to resolution MSC.74(69), and applicable to new installations.

ix. Other circulars

i) Approved IALA Maritime Buoyage System revising and revoking SN.1/Circ.297, and the SN circular on International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) Risk Management Toolbox for aids to navigation and vessel traffic services, revising and revoking SN.1/Circ.296.

ii) Approved the circular on Guidance on the validity of radiocommunications equipment installed and used on ships, to be disseminated as MSC.1/Circ.1460/Rev.5.

➤ **Sub-Committee on the carriage of cargoes and containers 10th session (CCC 10)**

i. Approved MSC.1/Circular on Interim Guidelines for the safety of ships using ammonia as fuel.

ii. Update the work plan for the development of new alternative fuel

iii. Draft amendments to the IGC Code and preparation of a new consolidated version of the Code

i) The draft amendments to the IGC Code have approved, in relation to filling limits for cargo tanks and safety provisions for gas carriers using LPG cargo as fuel, with a view to circulation in accordance with SOLAS article VIII and will be adopted at MSC 110.

ii) For the preparation of a new consolidated version of the IGC Code requested the Secretariat to submit an information document to MSC 110, highlighting all existing and pending amendments to the 2014 IGC Code, including a table of application dates of provisions for consideration, as appropriate.

➤ **Sub-Committee on Implementation of IMO Instruments 10th session (III 10)**

i. Interim guidelines on Cape Town Agreement on fishing vessel safety

The CTA Interim guidelines is adopted to assist in the implementation of the Cape Town Agreement of 2012. This completes the work on this output.

ii. Preventing collisions with fishing vessels

Approved the circular on Recommendations to national Administrations to prevent

collisions with fishing vessels with considering the findings of the analysis of investigation reports and the survey circulated through III.3/Circ.12 on Casualty investigation questionnaire on fishing vessel collisions (2018-2022).

iii. Observations on quality of investigation reports

Endorsed the issuance of a circular III.3/Circ.13 on Casualty analysis and statistics – observations on the quality of investigation reports, subject to MEPC for further decision.

iv. Analysis of consolidated audit summary reports (CASRs)

- I. Endorsed the outcome of the analysis of the 6 CASRs, regarding the 5 main areas of recurrent findings and observations identified by the sections of the III Code and their detailed specific related issues; concurrent decision will further subject to MEPC.
- II. Endorsed the outcome of the analysis of the most recurrent references recorded against specific provisions of the mandatory IMO instruments, which identified the lack in their effective implementation.
- III. Agreed with the 4 main areas of root causes, indicating reasons for the shortfall in the effective implementation and enforcement of the mandatory IMO instruments and the audit standard, including the specific issues/difficulties under each area.

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

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.

Domestic ferry safety

Being aware of the recent activities and initiatives undertaken with respect to enhancing domestic ferry safety, particularly in the context of partnerships with the Maritime Organization of West and Central Africa (MOWCA), the Pacific Community (SPC), World Maritime University (WMU), INTERFERRY and the Lloyd's Register Foundation.

5. Next Meeting Schedule

MSC 110 will take place on June 23 to 27 2025.

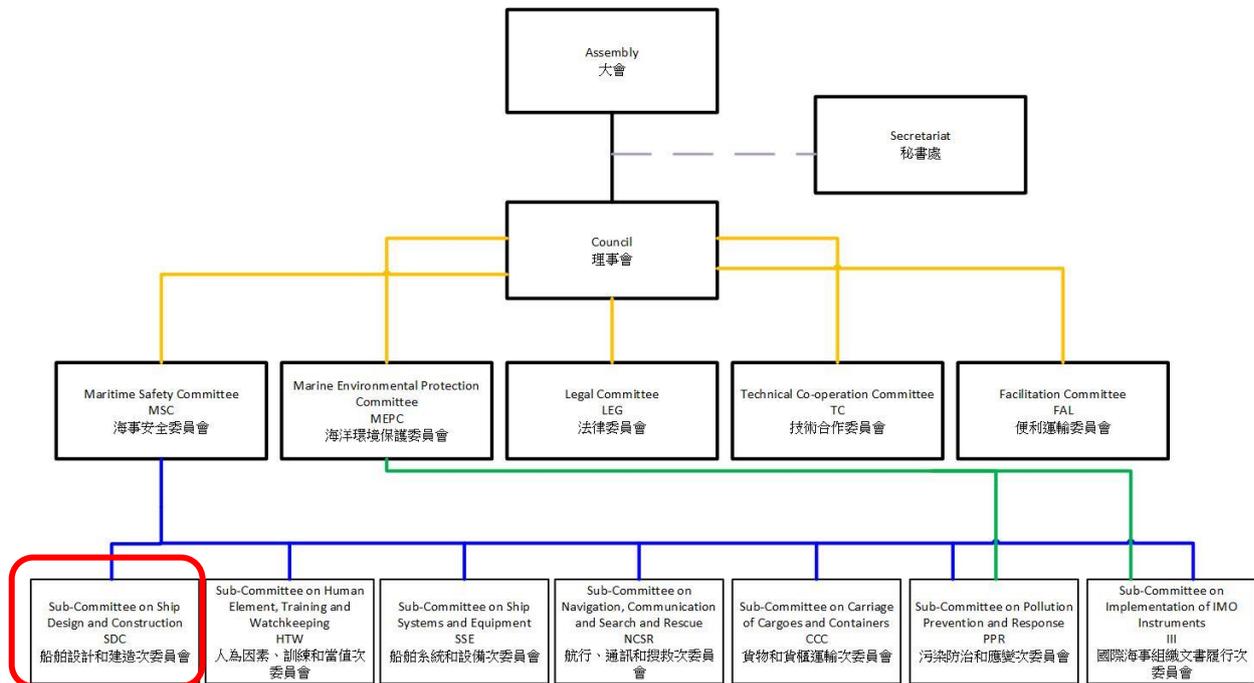
6. References

- American Bureau of Shipping (ABS), News Brief: MSC 109. <https://publish-p108407-e1278579.adobe.com/content/dam/eagle/regulatory-news/2024/MSC-109-Brief.pdf>
- Bureau Veritas (BV), Maritime Safety Committee 109th session (MSC 109) Summary Report. Class & Statutory. <https://marine->

offshore.bureauveritas.com/newsroom/maritime-safety-committee-109th-session-msc-109-summary-report

- ClassNK, Preliminary Report of MSC 109. https://www.classnk.or.jp/hp/pdf/info_service/imo_and_iacs/MSC109_sumE.pdf
- Det Norske Veritas (DNV), IMO Maritime Safety Committee (MSC 109). News from DNV. <https://www.dnv.com/news/imo-maritime-safety-committee-msc-109/>
- <https://www.intermanager.org/wp/wp-content/uploads/2024/12/IMO%20MARITIME%20SAFETY%20COMMITTEE%20109th%20Session,%202-6%20December%202024.pdf>
- IMO, Maritime Safety Committee - 109th session (MSC 109), 2-6 December 2024. <https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/MSC-109th-session.aspx>
- InterManager, MSC 109, 2-6 December 2024, Summary Report. <https://www.intermanager.org/wp/wp-content/uploads/2024/12/IMO%20MARITIME%20SAFETY%20COMMITTEE%20109th%20Session,%202-6%20December%202024.pdf>
- Lloyd's Register (LR), MSC 109 Summary Report. <https://www.lr.org/en/knowledge/regulatory-updates/imo-meetings-and-future-legislation/msc-109-summary-report/>
- 中國船級社，〈IMO 海上安全委員會第 109 屆會議要點快報〉。<https://www.ccs.org.cn/ccswz/file/download?fileid=202412110875883761>
- 信德海事，〈國際海事組織海事安全委員會(MSC 109)主要內容〉。<https://www.xindemarinenews.com/data/haishifagui/2024/1213/57610.html>
- 財團法人驗船中心(CR)，〈MSC 109 會議快報〉。<https://www.crclass.org/wp-content/uploads/2024/12/MSC109%E6%9C%83%E8%AD%B0%E5%BF%AB%E5%A0%B120241209.pdf>
- ABS, New Brief: CCC 10. <https://ww2.eagle.org/content/dam/eagle/regulatory-news/2024/CCC-10-Brief.pdf>

II. Sub-Committee on Ship Design and Construction, SDC 11)



1. About SDC⁴

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.

2. SDC 11 Highlights

- (1) Finalized the draft on Guidelines for emergency towing arrangements for ships other than tankers);
- (2) Agreed on draft amendments to the “Revised Guidance on Shipboard Towing and Mooring Equipment” (MSC.1/Circ.1175/Rev.1), addressing fittings and supporting hull structures associated with normal towing and mooring operations, in addition to emergency towing operations for tankers.
- (3) Agreed to draft amendments to the International Code of Safety for Ships Carrying Industrial Personnel (IP Code) to align the weight used for stability calculations. 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."

⁴ IMO Sub-Committee on Ship Design and Construction (SDC).

<https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/SDC-Default.aspx>

- (4) Agreed to the draft amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code) to allow the use of remote inspection techniques (RITs) for close-up surveys of existing ships.
- (5) Completed the draft amendments to the 2009 Code on Alerts and Indicators (Resolution A.1021(26)) following the recommendations of updated IMO instruments approved since 2009 to eliminate contradictions, ambiguities, and unnecessary redundancies in the Code and introduce some editorial changes.
- (6) Finalized 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) to facilitate uniform implementation of the concept, taking into account experience gained.
- (7) Progressed a revision of SOLAS Chapter II-1, which addresses traditional steering gear arrangements with a propulsion system and a rudder. The new requirements will apply goal-based principles to all steering and propulsion systems, both existing traditional steering gear systems and modern combined steering and propulsion systems.

3. SDC 11 Agenda

Item No.	Agenda
1	Adoption of the agenda
2	Decisions of other IMO bodies
3	Development of Guidelines for emergency towing arrangements for ships other than tankers
4	Further development of the IP Code and associated guidance
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
6	Amendments to the 2011 ESP Code
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
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
9	Amendment to regulation 25 of the 1988 Load Line Protocol regarding the requirement for setting of guard rails on the deck structure
10	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation-related conventions
11	Guidelines for use of Fibre-Reinforced Plastics (FRP) within ship structures

12	Review of the 2009 Code on Alerts and Indicators
13	Biennial status report and provisional agenda for SDC 12
14	Election of Chair and Vice-Chair for 2026
15	Experience-building phase for the reduction of underwater radiated noise from shipping
16	Any other business
17	Action requested of the Sub-Committee

4. SDC11 Meeting Summaries⁵

SDC 11 took place at IMO London headquarter on January 13 to 17 2025. Established 3 Working Group (WG), 1 Drafting Group (DG) and 1 Expert Group (EG) as follow:

- WG 1 - Revision of the Interim explanatory notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty (MSC.1/Circ.1369));
- WG 3 - Review of the 2009 Code on Alerts and Indicators);
- DG - Development of Guidelines for emergency towing arrangements for ships other than tankers, and Further development of the IP Code and associated guidance;
- EG - Revision of SOLAS chapters II-1 and V requirements to address both traditional and non-traditional propulsion and steering systems.

Emergency towing arrangements

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) The draft amendments will align the guidance with IACS unified requirements UR A1 and A2 and IACS Recommendation No. 10, which were revised in 2022.

⁵ DNV. IMO Sub-Committee on Ship Design and Construction (SDC 11). <https://www.dnv.com/news/imo-sub-committee-on-ship-design-and-construction-sdc-11/>

Industrial personnel

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. A new SOLAS Chapter XV and the related new Code of Safety for Ships Carrying Industrial Personnel, IP Code) entered into force on 1 July 2024.

Safe Return to Port for passenger ships

Safe Return to Port (SRtP) concept was introduced in SOLAS in 2010 with the intention to increase the robustness and fault tolerance of passenger ships. 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 SRtP regulations apply to passenger ships with a length of 120 metres or more or with three or more main vertical zones

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) have progressed to facilitate uniform implementation of the concept, with considering of 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. °

SDC 11 mainly focused on revamping the main body of the document. This includes a harmonization of inter alia the assessment process, documentation requirements, identification and differentiation between system categories, criteria for the return voyage, tests and trials.

The revision of MSC.1/Circ.1369 will continue in a Correspondence Group until SDC 12 (2026).

Enhanced Survey Programme for bulk carriers and tankers

Remote inspection techniques, such as real-time sensing devices carried by drones, remote-operated vehicles, unmanned rot arms, divers and climbers, are increasingly useful tools for supporting an attending surveyor on-site when conducting inspections.

SDC 11 agreed with the draft amendments to the 2011 ESP Code to allow the use of remote inspection techniques (RITs) for close-up surveys of existing ships. RIT is defined as an approach 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.

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)). And the draft amendments will wait for approval by MSC 110 (June 2025).

Safety netting on accommodation ladders

Considering of a safety net from the ship’s deck to the outboard side of an accommodation ladder may somehow be risks for the crew, particularly at night or in bad weather.

SDC 11 had agreed on a draft revision of the “Guidelines for Construction, Installations, Maintenance and Inspection/Survey of Means of Embarkation and Disembarkation” (MSC.1/Circ.1331) to reduce the operational safety risks of crew assigned to rigging safety nets. The new MSC circular will be submitted to MSC 110 (June 2025).

Steering and propulsion

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.

Guard rails

The Load Line Convention requires guard rails on superstructures and freeboard decks to have at least 3 courses. However, modern design of the ships, some deck structures (e.g. bridge deck, living quarters decks), do not fall under the definition of “superstructure” and may be fitted with less than three guard rails. Large openings between the courses may constitute a safety hazard for the crew.

SDC 11 agreed the draft amendments to Regulation 25(3) of the Load Lines Protocol so that also guard rails fitted on structures other than superstructures are required to have at least three courses. The draft amendments will be approve by MSC 110 (June 2025).

Unified Interpretations (UIs)

i. Remotely Operated Valves

SDC 11 agree with a draft UI of SOLAS Regulation II-1/12.6.2 to identify the term “remotely controlled valve”.

For ships constructed after 1st January 2024 the collision bulkhead may be pierced below

the bulkhead deck of passenger ships and the freeboard deck of cargo ships, provided that the pipe is fitted with a remotely controlled valve capable of being operated from the above the bulkhead or freeboard deck.

The draft provides illustrations of arrangements and clarifies that “remotely controlled” does not have to mean “power actuated”; which means that a manual deck-standing type fitted on and operated from the bulkhead or freeboard deck may be accepted as “remotely controlled” if it also meets the fail-close requirements of SOLAS Regulation II-1/12.6.2.

Fiber-reinforced plastics (FRP) within ship structures

With considering a revision of the “Interim Guidelines for Use of FRP Elements Within Ship Structures: Fire Safety Issues” (MSC.1/Circ.1574) to address experiences in application of the interim guidelines since their approval in 2017.

A Correspondence Group will progress a revision of MSC.1/Circ.1574 until SDC 12 (2026). MSC 110 (June 2025) will be invited to clarify the load bearing divisions contributing to global strength should be considered as part of the scope or not.

2009 Code on Alerts and Indicators

SDC 11 agreed on draft amendments to the 2009 Code on Alerts and Indicators (Resolution A.1021(26)) to reflect new and updated IMO instruments approved since 2009, and to eliminate contradictions, ambiguities and redundancies. The draft will be submitted to MEPC 83 (April 2025) and MSC 110 (June 2025) for approval, and subsequent adoption by Assembly 34 (November 2025).

Underwater radiated noise

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).2024 年 10 月召開的

Any other business

SDC 11 agreed to inform the Sub-Committee on Carriage of Cargoes and Containers (CCC) about experiences with the use of Second-generation intact stability criteria (MSC.1/Circ.1627) under its agenda item “Development of measures to prevent the loss of containers at sea.

5. Recommendations on SDC 11

- IP Code: SDC 11 has approved the draft amendments to IP Code for the industrial personal.
 - i. 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.

- ii. 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.

➤ Emergency towing arrangement;

- i. 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.

6. Next Meeting Schedule

SDC 12 will take place in 2026 Spring.

7. References

- American Bureau of Shipping (ABS), News Brief: SDC 11. https://absinfo.eagle.org/acton/ct/16130/s-105d-2501/Bct/1-0d54/1-0d54:964/ct4_0/1/lu?sid=TV2%3AbFuL1txtI
- Det Norske Veritas (DNV), IMO Sub-Committee on Ship Design and Construction (SDC 11). *News from DNV*. <https://www.dnv.com/news/imo-sub-committee-on-ship-design-and-construction-sdc-11/>
- InterManager, Summary report on IMO Sub-Committee meeting SDC 11. <https://www.intermanager.org/wp/wp-content/uploads/2025/01/IMO%20SUB-COMMITTEE%20ON%20SHIP%20DESIGN%20&%20CONSTRUCTION,%2013-17%20JANUARY%202025.pdf>
- Lloyd's Register (LR), SDC 11 Summary Report. <https://maritime.lr.org/SDC-11-Summary-Report>