INTERNATIONAL MARITIME ORGANIZATION

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Agenda items 9,10 and 11

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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

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

AMENDMENT TO REGULATION 25 OF THE OF THE 1988 LOAD LINE PROTOCOL REGARDING THE REQUIREMENT FOR SETTING OF GUARD RAILS ON THE DECK STRUCTURE

Report of the Drafting Group

GENERAL

1 The Drafting Group on Amendments to the Guidelines for Construction, Installation, Maintenance and Inspection/Survey of Means of Embarkation and Disembarkation (MSC.1/CIRC.1331), chaired by Mr. T. Theocharis (Marshall Islands), met on 24 January 2024.

2 The Group was attended by delegations from the following Member States:

ANGOLA
ARGENTINA
AUSTRALIA
BAHAMAS
CANADA
CHILE
CHINA
DENMARK
ECUADOR
GERMANY
GREECE
INDONESIA
IRELAND
ITALY
JAPAN
LIBERIA
MALAYSIA
MARSHALL ISLANDS
MEXICO
NETHERLANDS (KINGDOM OF THE)
NIGERIA
NORWAY
PANAMA
PHILIPPINES
REPUBLIC OF KOREA
SAUDI ARABIA
SINGAPORE
SPAIN
SWEDEN
T Ü R K İ Y E
UNITED ARAB EMIRATES
UNITED KINGDOM
UNITED STATES

the following Associate Member of IMO:

HONG KONG, CHINA

and observers from the following non-governmental organizations in consultative status:

INTERNATIONAL CHAMBER OF SHIPPING (ICS)
INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (IACS)
INTERNATIONAL MARITIME PILOTS' ASSOCIATION (IMPA)
INTERNATIONAL ASSOCIATION OF INDEPENDENT TANKER OWNERS (INTERTANKO)
INTERNATIONAL TRANSPORT WORKERS' FEDERATION (ITF)

TERMS OF REFERENCE

3 Taking into account the comments made and decisions taken in plenary, the Drafting Group was instructed to:

with respect to agenda item 9:

.1 finalize the draft amendments to the *Guidelines for construction, installation, maintenance and inspection/survey of means of embarkation and disembarkation* (MSC.1/Circ.1331), based on documents SDC 10/9, SDC 10/9/1, SDC 10/9/2, and SDC 10/9/3;

with respect to agenda item 10:

.2 finalize draft amendments to the *Unified interpretations of the Code on Noise Levels on Board Ships* (resolution MSC.337(91)), based on document SDC 10/10/1;

.3 finalize draft amendments to *Unified interpretations of SOLAS regulations II-2/9 and 13* (MSC.1/Circ.1511), based on document SDC 10/10/4;

with respect to agenda item 11:

.4 finalize the draft amendment to regulation 25 of the International Convention on Load Lines, 1966, as amended by the Protocol of 1988 relating thereto, based on paragraph 14 of document SDC 10/11; and

.5 submit a written report by Thursday, 25 January 2024.

AMENDMENTS TO THE GUIDELINES FOR CONSTRUCTION, INSTALLATION, MAINTENANCE AND INSPECTION/SURVEY OF MEANS OF EMBARKATION AND DISEMBARKATION (MSC.1/CIRC.1331)

4 Following the Sub-Committee's instructions, and taking into account comments made and decisions taken in plenary, the Group used documents SDC 10/9, SDC 10/9/1, SDC 10/9/2 and SDC 10/9/3 as the base documents to finalize the draft amendments to the *Guidelines for construction, installation, maintenance and inspection/survey of means of embarkation and disembarkation* (MSC.1/Circ.1331).

Application statement of the Guidelines

5 The Group agreed to the introduction of an entry-into-effect date in the Guidelines as proposed in document SDC 10/9/3, for the purpose of application of the new ISO standards. Recalling the decision made in the plenary on the use of the single date of "1 July 2026", the Group changed the proposed date in document SDC 10/9/3 from "1 July 2024" to "1 July 2026".

6 Noting that the amended Guidelines will also apply to ships built after 1 January 2010, the Group moved the entry-into-effect date of the new ISO standards to the Application Section as a new paragraph 1.2.

7 In considering the application of lifting appliances, the Group noticed the decision on removing the output related to accommodation ladder winch. Bearing in mind the discussions at MSC 107 (MSC 107/20, paragraphs 3.8 to 3.10), the Group decided not to include the proposal made in document SDC 10/9/2 (paragraph 9, and paragraph 1.2 of the annex) on exclusion of the provisions of lifting appliances.

Implementation date of ISO standards

8 The Group discussed the proposals on the entry-into-effect dates for the purpose of application of the new ISO standards. Regarding the proposed paragraph 2.1*bis* in document SDC 10/9/3, there was no clear view on which version of the Guidelines should apply when replacing the accommodation ladders and gangways installed on ships built before 1 January 2010. Owing to time constraints, the Group could not clearly identify the potential conflict between the original paragraph 2.1 and the proposed paragraph 2.1*bis*.

9 Similar to the discussion on paragraph 2.1*bis*, the Group could not finalize the text for paragraph 2.3, owing to time constraints, and agreed to defer the consideration of these proposals by the Sub-Committee for decision.

Provision for side net

10 One delegation expressed concern about the risk of personnel falling into the water from the upper and lower platforms of accommodation ladder. The Group was aware of this issue, and agreed to add "including its upper and lower platforms" in paragraph 3.8.3 when rigging the side net.

Definition for safety net

11 Recalling the instruction from plenary to amalgamate the two definitions for safety net, the Group considered the proposals made in documents SDC 10/9/1 and SDC 10/9/2. With a clear majority favouring the proposal in SDC 10/9/1, the Group finalized the definition accordingly.

Illumination of the means of embarkation and disembarkation

12 One delegation proposed to add the requirements for adequate lighting or markings to illuminate the means of embarkation and disembarkation. The Group noted that the current paragraph 3.2 of the Guidelines was about lightning, and with no further comments received during the discussion, the Group decided to keep the Guidelines on lighting as they are.

Remaining issues of the draft amendments to the Guidelines

13 Owing to time constraints, the Group could not finalize the draft amendments on the implementation of new and old ISO standards. The Group decided to present the two proposals on paragraphs 2.1*bis* and 2.3 set out in annex 1 to the plenary for the Sub-Committee's decision on the finalization of the draft amendments, with a view to further consideration by the Sub-Committee or submission to MSC 108 for approval and issuance, as appropriate.

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

Draft amendments to the unified interpretations of the Code on noise levels on board ships (resolution MSC.337(91))

14 The Group considered the draft unified interpretation of paragraphs 2.1 and 2.2 of the *Code on noise levels on board ships* (resolution MSC.337(91)) to clarify the standard of calibration of the sound level meter and its field calibrator.

15 Regarding the application of the draft unified interpretation, the Group was of the view that there should be a certain time frame set for the parties to prepare for implementation, and revised the application requirements in the cover page. The draft unified interpretation is set out in annex 2, for endorsement by the Sub-Committee.

Draft amendments to the unified interpretations of SOLAS regulations II-2/9 and 13 (MSC.1/Circ.1511)

16 The Group considered the draft amendments to the unified interpretations of SOLAS regulations II-2/9 and 13, proposing that steering gear spaces be regarded as "safe position" for the purpose of exiting the protected enclosure from machinery spaces to a continuous fire shelter, as required by SOLAS regulations II-2/13.4.1 and 13.4.2.

17 Noting the different ship types to which these two regulations apply, the Group made minor changes to the proposals in document SDC 10/10/4, and finalized the draft unified interpretation, as set out in annex 3, for endorsement by the Sub-Committee.

AMENDMENT TO REGULATION 25 OF THE 1988 LOAD LINE PROTOCOL REGARDING THE REQUIREMENT FOR SETTING OF GUARD RAILS ON THE DECK STRUCTURE

Application provision

18 The Group considered document SDC 10/11 on the proposed draft amendments to regulation 25 of the 1988 Load Line Protocol with respect to the arrangements of guard rails, chains and bulwarks on exposed decks which are accessible to the crew during navigation.

19 As instructed by the Sub-Committee, the Group prepared an application provision for the amendment to specify it will apply to new ships only.

20 Two options of an application provision, Keel Laying Date vs three dates, were proposed by a delegate for inclusion under regulation 2 of the 1988 Load Line Protocol. Given the time frame until the implementation date and existing application provisions in the 1988 Load Line Protocol, the application provision based on keel laying date was preferred by the Group. Taking also into account the scope of the output and ToR, the Group decided to place the application provision under the title of regulation 25.

Sag of the chains

21 There were several proposals made during the discussion on requirements for "sag of chains" in the draft amendment to regulation 25(3)(d), such as:

.1 where the chains shall be appropriately tight/ with the sag of the chains within the range from 50 mm to 100mm;

.2 the chain should be installed to provide maximum safety to the crew (i.e. no excessive sag or excessive tightness);

.3 the chains should have a reasonable amount of sag to maintain adequate safety; and

.4 maximum sag should preferably not exceed 5% of the span of the chain between stanchions.

22 Owing to time constraints, the Group could not finalize the discussion, and decided to retain the original proposal of SDC 10/11 in square brackets. As such, the Group decided to recommend the Sub-Committee to alternatively invite interested Member States and international organizations to submit further proposals on this matter to MSC 108, as appropriate.

23 The Group prepared the draft amendments to regulation 25 of the 1988 Load Line Protocol, as set out in annex 4, for the Sub-Committee's consideration, noting that the Group could not finish the discussion on regulation 25(3)(d).

Action requested of the Sub-Committee

24 The Sub-Committee is invited to approve the report in general and, in particular, to:

.1 note the discussions concerning the implementation date of ISO standards in the draft amendments to MSC.1/Circ.1331 (paragraphs 5 to 9);

.2 decide on the remaining issues on paragraphs 2.1, 2.1*bis* and 2.3 in the draft amendments to MSC.1/Circ.1331(paragraph 13 and annex 1);

.3 subject to sub-paragraph .2 above, decide whether the output should be retained or the draft amendments to MSC.1/Circ.1331 be agreed with a view to submission to MSC 108 for approval and issuance, as appropriate (paragraph 13 and annex 1);

.4 agree to the draft amendments to the *Unified interpretations of the Code on noise levels on board ships* (resolution MSC.337(91)), with a view to approval by MSC 108 (paragraph 15 and annex 2);

.5 agree to the draft amendments to *Unified interpretations of SOLAS regulations II-2/9 and II-2/13* (MSC.1/Circ.1511), with a view to approval by MSC 108 (paragraph 17 and annex 3);

.6 endorse the Group's recommendation on the application provision in the draft amendment to regulation 25 of the International Convention on Load Lines, 1966, as amended by the Protocol of 1988 (paragraphs 18 to 20 and annex 4);

.7 endorse the Group's recommendation on inviting interested Member States and international organizations to submit further proposals on the requirements for "sag of chains" in the draft amendment to regulation 25(3)(d) of the 1988 Load Line Protocol to MSC 108, as appropriate (paragraphs 21 and 22 and annex 4); and

.8 agree in principle to the draft amendment to regulation 25 of the International Convention on Load Lines, 1966, as amended by the Protocol of 1988, with a view to approval by MSC 108 and subsequent adoption by MSC 109 (paragraph 23 and annex 4).

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ANNEX 1

DRAFT AMENDMENTS TO THE GUIDELINES FOR CONSTRUCTION, INSTALLATION, MAINTENANCE AND INSPECTION/SURVEY OF MEANS OF EMBARKATION AND DISEMBARKATION (MSC.1/CIRC.1331)

1 APPLICATION

1.1 This document is intended to provide Guidelines for the construction, installation, maintenance and inspection/survey of means of embarkation and disembarkation required under regulation II-1/3-9 of the 1974 SOLAS Convention, adopted by resolution MSC.256(84). Where means of embarkation and disembarkation other than those specifically covered by these Guidelines are fitted, an equivalent level of safety should be provided.

1.2 Unless expressly provided otherwise, the expression of "installed on or after 1 July 2026" in these Guidelines means:

(a) for 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

(b) for 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.

2 CONSTRUCTION

2.1 [Accommodation ladders and gangways for means of embarkation and disembarkation which are provided on board ships constructed on or after 1 January 2010 should meet applicable international standards such as ISO 5488:1979, *Shipbuilding – accommodation ladders*, ISO 7061:1993, *Shipbuilding –aluminium shore gangways for seagoing vessels* and/or national standards and/or other requirements recognized by the Administration. Such accommodation ladders and gangways fitted on ships constructed before 1 January 2010, which are replaced after that date, should, in so far as is reasonable and practicable, comply with these Guidelines.]

2.1*bis* [Accommodation ladders and gangways for means of embarkation and disembarkation which are installed on or after 1 July 2026 should meet applicable international standards such as ISO 5488:2015, *Shipbuilding-accommodation ladders, ISO 7061:2015, Shipbuilding-aluminium shore gangways for seagoing vessels* and/or national standards and/or other requirements recognized by the Administration. Unless expressly provided otherwise, the accommodation ladders and gangways installed on ships before 1 July 2026, which are replaced after that date, should comply with these Guidelines.]

2.2 The structure of the accommodation ladders and gangways and their fittings and attachments should be such as to allow regular inspection, maintenance of all parts and, if necessary, lubrication of their pivot pin. Special care should be taken to ensure that the welding connection works are properly performed.

2.3 The construction and test of accommodation ladder winches should be in accordance with applicable international standards such as ISO 7364:1983 *Shipbuilding and marine structures – deck machinery – accommodation ladder winches*.

2.3 [The construction and test of accommodation ladder winches installed on or after 1 July 2026 should be in accordance with applicable international standards such as ISO 7364: 2016 Shipbuilding and marine structures – deck machinery – accommodation ladder winches. The accommodation ladder winches in accordance with applicable international standards such as ISO 7364: 1983 Shipbuilding and marine structures – deck machinery – accommodation ladder winches installed on ships before 1 July 2026, which are replaced after that date, should comply with these Guidelines.]

3 INSTALLATION

3.1 Location

As far as practicable, the means of embarkation and disembarkation should be sited clear of the working area and should not be placed where cargo or other suspended loads may pass overhead.

3.2 Lighting

Adequate lighting should be provided to illuminate the means of embarkation and disembarkation, the position on deck where persons embark or disembark and the controls of the arrangement.

3.3 Lifebuoy

A lifebuoy equipped with a self-igniting light and a buoyant lifeline should be available for immediate use in the vicinity of the embarkation and disembarkation arrangement when in use.

3.4 Arrangement

3.4.1 Each accommodation ladder should be of such a length to ensure that, at a maximum design operating angle of inclination, the lowest platform will be not more than 600 mm above the waterline in the lightest seagoing condition, as defined in SOLAS regulation III/3.13.

3.4.2 The arrangement at the head of the accommodation ladder should provide direct access between the ladder and the ship's deck by a platform securely guarded by handrails and adequate handholds. The ladder should be securely attached to the ship to prevent overturning.

3.4.3 For ships on which the height of the embarkation/disembarkation deck exceeds 20 m above the waterline specified in paragraph 3.4.1 and on other ships for which the Administration considers compliance with the provisions of paragraph 3.4.1 impractical, an alternative means of providing safe access to the ship or supplementary means of safe access to the bottom platform of the accommodation ladder may be accepted.

3.5 Marking

Each accommodation ladder or gangway should be clearly marked at each end with a plate showing the restrictions on the safe operation and loading, including the maximum and minimum permitted design angles of inclination, design load, maximum load on bottom end plate, etc. Where the maximum operational load is less than the design load, it should also be shown on the marking plate.

3.6 Test

3.6.1 After installation, the winch and the accommodation ladder should be operationally tested to confirm proper operation and condition of the winch and the ladder after the test.

3.6.2 The winch should be tested as a part of the complete accommodation ladder unit through a minimum of two times hoisting and lowering of the accommodation ladder in accordance with the onboard test requirement specified in applicable international standards to the winch ~~such as ISO 7364:1983~~.

3.6.3 Every new accommodation ladder should be subjected to a static load test of the specified maximum working load upon installation.

3.7 Positioning

3.7.1 Gangways should not be used at an angle of inclination greater than 30□ from the horizontal and accommodation ladders should not be used at an angle greater than 55□ from the horizontal, unless designed and constructed for use at angles greater than these and marked as such, as required by paragraph 3.5.

3.7.2 Gangways should never be secured to a ship's guardrails unless they have been designed for that purpose. If positioned through an open section of bulwark or railings, any remaining gaps should be adequately fenced.

3.7.3 Adequate lighting for means of embarkation and disembarkation and the immediate approaches should be ensured from the ship and/or the shore in hours of darkness.

3.8 Rigging (safety net)

3.8.1 A safety net should be mounted in way of the accommodation ladders and gangways where it is possible that a person may fall from the means of embarkation and disembarkation or between the ship and quayside.

3.8.2 The safety net in 3.8.1 is not required if the provisions of 3.8.3 and 3.8.4 below are met.

3.8.3 The hazard of a person falling through the sides of the means of (dis) embarkation is adequately mitigated if the top railing is of rigid construction and a side net* has been rigged between this railing and the base of the accommodation ladder, including its upper and lower platforms, or the gangway (see figure 1).

* Refer to ISO 9554:2019, Fibre ropes – General specifications or other standards acceptable to the Administration.

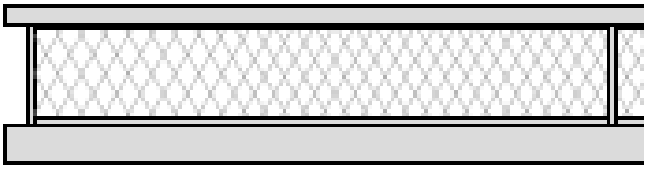

Figure 1: Side net between rigid top railing and base of ladder

3.8.4 The hazard of falling over the rigid top railing is adequately mitigated if this railing is installed in accordance with relevant international standards, at a height of not less than 1,000 mm.

3.9 Verification

Upon installation, the compliance of the entire arrangement with these Guidelines should be verified.

3.10 Protection of crew

When rigging the accommodation ladder, gangway and the safety net, the crew should have sufficient personal safety protection. The crew should wear life jackets and safety harness while rigging.

4 MAINTENANCE

4.1 Accommodation ladders and gangways, including associate winch and fittings, should be properly maintained and inspected at appropriate intervals as required by SOLAS regulation III/20.7.2, in accordance with manufacturers' instructions. Additional checks should be made each time the accommodation ladder and gangway is rigged, looking out for signs of distortion, cracks and corrosion. Close examination for possible corrosion should be carried out, especially when an aluminium accommodation ladder/gangway has fittings made of mild steel.

4.2 Bent stanchions should be replaced or repaired and guard ropes should be inspected for wear and renewed where necessary.

4.3 Moving parts should be free to turn and should be greased as appropriate.

4.4 The lifting equipment should be inspected, tested and maintained paying careful attention to the condition of the hoist wire. The wires used to support the means of embarkation and disembarkation should be renewed when necessary, as required by SOLAS regulation II-1/3-9.

4.5 Arrangements should also be made to examine the underside of gangways and accommodation ladders at regular intervals.

4.6 All inspections, maintenance work and repairs of accommodation ladders and gangways should be recorded in order to provide an accurate history for each appliance. The information to be recorded appropriately on board should include the date of the most

recent inspection, the name of the person or body who carried out that inspection, the due date for the next inspection and the dates of renewal of wires used to support the embarkation and disembarkation arrangement.

4.7 The safety net and/or side net should be properly stored in ventilated places avoiding sunlight and chemical contamination. The safety net and/or side net should be checked and maintained regularly and replaced if found necessary.

5 EXAMINATION AND OPERATIONAL TEST DURING SURVEYS REQUIRED BY SOLAS REGULATIONS I/7 AND I/8

5.1 Accommodation ladders/gangways and davits

5.1.1 ***Accommodation ladder***

5.1.1.1 The following items should be thoroughly examined during annual surveys required by SOLAS regulations I/7 and I/8 and checked for satisfactory condition of the accommodation ladder:

.1 steps;

.2 platforms;

.3 all support points such as pivots, rollers, etc.;

.4 all suspension points such as lugs, brackets, etc.;

.5 stanchions, safety pins, rigid handrails, hand ropes and turntables~~;~~ ,side nets and their securing points;

.6 davit structure, wire and sheaves, etc.; and

.7 any other relevant provisions stated in these Guidelines.

5.1.1.2 At every five-yearly survey, upon completion of the examination required by paragraph 5.1.1.1, the accommodation ladder should be ~~operationally~~ statically tested with the specified maximum ~~operational~~ working load of the ladder.

5.1.2 ***Gangway***

5.1.2.1 The following items should be thoroughly examined during annual surveys required by SOLAS regulations I/7 and I/8 and checked for satisfactory condition of the gangway:

.1 treads;

.2 side stringers, cross-members, decking, deck plates, etc.;

.3 all support points such as wheel, roller, etc.;

.4 stanchions, safety pins, rigid handrails, hand ropes; side nets and their securing points; and

.5 any other relevant provisions stated in these Guidelines.

5.1.2.2 At every five-yearly survey, upon completion of the examination required by paragraph 5.1.2.1, the gangway should be ~~operationally~~ statically tested with the specified maximum ~~operational~~ working load of the gangway.

5.2 Winch

5.2.1 During annual surveys required by SOLAS regulations I/7 and I/8, the following items should be examined for satisfactory condition:

.1 brake mechanism including condition of brake pads and band brake, if fitted;

.2 remote control system; and

.3 power supply system (motor).

5.2.2 At every five-yearly survey, upon completion of the examination required by paragraph 5.2.1, the winch should be operationally tested by raising and lowering ~~with the specified maximum operational load of~~ the unloaded accommodation ladder.

5.3 Tests

5.3.1 The tests specified in sections 5.1 and 5.2 are for the purpose of confirming the proper operation of the accommodation ladder, gangway and/or winch, as appropriate.

5.3.2 The load used for the test should be:

.1 the design load; or

.2 the maximum operational load, if this is less than the design load and marked as per paragraph 3.5; or

.3 the load nominated by the shipowner or operator only in those cases where the design load or maximum operational load is not known (e.g. for accommodation ladders or gangways which are provided on board ships constructed prior to 1 January 2010), in which case that nominated load should be used as the maximum operational load for all purposes within these Guidelines.

5.3.3 The tests should be carried out with the load applied as uniformly as possible along the length of the accommodation ladder or gangway, ~~at an angle of inclination corresponding to the maximum bending moment on the accommodation ladder or gangway~~. The ladder or gangway should be in horizontal position, and the accommodation ladder should be suspended by the wire(s) and supported by the winch.

5.3.4 Following satisfactory completion of the applicable test(s) without permanent deformation or damage to the tested item, the load used for that test should be marked as the maximum operational load in accordance with paragraph 3.5.

5.4 Fittings and davits

During annual surveys required by SOLAS regulations I/7 and I/8, all fittings and davits on the ship's deck associated with accommodation ladders and gangways should be examined for satisfactory condition.

5.5 Means of access to deck

During annual surveys required by SOLAS regulations I/7 and I/8, the fittings or structures for means of access to decks such as handholds in a gateway or bulwark ladder and stanchions should be examined for satisfactory condition.

6 DEFINITION

For the purpose of this Guidelines, a "safety net" is a net which is rigged between the ship's side and the means of (dis)embarkation to prevent a person from falling into the water or onto the quayside from a means of (dis)embarkation.

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ANNEX 2

DRAFT AMENDMENTS TO THE UNIFIED INTERPRETATION OF THE CODE IN RESPECT OF CALIBRATION OF SOUND INSTRUMENTS (RESOLUTION MSC.337(91))

1 The Maritime Safety Committee, at its ninety-fifth session (3 to 12 June 2015), in order to facilitate its global and consistent implementation of the Code on Noise Levels on Board Ships, as adopted by resolution MSC.337(91), approved a unified interpretation of Code on Noise Levels on board Ships (resolution MSC.337(91)), as prepared by the Sub-Committee on Ship Design and Construction, at its second session (16 to 20 February 2015).

2 The Maritime Safety Committee, at its [108th session (15 to 24 May 2024)], with a view to providing more specific guidance on calibration for sound level meters and calibrators, approved the draft amendments to the unified interpretation of section 2 of the *Code on noise levels on board ships* (resolution MSC.337(91)), prepared by the Sub-Committee on Ship Design and Construction, at its tenth session (22 to 26 January 2024), as set out in the annex.

~~2~~3~~Member Governments are invited to use the annexed unified interpretation as guidance when applying Code on Noise Levels on board Ships and to bring the unified interpretation to the attention of all parties concerned.~~ Member Governments are invited to use the annexed unified interpretation as guidance when applying the Code on Noise Levels on Board ships (resolution MSC.337(91)) for sound level meters and calibrators at their next calibration due date, but not later than two years after the date of approval of this unified interpretation.

ANNEX

DRAFT AMENDMENTS TO THE UNIFIED INTERPRETATION OF THE CODE IN RESPECT OF CALIBRATION OF SOUND INSTRUMENTS (RESOLUTION MSC.337(91))

SECTION 2 OF THE CODE ON NOISE LEVELS ON BOARD SHIPS (RESOLUTION MSC.337(91))

"2.1 Equipment specifications

2.1.1 Sound level meters

Measurement of sound pressure levels shall be carried out using precision integrating sound level meters subject to the requirements of this chapter. Such meters shall be manufactured to IEC 61672-1(2002-05)[1] type/class 1 standard as applicable, or to an equivalent standard acceptable to the Administration.[2]

[1] Recommendation for sound level meters.

[2] Sound level meters class/type 1 manufactured according to IEC 651/IEC 804 may be used until 1 July 2016.

2.2 Use of equipment

2.2.1 Calibration

Sound calibrators shall comply with the standard IEC 60942 (2003-01) and shall be approved by the manufacturer of the sound level meter used.

2.2.2 Check of measuring instrument and calibrator

Calibrator and sound level meter shall be verified at least every two years by a national standard laboratory or a competent laboratory accredited according to ISO 17025 (2005) as corrected by (Cor 1:2006)."

Interpretation

The calibration should be carried out in accordance with IEC 61672-3 for sound level meters and IEC 60942 Appendix B for field calibrators. The edition of the calibration standard should correspond with the edition of the manufacturing standard for the instruments. The measurement company should provide documentation about the standard which has been met if not clearly marked on the sound level meter or field calibrator. The documentation or marking should include a clear statement of the results of the periodic tests and which performance class the instrument meets after calibration.

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ANNEX 3

DRAFT AMENDMENTS TO UNIFIED INTERPRETATIONS OF SOLAS REGULATIONS II-2/9 AND II-2/13 (MSC.1/CIRC.1511)

The following changes are proposed:*

"REGULATION II-2/13 – MEANS OF ESCAPE

…

Regulations 13.4.1

1 A "safe position" can be any space, ~~excluding lockers and storerooms irrespective of their area, cargo spaces and spaces where flammable liquids are stowed, but including special category spaces and ro-ro spaces, from which access is provided and maintained clear of obstacles to the embarkation decks (regulations II-2/13.4.1.1.1 and 13.4.1.4).~~ such as steering gear spaces where hydraulic oils for the steering gear equipment are stowed, and special category spaces and ro-ro spaces, from which access is provided and maintained clear of obstacles to the embarkation decks. This excludes lockers and storerooms, cargo spaces and spaces where flammable liquids are stowed.

…

Regulations 13.4.2

1 A "safe position" can be any space, ~~excluding cargo spaces, lockers and storerooms irrespective of their area, cargo pump-rooms and spaces where flammable liquids are stowed, but including vehicle and ro-ro spaces, from which access is provided and maintained clear of obstacles to the open deck (regulation II-2/13.4.2.1.1)."~~ such as steering gear spaces where hydraulic oils for the steering gear equipment are stowed, and vehicle and ro-ro spaces, from which access is provided and maintained clear of obstacles to the open deck. This excludes cargo spaces, lockers and storerooms, cargo pump-rooms and spaces where flammable liquids are stowed.

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* Tracked changes are indicated using "strikeout" for deleted text and "grey shading" to highlight new insertions and all modifications, including deleted text.

ANNEX 4

DRAFT AMENDMENTS TO REGULATION 25 OF THE 1988 LOAD LINE PROTOCOL

Regulation 25 Protection of the crew

This regulation, as amended by resolution MSC.XXX(XX), shall apply to ships the keels of which are laid or which are at a similar stage of construction on or after DDMMYYYY.

(1) The deckhouses used for the accommodation of the crew shall be constructed to an acceptable level of strength.

(2) Guard rails or bulwarks shall be fitted around all exposed decks and all exposed sea access holes (such as edges of moonpools) accessible to the crew during navigation. The height of the bulwarks or guard rails shall be at least 1 m from the deck, provided that, where this height would interfere with the normal operation of the ship, a lesser height may be approved, if the Administration is satisfied that adequate protection is provided.

(3) Guard rails referred to in paragraph (2) ~~fitted on superstructure and freeboard decks~~ shall have at least three courses. The opening below the lowest course of the guard rails shall not exceed 230 mm. The other courses shall be not more than 380 mm apart. In the case of ships with rounded gunwales the guard rail supports shall be placed on the flat of the deck. ~~In other locations, guardrails with at least two courses shall be fitted.~~ Guard rails shall comply with the following provisions:

(a) fixed, removable or hinged stanchions shall be fitted about 1.5 m apart. Removable or hinged stanchions shall be capable of being locked in the upright position;

(b) at least every third stanchion shall be supported by a bracket or stay;

(c) where necessary for the normal operation of the ship, steel wire ropes may be accepted in lieu of guard rails. Wires shall be made taut by means of turnbuckles; and

(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,[with the maximum sag of the chains being not more than 50 mm.]

(4) Satisfactory means for safe passage required by regulation 25-1 (in the form of guard rails, lifelines, gangways or underdeck passages, etc.) shall be provided for the protection of the crew in getting to and from their quarters, the machinery space and any other spaces used in the essential operation of the ship.

(5) Deck cargo carried on any ship shall be so stowed that any opening which is in way of the cargo and which gives access to and from the crew's quarters, the machinery space and all other parts used in the essential operation of the ship can be closed and secured against water ingress. Protection for the crew in the form of guard rails or lifelines shall be provided above the deck cargo if there is no convenient passage on or below the deck of the ship.

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