

Amendment on 25 December 2025
Resolved by Technical Committee on 30 July 2025

Clarification of Safety Requirements for Selective Catalytic Reduction Systems

Object of Amendment

Rules for the Survey and Construction of Steel Ships Part D

Reason for Amendment

As a measure to comply with regulation 13 of MARPOL Annex VI which regulates the emission of nitrogen oxides (NO_x) from ships, the use of selective catalytic reduction systems (SCR) is permitted. The Society has stipulated safety requirements for SCR systems in Chapter 21, Part D of the Rules for the Survey and Construction of Steel Ships.

Although the safety requirements include ones related to the installation of eyewash stations for the protection of crew members, said requirements did not clearly specify the locations where eyewash stations are to be installed. For this reason, relevant requirements are amended to explicitly specify the installation locations of eyewash stations associated with SCR systems.

Outline of the Amendment

Clarifies requirements related to the installation locations of eyewash stations, in Chapter 21, Part D of the Rules for the Survey and Construction of Steel Ships.

Effective Date and application

Applicable to ships for which the date of contract for construction is on or after 1 January 2026.

ID:DD25-10

Amended-Original Requirements Comparison Table (Clarification of Safety Requirements for Selective Catalytic Reduction Systems)

Amended	Original	Remarks
<p>RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS</p> <p>Part D MACHINERY INSTALLATIONS</p> <p>Chapter 21 SELECTIVE CATALYTIC REDUCTION SYSTEMS AND ASSOCIATED EQUIPMENT</p> <p>21.1 General</p> <p>21.1.3 Drawings and Data to be Submitted Drawings and data to be submitted are generally as follows: ((1) is omitted.)</p> <p>(2) Plans and documents for reference</p> <p>(a) Operation manual for SCR systems</p> <p>(b) Operation manual for automatic control and safety systems</p> <p>(c) Documents related to allowable back pressure <u>(where deemed necessary by the Society)</u></p> <p>(d) Documents related to any studies and corresponding results explaining cases where bypass pipes are not fitted for SCR systems in accordance with 21.3.1-2(1)</p> <p>(e) Engineering analysis such as Failure Mode Effect Analysis (FMEA)</p> <p>(f) Other drawings considered necessary by the Society</p>	<p>RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS</p> <p>Part D MACHINERY INSTALLATIONS</p> <p>Chapter 21 SELECTIVE CATALYTIC REDUCTION SYSTEMS AND ASSOCIATED EQUIPMENT</p> <p>21.1 General</p> <p>21.1.3 Drawings and Data to be Submitted Drawings and data to be submitted are generally as follows: ((1) is omitted.)</p> <p>(2) Plans and documents for reference</p> <p>(a) Operation manual for SCR systems</p> <p>(b) Operation manual for automatic control and safety systems</p> <p>(c) Documents related to allowable back pressure</p> <p>(d) Documents related to any studies and corresponding results explaining cases where bypass pipes are not fitted for SCR systems in accordance with 21.3.1-2(1)</p> <p>(e) Engineering analysis such as Failure Mode Effect Analysis (FMEA)</p> <p>(f) Other drawings considered necessary by the Society</p>	<p>In principle, the documents related to back pressure are required only for existing vessels. For newly built vessels, such documents are generally not necessary to be submitted, since effect of back pressure caused by the installation of SCR are considered during the design phase.</p>

Amended-Original Requirements Comparison Table (Clarification of Safety Requirements for Selective Catalytic Reduction Systems)

Amended	Original	Remarks
<p>21.2 Design</p> <p>21.2.1 General Requirements</p> <p>2 In addition to the requirements in this Chapter, air pipes and sounding pipes are to satisfy the requirements in <u>13.6 (excluding 13.6.1-6)</u> and 13.8. In such cases, the term “fuel oil” is to be read as “reductant agent”.</p> <p>21.7 Safety and Protective Equipment</p> <p>21.7.1 General</p> <p><u>1</u> For the protection of crew members, the ship is to have on board at least the following suitable protective equipment and installations. Locations and numbers of the equipment and installations are to be derived from the detailed installation arrangements. Locations where such equipment is stored or installed are to be clearly marked so as to be easily identifiable.</p> <p>(1) Personnel protective equipment</p> <p>(a) Large apron of chemical-resistant material</p> <p>(b) Special gloves with long sleeves</p> <p>(c) Suitable footwear</p> <p>(d) Suitable protective equipment consisting of coveralls and tight-fitting goggles or face shields or both</p> <p>(2) Self-contained breathing apparatus (capable of functioning for at least 30 minutes)</p> <p>(3) Stretcher</p>	<p>21.2 Design</p> <p>21.2.1 General Requirements</p> <p>2 In addition to the requirements in this Chapter, air pipes and sounding pipes are to satisfy the requirements in 13.6 and 13.8. In such cases, the term “fuel oil” is to be read as “reductant agent”.</p> <p>21.7 Safety and Protective Equipment</p> <p>21.7.1 General</p> <p>For the protection of crew members, the ship is to have on board at least the following suitable protective equipment and installations. Locations and numbers of the equipment and installations are to be derived from the detailed installation arrangements. Locations where such equipment is stored or installed are to be clearly marked so as to be easily identifiable.</p> <p>(1) Personnel protective equipment</p> <p>(a) Large apron of chemical-resistant material</p> <p>(b) Special gloves with long sleeves</p> <p>(c) Suitable footwear</p> <p>(d) Suitable protective equipment consisting of coveralls and tight-fitting goggles or face shields or both</p> <p>(2) Self-contained breathing apparatus (capable of functioning for at least 30 minutes)</p> <p><u>(3) Eyewash</u></p> <p>(4) Stretcher</p>	<p>This provision is based on the potential hazards posed by reducing agents in the event of a fire. The requirements of 13.6.1-6 are excluded, since they are not intended for fire protection purposes.</p>

Amended-Original Requirements Comparison Table (Clarification of Safety Requirements for Selective Catalytic Reduction Systems)

Amended	Original	Remarks
<p><u>2 Eyewash is to be provided, and the locations and number of eyewash stations are to be derived from the detailed installation arrangements. At a minimum, the following stations are to be provided:</u></p> <p>(1) <u>In the vicinity of transfer or supply pump locations for reductant fluids. If there are multiple transfer or supply pump locations on the same deck, then one eyewash may be considered for acceptance provided that the station is easily accessible from all such pump locations on the same deck.</u></p> <p>(2) <u>An eyewash station is to be provided in the vicinity of a reductant bunkering station on deck. If the bunkering connections are located on both the port and starboard sides, then consideration is to be given to providing two eyewash stations, one for each side.</u></p>	(Newly added)	Under the existing rules, the regulation regarding the installation location of eye wash stations is unclear; therefore, it is clarified with reference to Chapter 22, Part D of the Rules.
EFFECTIVE DATE AND APPLICATION		
<p>1. The effective date of the amendments is 1 January 2026.</p> <p>2. Notwithstanding the amendments, the current requirements apply to ships other than ships for which the application for Classification Survey during Construction is submitted to the Society on or after the effective date.</p>		