



Briefings of IMO Meeting

SDC 7 (03 -07 Feb. 2020)

BRIEFING STATUS

Flash

No. IMO-0006-19

(For sub-committee only 1 step as Flash)

Subject: Newsflash of SDC 7

The Sub-Committee on Ship Design and Construction (SDC) held its seventh session at IMO HQ from 3 to 7 February 2020. In this regard, please be informed of the main issues and summary of SDC 7 as below. In reviewing this flash, readers should be assured that the outputs written herein are not legally effective until they are adopted as mandatory instruments by MSC.

1. AMENDMENTS TO THE EXPLANATORY NOTES TO SOLAS CHAPTER II-1 SUBDIVISION AND DAMAGE STABILITY REGULATIONS (RESOLUTION MSC.429(98)) (Agenda 3)

- o Sub-Committee considered to amend the draft consolidated Revised Explanatory Notes (resolution MSC 429(98)) and amendments to section 3 of MSC.1/Circ.1572 on watertight door requirements in SOLAS chapter II-1, part B-1 in order to ensure consistency between parts B-2 and B-4 of SOLAS chapter II-1 with regard to watertight integrity.
- o After considering the relevant documents in Working group instructed, The Sub-Committee approved the report of draft consolidated Revised Explanatory Notes (resolution MSC 429(98)) and amendments to section 3 of MSC.1/Circ.1572 with a view to submission to MSC 102 for subsequent adoption or approval.

2. SAFETY MEASURES FOR NON-SOLAS SHIPS OPERATING IN POLAR WATERS (Agenda 4)

- o Taking into account the increase of accident of non-SOLAS ships operating in polar waters, Committee agree to develop the guideline for non-SOLAS ships operating in polar waters.



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- o Consequently, Sub-committee developed draft Guidelines for fishing vessels of 24 m in length and over operating in polar waters and the draft Guidelines for pleasure yachts of 300 gross tonnage and above not engaged in trade operating in polar waters with a view to submission to MSC 103 for approval. And, Sub-committee invited HTW 7 to comment on training requirement in guideline with a view to advise MSC 103 directly.
- o Regarding the guideline of pleasure yachts of 300 GT and above, but less than 500 GT, engaged in trade, i.e. commercial yachts and cargo vessels 300 GT to 500 GT, it will be issued at SDC 8.

3. FINALIZATION OF SECOND GENERATION STABILITY CRITERIA (Agenda 5)

1) Development of the interim guidelines on second generation stability criteria

- o Despite of the current IS Code, accidents related to stability* caused by waves, etc. occurred frequently during the voyage. Therefore, it is discussed to establish the second generation intact stability** criteria.
 - * Stability: When the ship is inclined to one side due to external force such as waves or wind, it will return to its original position.
 - ** The second generation intact stability: Stability considering the dynamic external force to the ship, not stability in calm water conditions.
- o Completed the development of the interim guidelines* and decided to request approval from MSC 102.
 - * The interim guidelines is consists of the definition of five failure modes, 4 levels(Level 1~2: vulnerability criteria, Level 3: direct stability failure assessments, Level 3: operational measures) for each failure mode, procedures and so on.



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** It is stated in the interim guidelines that the guidance needs to be improved based on feedback results from trial use stage, since some of the five modes of the interim guidelines were identified as lacking maturity.

2) Development Explanatory Notes(EN)

- o Developing an explanatory notes on the interim guidelines for understanding the details, such as terminology, definitions, and conditions of application.
- o Agreed that intersessional Correspondence Group is established to request the submission of results to SDC 8th after discussion to develop an explanatory notes on second generation intact stability interim guidelines.

4. MANDATORY INSTRUMENT AND/OR PROVISIONS ADDRESSING SAFETY STANDARDS FOR THE CARRIAGE OF MORE THAN 12 INDUSTRIAL PERSONNEL ON BOARD VESSELS ENGAGED ON INTERNATIONAL VOYAGES (Agenda 6)

- o Discussed the draft IP Code to establish safety standards for ships carrying more than 12 industrial personnel and the draft SOLAS Chapter 15 to enforce the code.
 - * Industrial personnel : All persons who are not passengers or members of the crew who are transported or accommodated on board for the purpose of offshore industrial activities
 - ** IP Code: Safety standards for the carriage of more than 12 industrial personnel on board vessels engaged on international voyages (Structure, stability, fire, life saving appliance)
- o Some additional reviews were identified and decided to establish the correspondence group for further discussion and finalize it at SDC 8.



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* In case that the ship carrying industrial personnel is a high speed ship (applied to SOLAS Chapter 10), the application requirements are being developed. However, if the development is not finalized at SCD 8 because the structure and stability of the high speed craft is more complicated than the general ship (applied to SOLAS Chapter 1), only general ship requirements should be implemented first. Request the above to MSC 102 for endorsement.

** For the new chapter 15 to enter into force in 2024, relevant discussions should be completed at SDC 8.

5. DEVELOPMENT OF AMENDMENTS TO SOLAS CHAPTER II-1 TO INCLUDE REQUIREMENTS FOR WATER LEVEL DETECTORS ON NON-BULK CARRIER CARGO SHIPS WITH MULTIPLE CARGO HOLDS (Agenda 7)

o Discussion on the draft of SOLAS II-1/25-1 to expand the installation of water level detectors for subject vessels.

* (Original) Bulk carriers and general cargo ships with a single cargo hold → (Modification)
All cargo ships except tankers

o It is determined to apply the installation of water level detectors as mandatory for all cargo ships except tankers to improve the ship's safety and completed the development of relevant amendments to SOLAS II-1/25-1 accordingly it is requested for approval by MSC 102.

6. MANDATORY APPLICATION OF THE PERFORMANCE STANDARD FOR PROTECTIVE COATINGS FOR VOID SPACES ON BULK CARRIERS AND OIL TANKERS (Agenda 8)

7. PERFORMANCE STANDARD FOR PROTECTIVE COATINGS FOR VOID SPACES ON ALL TYPES OF SHIPS (Agenda 9)



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- o Sub-committee considered the application of performance standard for protective coatings for void space on bulk carrier/oil tanker and all types of ships.
- o No document was submitted in this sub-committee, the Sub-Committee agreed to consider the matter again at SDC 8 with the understanding that, if no proposals are submitted, the Sub-Committee will invite the Committee to consider deletion of output.

8. AMENDMENTS TO THE 2011 ESP CODE (Agenda 10)

- o Discussion on the amendments of ESP * Code (expected to enter into force in 2021 year) ① Use of remote inspection (drone, etc.) as an alternative to the closed-up Survey (high place, etc.) and ② the close-up survey during the first renewal survey at suspect areas only for double hull oil tankers
- * ESP Code(Enhanced Survey Program Code): Code on the enhanced programme of inspections for Bulk carrier and tankers of 500 gross tonnage and above
- o Most of the member states agreed to the necessity of remote inspection, but the development or submission for the procedure for new output is requested. In addition the amendment to allow the close-up survey during the first renewal survey at suspect areas only for double hull oil tankers was agreed and it is requested for submission to MSC 102 with a view to approval and subsequent adoption.

9. UNIFIED INTERPRETATION TO PROVISIONS OF IMO SAFETY, SECURITY, AND ENVIRONMENT-RELATED CONVENTIONS (Agenda 11)

- o Discussion on the unified interpretation of the International Convention on Load Lines regulation 25(3), whether three courses of guard rails(currently two course guard rail is acceptable) are required at low risk area.



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- o It is confirmed that this was an important safety matter and that a regulatory gap existed with respect to the arrangement of guard rails on large ship open deck superstructures, agreed that the amendment of convention is required rather than unified interpretation and, therefore, the submission of new output proposal to committee is requested to the member states and international organizations.

10. REVIEW OF MANDATORY REQUIREMENTS IN THE SOLAS, MARPOL AND LOAD LINES CONVENTIONS AND THE IBC AND IGC CODES REGARDING WATERTIGHT DOORS ON CARGO SHIPS (Agenda 12)

- o Sub-committee considered the amendment of mandatory requirements in the SOLAS, MARPOL and Load Lines Conventions and the IBC and IGC Codes regarding watertight doors on cargo ships in order to ensure consistency between mandatory requirement in each instruments regarding watertight doors.
 - When calculating damage stability of the ship, the suitable watertight doors(hinged and sliding watertight door) are allowed in SOLAS taking into account the location and frequency use of watertight door. However, other instruments allowed the only power operated sliding watertight door.
- o Sub-committee agree to amend the mandatory requirements in MARPOL and Load Lines Conventions and the IBC and IGC Codes according to the SOLAS requirement with a view to approval by MSC and MEPC.

11. ANY OTHER BUSINESS (Agenda 15)

- o (7/15) It is agreed to amend the Guidelines(resolution MSC.62(67)) in line with ICLL(International Convention on Load Lines) regulation to allow the exception of installation the foot-stop* at the area of no risk. Accordingly it is requested for submission to MSC 102 as a minor correction** with a view to approval.



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- * Installed at both ends of the walkway to prevent the losing crew's foot or falling of equipment.
- ** Minor correction of existing convention requirements can be amended by discussion of Sub-Committees(other items) only without such procedure of requesting a new output to MSC
 - o (7/15/1) Sub-committee agree minor correction and the draft amendment of ICLL with a view to approval and adoption by MSC 102.
 - According to the content of table of ICLL 22(1)(g), "inlets" is deleted in ICLL 22(1)(g)
 - o (7/15/2) The requirement of minimum width(1000mm) is decided to apply to only for double-side general dry cargo only to the ships of 150m in length and upwards which intend occasionally carry dry cargoes in bulk. However, Amendments to the relevant guideline(MSC277(85) is decided to be discussed later after requesting the MSC to open a new output.
 - * MSC277(85): Guideline on the application of the additional some requirements of SOLAS XII for general cargo ships which intend occasionally carry dry cargoes in bulk, not classified as bulk carriers
 - o (7/15/3) Determined that all member states interested in the safety of WIG's flight-over(emergency flight at an altitude of 150 meters or less in the event of an emergency) are requested to make a new proposal to MSC and that the agenda will be discussed later.



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