



Briefings of IMO Meeting

SDC 6 (4 -8 Feb. 2019)

No. IMO-0004-19

BRIEFING STATUS

Flash

Subject: Newsflash of SDC 6

The Sub-Committee on Ship Design and Construction (hereinafter 'SDC') held its 6th session from 4th to 8th February 2019. Please be informed of the main and summarized outputs of SDC 6.

1. REVISED SOLAS REGULATION II-1/3-8 AND ASSOCIATED GUIDELINES (MSC.1/CIRC.1175) AND NEW GUIDELINES FOR SAFE MOORING OPERATIONS FOR ALL SHIPS (Agenda 3)

- Draft amendments to SOLAS regulation II-1 / 3-8 and related guidelines(*) were amended/established and these will be submitted to MSC 101 for approval

| Items | Description |
|--|--|
| SOLAS regulation II-1/3-8 | Add new paragraph to the SOLAS regulation for towing and mooring |
| Guidelines on the Design of Mooring Arrangements and the Selection of Appropriate Mooring Equipment and Fitting for Safe Mooring * | Developed new design guidelines for mooring arrangements and equipment for safe mooring (applicable to ships of 3,000 GT and above) (SOLAS II-1 / Reg.3-8, paras. 7 and 8) |
| Guidelines for Inspection and Maintenance of Mooring Equipment including Lines * | Developed new Inspection and maintenance guidelines of mooring equipment and mooring lines for all ships(SOLAS II-1/ Reg.3-8, para. 9) |
| Guidance on Shipboard Towing and Mooring Equipment (MSC.1/Circ. 1175/Rev.1) * | Revised guidance on shipboard towing and mooring equipment for shipboard equipment, fittings and the supporting hull structures (SOLAS II-1/ Reg.3-8, para. 5) |



2. REVIEW SOLAS CHAPTER II-1, PART B-2 TO B-4, TO ENSURE CONSISTENCY WITH PARTS B AND B-1 WITH REGARD TO WATERTIGHT INTEGRITY (Agenda 4)

- Taking into account the comments made and decisions(*) taken in plenary, the Working Group was instructed to further develop draft amendments to SOLAS chapter II-1, parts B-1 to B-4 and the related provisions in the Explanatory Notes (resolution MSC.429(98)) and the draft amendments to SOLAS chapter II-1 was finalized for approval at MSC 101 and subsequent adoption at MSC 102.

** to finalize the draft amendments to regulation II-1/7-2.5.2; consider amendments to regulation II-1/12.6.1 in relation to the location and operation of the collision bulkhead valve; further consider the draft application criteria for the amendments, based on the proposal contained in the annex to document SDC 6/4/4; revise MSC.1/Circ.1464/Rev.1, based on the proposal in document SDC 6/9/1*

- Due to time constraints, the Group was unable to consider the draft Revised Explanatory Notes to the SOLAS chapter II-1 subdivision and damage stability regulations (resolution MSC.429(98)) and the revision of MSC.1/Circ.1464.Rev.1. Therefore, the SDS Correspondence Group was re-established to submit a relevant report to SDC 7.

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

- The Sub-Committee agreed that it was the intent that the work at this session was to be undertaken with a view to complete of all three sets of guidelines across all five stability failure modes. Subsequently, following guidelines were reviewed and revised by the established expert group. Also, it was agreed to re-establish the Correspondence Group to take forward the work for completion at SDC 7.



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- *The draft interim guidelines on the specification of direct stability assessment procedure*
- *The draft interim guidelines for the preparation of operational limitations and operational guidance*
- *The draft interim guidelines on the vulnerability criteria for the second generation of intact stability criteria*

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)

- The Sub-Committee agreed that using an aggregated number of passengers, special personnel and industrial personnel to invoke the application of the IP Code had caused confusion, ambiguity and false interpretations. Subsequently, the Sub-Committee invited MSC 101 to consider the above issue.
- Further development of the draft IP Code had been proceeded based on annex 2 of document SDC 6/6/1. In particular, provisions in the draft Code addressing the carriage of dangerous goods and hazardous and noxious liquid substances had been considered with a view to identifying the issues to refer to other CCC and PPR Sub-Committees, as appropriate.
- The Correspondence Group was re-established, under the coordination of Norway, to progress the work on further development of the draft new IP Code with a view to submit a report to SDC 7.



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5. AMENDMENTS TO THE 2011 ESP CODE (Agenda 7)

- The Sub-Committee had finalized the text of the consolidated new version of ESP Code (2019 ESP Code), including the associated draft Assembly resolution, incorporating changes from the draft amendments to the 2011 ESP Code for submission to MSC 101 for approval and subsequent adoption by Assembly 31.

6. SAFETY MEASURES FOR NON-SOLAS SHIPS OPEARTING IN POLAR WATERS (Agenda 8)

- The Sub-Committee established the Correspondence Group on Safety Measures for Non-SOLAS ships Operating in Polar Waters and instructed followings
 - *as a high priority, with a view to finalization at SDC 7, further develop the draft guidelines for safety measures for fishing vessels of 24m and over operating in polar waters.*
 - *further develop the draft guidelines for pleasure yachts of 300 GT and above not engaged in trade operating in polar waters.*

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

- Draft amendments to the unified interpretation of paragraph 3.4.2 of part B of the 2008 IS Code (MSC.1/Circ.1537) (Agenda 6/9)
 - The Sub-Committee agreed to the draft amendments to the unified interpretations of the 2008 Intact Stability Code (MSC.1/Circ.1537) for submission to MSC 101 for approval with a view to dissemination as MSC.1/Circ.1537/Rev.1.



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- Means of escape from control stations, accommodation and service spaces in case of flooding (Agenda 6/9/1)
 - The Sub-Committee agreed that, following IACS' recently updated Unified Interpretation SC156, consequential amendments to MSC.1/Circ.1464/Rev.1 were necessary. Therefore, amendments to MSC.1/Circ.1464/Rev.1 will be carried out by SDS Correspondence Group and the inconsistencies for requirements for doors in watertight bulkheads between SOLAS and other IMO instruments, including MARPOL, ICLL, and the IBC and IGC Codes would require consideration by the Committee in the form of a new output proposal.

- Proposed amendments to MSC.1/Circ.1535, MSC.1/Circ.1537 and MSC.1/Circ.1539 (Agenda 6/9/2)
 - The Sub-Committee agreed the draft amendments to the unified interpretations in MSC.1/Circ.1535, MSC.1/Circ.1537 and MSC.1/Circ.1539 in SDC 6/9/2 for submission to MSC 101 for approval. And the clarification about including provision of IMDC Code on continuous ventilation requirement and not retroactive will be further considered at MSC 101.

- Unified interpretation of SOLAS regulations II-1/22-1 and II-2/21.4.13 regarding safe return to port requirements for flooding detection systems (Agenda 6/9/3)
 - The Sub-Committee had for its consideration document SDC 6/9/3 (IACS), proposing a draft unified interpretation of SOLAS regulations II-1/22-1 and II-2/21.4.13 for ships contracted for construction on or after 1 July 2019, which takes into account the outcome of SDC 5 on the matter, and agreed with the draft MSC circular on Unified interpretation of SOLAS chapter II-2 for submission to MSC 101 for approval.

- IACS UI SC123 machinery installations - service tank arrangements (Agenda 6/9/4)
 - Latest version of IACS UI SC 123 proposed by IACS was supported for the submission to MSC 101 for approval, and the Sub-Committee agreed that the matter on "requiring an emergency fuel changeover at a maximum of one hour" shall be forwarded to MSC 101 with a request that it be considered



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under the Committee's new agenda item on "Development of measures to enhance the safety of ships relating to the use of fuel oil".

8. ANY OTHER BUSINESS (Agenda 12)

- Corrections to the Guidelines for wing-in-ground (WIG) craft (Agenda 6/12)
 - The Sub-Committee agreed to the proposal and requested Secretariat will issue a corrigendum to the circular on Guidelines for wing-in-ground craft (MSC.1/Circ.1592) as a "minor correction".

- Review of systems that are required to remain operational in a casualty and methods of energy distribution for those systems (Agenda 6/12/1)
 - A view was express that existing regulations already facilitated power distribution arrangements on board ships and, therefore, there was no need to review relevant provisions. Subsequently, the Sub-Committee invited interested Member States and international organization to liaise with CESA to develop a new output proposal in accordance with the Committees' procedure.

P.I.C:

Back Seung-ryul / Senior Surveyor

Stability & Tonnage Team

Tel: +82 70 8799 8490

Fax: +82 70 8799 8419

E-mail: stability@krs.co.kr

**General Manager of
Stability & Tonnage Team**

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