



# Briefings of IMO Meeting

## SDC 8 (17 -21 Jan. 2022)

No. IMO-2022-01

BRIEFING STATUS

*Flash*

### Subject: Newsflash of SDC 8

The Sub-Committee on Ship Design and Construction (hereinafter 'SDC') held its 8<sup>th</sup> session from 17<sup>th</sup> to 21<sup>st</sup> January 2022. Please be informed of the main and summarized outputs of SDC 8. 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. 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 4)

- Following discussion and recalling the relevant decision of MSC 102, the Sub-Committee established the Drafting Group on Industrial Personnel (IP) and instructed it to finalize draft new SOLAS chapter XV and the draft new IP Code
- During the drafting Group, Industrial Personnel Safety Certificate and Record of Equipment, number of infant or child lifejackets, validity of the certificate for the carriage of toxic products, low-flashpoint products or acids when the total number of persons on board exceeds 60 and other editorial corrections were dealt with.
- SOLAS chapter XV and the new IP Code will be exempted from the four-year amendment cycle under section 4 (Exceptional circumstances) of the Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments (MSC.1/Circ.1481)
- Issues such as clarifying the interaction between the IP and SPS Codes, provisions for passenger ships in IP instrument, provisions on sleeping berths for IP on HSC, provisions for high-speed craft carrying more than 60 persons and others will be discussed at the second phase subject to approval of MSC



## 2. Development of Explanatory Notes to the Interim guidelines on second generation intact stability criteria (Agenda 5)

- In order to prevent ship accidents, 'Interim guidelines on Second Generation Intact Stability\* Criteria' was developed (MSC.1/Circ.1627) at MSC 102
  - \* Second Generation Intact Stability: Stability considering the dynamic external force to the ship, not stability in calm water conditions.
- For approval in MSC 105, the Drafting Group completed draft explanatory notes on the 'Interim guidelines on Second Generation Intact Stability Criteria' during the session.
- After receiving feedback during the test period from the industry, the Guidelines and the Explanatory Notes will be finalized.

## 3. Amendments to the 2011 ESP Code (Agenda 6)

- The Sub-Committee considered document SDC 8/6 providing the outcome of MSC 103 with respect to the proposal in document MSC 102/21/10 (Brazil and others) to amend the 2011 ESP Code to address safety issues that were identified during the flag State's marine safety investigation of the loss of MV Stellar Daisy by increasing the frequency of inspections of ballast tanks and void spaces, based on the condition of hard coatings.
- After consideration, the Sub-Committee agreed to instruct the Working Group on Amendments to the 2011 ESP Code to finalize the draft ESP Code amendments, based on the proposal in the annex to document MSC 102/21/10



- It was determined in the Working Group to amend ESP Code and the coating condition criteria for annual interval examination of ballast tanks was changed from "POOR" to "less than GOOD"
- Except the above, requirement for annual examination of double-side skin void spaces for bulk carriers exceeding 20 years of age and of 150m in length and upwards were added if coating condition "POOR" is given

#### 4. Safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 (Agenda 9)

- The goals, functional requirements and expected performance for SOLAS II-1, part D for inclusion in the Revised Guidelines (MSC.1/Circ.1212/Rev.1) submitted by the Correspondence Group is agreed on the basis of the discussion of Expert Group(EG) at SDC 9. The development was carried out based on generic guidance for developing IMO goal-based standards (MSC.1/Circ.1394)
- Re-establishment of the Correspondence Group for developing the goals, functional requirements and expected performance for SOLAS II-1, part C(Machinery) was agreed and the Correspondence Group will submit a written report to SDC 9 as a follow up action
- If the Sub-committee finalizes to develop for the goals, functional requirements and expected performance for SOLAS II-1, part C(Machinery), then it will develop the draft document for SOLAS II-1, part E(additional requirements for periodically unattended machinery spaces) and finally these will be included in the Guidelines on alternative design and arrangements for SOLAS chapter II-1 and III.

### 5. Revision of the Performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers (Agenda 13)

- The Sub-Committee completed final draft amendment on Performance Standards for existing water level detectors including water level detectors on Bulk Carriers and Single Hold Cargo Ships other than Bulk Carriers, which are quoted in new SOLAS Reg.II-1/25-1 for submitting MSC 105 for approval

\* Amended performance standards for water level detectors will be applied to the water level detectors which are installed on or after January 1, 2024.

### 6. Review of the Guidelines for the reduction of underwater noise (MEPC.1/Circ.833) and identification of next steps (Agenda 14)

- MEPC 76 had agreed to include in the biennial agenda of the SDC Sub-Committee for 2022-2023 and the provisional agenda for SDC 8 an output on "Review of the 2014 Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life" (MEPC.1/Circ.833)
- During the session following general policy matters were expressed on the matter
  - the lack of international policies and noise pollution limit values have hampered progress towards the mitigation of noise pollution from ships;
  - future targets for developing URN levels should follow the IMO three-step approach(Data Collection → Data analysis → Decision making on further measures), in which a common assessment of the data collected will provide the basis for an objective, transparent and inclusive policy debate;



- Except the above, various views on Underwater noise monitoring, Impact on environmental goals of the Organization, Consideration of different regional ambient sounds, Consideration of different ship designs, Ship safety as a priority and Indigenous input and knowledge were expressed during the session.
- The Sub-Committee agreed that a working group should be established on underwater noise reduction from ships to consider the proposals in detail and Working Group was summoned during the session.
- The Working Group developed a work plan to support the review of the Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life (MEPC.1/Circ.833) and recommended the Sub-Committee to establish Correspondence Group and establishment of Correspondence Group was agreed by member states. It is expected that the relevant agenda will be discussed through the Correspondence Group.

### 7. Unified interpretation of provisions of IMO safety, security and environment related conventions (Agenda 10)

- Proposal for a unified interpretation relating to the ice accretion and the intact and damage stability under the Polar Code (Agenda 8/10/1)
  - The Sub-Committee considered document SDC 8/10/1 (IACS), proposing a unified interpretation to clarify the requirements in the Polar Code on ice accretion with respect to intact and damage stability calculations and to provide guidance on how to address damage cases.
  - However, the Sub-Committee noted the following views that the proposed unified interpretation could result in unintended consequences, due to the

complexity of the proposal, So, further study is needed to clarify the ramifications of the proposed unified interpretation.

- Considering the above views, the Sub-Committee did not agree to the proposed unified interpretation and invited IACS and interested delegations to submit a revised proposal to a future session.
  
- Proposed unified interpretation of the amendment to stability/loading information in conjunction with the alterations of lightweight (Agenda 8/10/3)
  - The Sub-Committee considered document SDC 8/10/3 (IACS), proposing a new unified interpretation clarifying that, in cases where the lightship properties of a ship changed beyond the specified deviation limits, the instruments/documents (such as loading manual loading computer and stability computer) utilizing the lightship properties should be amended, based on the new lightship properties;
  - In order to define "lightweight survey", the Group added a new sentence in the draft unified interpretation referring to the International Code on Intact Stability 2008, and also made other modifications to clarify the effects of change in lightweight over the "constant" and deadweight.
  
- Proposed interpretation of requirements for noise in workshops (Agenda 8/10/5)
  - The Sub-Committee considered document SDC 8/10/5 (IACS), proposing a unified interpretation of paragraph 4.2.1 of the Code on noise levels on board ships (resolution MSC.337(91)) to avoid damage to the hearing of people in the workshops



- This UI includes interpretation that workshops which are separated from the engine-room with bulkheads, which may include access doors of the equivalent acoustic insulating properties as the bulkhead will be categorized as 'Workshops other than those forming part of machinery spaces' and it means noise level of this space should be 85dB
  - Workbenches and workstations located inside the machinery space should not be considered as 'workshops other than those forming part of machinery spaces'
- Penetrations in watertight divisions – pressure testing after a fire test (SOLAS regulation II-1/13) (Agenda 8/10/7)
- The Sub-Committee considered document SDC 8/10/7 (IACS), soliciting the view of the Sub-Committee on the requirements of SOLAS regulation II-1/13 and II-1/13-1 with respect to the applicability of prototype pressure tests post fire.
  - With respect to the query on whether the intent of SOLAS regulation II-1/13.2.3 was to consider flooding scenarios from heat sensitive piping systems or flooding scenarios from heat sensitive piping and penetration systems, the sub-committee agreed with the interpretation provided by IACS that 'SOLAS regulation II-1/13 is only considered for heat sensitive piping systems and not intended to be applied to cable penetrations'
- Timber deck cargo in the context of damage stability requirements (Agenda 8/10/9)



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- The Sub-Committee considered document SDC 8/10/9 (IACS), proposing an update to the Unified interpretation regarding timber deck cargo in the context of damage stability requirements (MSC/Circ.998) after IACS had updated UI SC161 which, in its obsolete version, was annexed to MSC/Circ.998. The update to UI SC161 was necessary due to relevant SOLAS amendments and the revocation of the 1991 Timber Code, which was replaced by 2011 TDC Code.
- After consideration, the Sub-Committee endorsed the draft revised unified interpretation regarding timber deck cargo in the context of damage stability requirements (MSC/Circ.998) for submission to MSC 105 for approval.

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