



Subject: Newsflash of SDC 9

The Sub-Committee on Ship Design and Construction (hereinafter 'SDC') held its 9th session from 23th to 27th January 2023. Please be informed of the main and summarized outputs of SDC 9. 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. Review of the Guidelines for the Reduction of Underwater Noise (MEPC.1/CIRC.833) and Identification of Next Steps (Agenda 5)

- Considering the results of the Correspondence Group established at the 8th SDC, the Sub-Committee identified means and policies to reduce underwater noise from ships and discussed the draft amendments of the guideline for reducing underwater noise (MEPC.1/circ.833).
- In the course of discussion, the Sub-Committee agreed that all IMO guidance were non-mandatory including the Guidelines for the reduction of underwater noise and the recommendation to the MEPC for developing a mandatory instrument on the reduction of underwater-radiated noise from ships may be considered as part of the proposed next steps.
- The Sub-Committee established the Working Group on Review of the Guidelines for the Reduction of Underwater Noise (MEPC.1/Circ.833), which finalized by discussing the following:
 - Complete developing the draft revised Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life for submission to MEPC 80 with a view to approval.

- Prioritize the work plan to further prevent and reduce underwater radiated noise from shipping
 - Prioritize the list of provisional suggestions to promote the work of the Organization to increase awareness, uptake and implementation of the Guidelines, and the provisional list of suggested next steps to further prevent and reduce underwater radiated noise from shipping.
- The Sub-Committee agreed to further discuss matters not finalized at this SDC through the Correspondence Group, which will be reported to 10th SDC.

2. Amendments to the 2011 ESP Code (Agenda 6)

- The Sub-Committee considered SDC 9/6 (China) in the 2011 ESP Code to clarify Administration who can audit the firm engaged in thickness measurement of hull structures and harmonize the different parts of the bulk carriers and the oil tankers.
- The Sub-Committee agreed the draft amendments of the 2011 ESP Code for submitting it to MSC 107 for approval.

3. Safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 (Agenda 7)

- The goals, functional requirements and expected performance for SOLAS II-1, part C (Machinery Installations) and part E (Additional requirements for periodically unattended machinery spaces) 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 Working Group(WG) at SDC 9. The

development was carried out based on generic guidance for developing IMO goal-based standards (MSC.1/Circ.1394).

- The Sub-committee agreed the re-establishment of the Correspondence Group for further developing the goals, functional requirements and expected performance for SOLAS II-1 part C(Machinery) and part E (Additional requirements for periodically unattended machinery spaces) which has not been finished up, and the Correspondence Group will submit the written report to SDC 10, including the output for SOLAS II-1 part D developed at SDC 8, as a follow up action. Finally, these will be included in the Guidelines on alternative design and arrangements for SOLAS chapter II-1 and III.

4. Development of Amendments to SOLAS Regulation II-1/3-4 to apply Requirements for Emergency Towing Equipment for Tankers to other types of Ships (Agenda 9)

- Considering that MSC 103 agreed that the requirements for emergency towing equipment for tankers in SOLAS regulation II-1/3-4 should also apply to all types of larger new ships, the Sub-committee discussed the threshold value of gross tonnage for applying the emergency towing arrangements to all types of new ships and the necessity of revising the Guidelines for emergency towing arrangements on tankers (Resolution MSC.35(63), as amended).
- With the support of large majority, the Sub-committee agreed to expand the application of the emergency towing arrangements for tankers to new ships other than tankers with the a threshold value of 20,000 gross tonnage and upwards.
- Regarding the Guidelines on emergency towing arrangements for tankers (Resolution MSC.35(63), as amended), the Sub-committee agreed on the need

to amend the existing guidelines to address all types of ships covered by the draft new SOLAS regulation on emergency towing arrangements.

- Experts Group was established to amend the SOLAS II-1/3-4 for new ships other than tankers and to prepare an appropriate justification to expand the output and identify the provisions in resolution MSC.35(63) that will require amendments in order to be applicable to all types of ships meeting the size threshold, for consideration by MSC 107.
- Targeting the completion year of development in 2025, the Sub-Committee will request the expanded scope of the output to MSC 107 in order to embark on a new task developing a new guidelines on emergency towing arrangements on new ships other than tankers or a revision to resolution MSC.35(63), as amended, as consequential amendments to the existing guidelines on tankers.

5. Revision of the Interim Explanatory Notes for the Assessment of Passenger Ship Systems' Capabilities after a Fire or Flooding Casualty (MSC.1/CIRC.1369) and related Circulars (Agenda 11)

- The Sub-Committee discussed a proposal to amend the provisional explanatory notes to avoid ambiguous interpretation and discrepancy in application of the "Interim explanation notes for assessment of passenger ship systems capabilities after a Fire or Flooding Casualty (MSC.1/Circ.1369)" as detailed guidelines on the Safe Return to Port requirements for passenger ships(SRtP)*.

* "Safe Return to Port" means new SOLAS regulations applicable to new passenger ships having their keel laid on or after 1st July 2010, and having a length of 120m or more, or having 3 or more Main Vertical Zones. As per these regulations, redundancy of essential systems and safety areas for evacuation of passengers shall be provided to passenger ships so that passenger ships can return to the port on their own in the event of fire or flooding in one area.



- Working group was established to commence the review of the Interim Explanatory Notes, including identifying further areas for which updated or revised interpretations for the SRtP requirements in SOLAS were needed.
- Considering the results of discussion, the correspondence group will be established to discuss matters below identified as need for revision in SDC 9 and to submit a report to SDC 10.
 - Continue the review of MSC.1/Circ.1369 in light of the experience gained since the entry into force of the SOLAS regulations on safe return to port, application of the Explanatory Notes, and the available industry standards.
 - Carefully assess the existing text and interpretations contained in the Explanatory Notes and revise them, as necessary, taking into account documents MSC 102/21/12, SDC 9/11 and SDC 9/WP.7.
 - Develop guidance for new identified areas and new interpretations in the Explanatory Notes, taking into account documents MSC 102/21/12, SDC 9/11 and SDC 9/WP.7.
 - Review the other related circulars based on the review of the Explanatory Notes.

6. Revision of the Performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers (Agenda 12)

- The Sub-Committee agreed to the draft amendment to paragraph 2.2.2 which proposes clarifying distinguish installation heights of detectors between requirements of applicable SOLAS regulations (II-1/25, II-1/25-1 and XII/12) in revised Performance standards for water level detectors of ships finalized at SDC 8 and submitted to MSC 105 for adoption as below.



- The installation heights of sensors at pre-alarm and main-alarm levels, as required by SOLAS regulations II-1/25.3, II-1/25-1.2 and XII/12.1, should be measured from the upper surface of the inner bottom. While the installation heights of bilge level sensors (an alternative permitted by SOLAS regulation II-1/25-1.3) should be measured from the bottom of the bilge well.
- * Amended performance standards for water level detectors (Rev.2) will be applied to the water level detectors which are installed on or after January 1, 2024, the same as Rev.1.

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

- Interpretation on mooring arrangement and equipment (SOLAS regulation II-1/3-8) (Agenda 9/10)
 - The Sub-Committee considered document SDC 9/10 (IACS), proposing an interpretation for the newly amended SOLAS regulation II-1/3-8 (Towing and mooring equipment), expected to enter into force on 1 January 2024, to clarify the documentation which is necessary to support an Administration or a regional organization (RO) in verifying compliance with the regulation.
 - The Sub-Committee agreed to the draft unified interpretation of SOLAS regulation II-1/3-8 and the Drafting Group was established to consider the text of draft Unified Interpretations in detail. The finalized draft Unified Interpretations will be submitted to MSC 107 for approval.



- The Sub-Committee agreed to invite the III Sub-Committee to consider document SDC 9/10 in connection with its work on the update of the HSSC Survey Guidelines
- Clarification of penetrations in watertight divisions – pressure testing after a fire test (Agenda 9/10/1)
 - The Sub-Committee considered document SDC 9/10/1 (IACS), proposing an interpretation of SOLAS regulation II-1/13 (Openings in watertight boundaries below the bulkhead deck in passenger ships), clarifying that heat-sensitive piping systems penetrating a watertight bulkhead or deck on a passenger ship should be tested and be type-approved for watertight integrity after the fire test.
 - The Sub-Committee agreed to the draft unified interpretation of SOLAS regulation II-1/13 and the Drafting Group was established to consider the text of draft Unified Interpretations in detail. The finalized draft Unified Interpretations will be submitted to MSC 107 for approval.
- Draft interpretation of amendments of SOLAS chapter II-1 adopted by resolutions MSC.474(102) and MSC.482(103) (Agenda 9/10/2)
 - The Sub-Committee considered document SDC 9/10/2 (IACS), proposing an interpretation for the expressions "ships constructed before 1 January 2024" and "multiple hold cargo ships other than bulk carriers and tankers constructed on or after 1 January 2024" in SOLAS chapter II-1
 - The Sub-Committee agreed to the draft unified interpretation of SOLAS regulation II-1/1.1.3 for submission to MSC 107 for approval.



Briefings of IMO Meeting

SDC 9 (23 -27 Jan. 2023)

BRIEFING STATUS

Flash

No. IMO-0002-2023

- Proposed revision to the unified interpretations of the 2008 IS Code (MSC.1/Circ.1537/Rev.1) (Agenda 9/10/3)
 - The Sub-Committee considered document SDC 9/10/3 (United States and IACS), proposing a revision of the unified interpretations of the 2008 Intact Stability Code (MSC.1/Circ.1537/Rev.1) for the interpretation of down-flooding point so as to realign the scope of their application to all criteria addressed by the 2008 Intact Stability Code
 - The Sub-Committee agreed to the draft revised unified interpretations of the 2008 IS Code (MSC.1/Circ.1537/Rev.1) for submission to MSC 107 for approval as MSC.1/Circ.1537/Rev.2.

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