



Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*.
(For sub-committee only 1 step as *Flash*)

Subject: Newsflash of SDC 4

The Ship Design and Construction (hereinafter 'SDC') held its 4th session at IMO HQ from 13 to 17 February 2017. This flash report helps understanding of relevant stakeholders such as ship owners, shipbuilders, equipment manufacturers and class surveyors. The requirements or items agreed or determined at the meeting will be entered into force after its adoption at incoming MSC.

1. Revised Explanatory Notes to SOLAS chapter II-1 subdivision and damage stability regulations

- The draft of Explanatory Notes to new SOLAS chapter II-1 subdivision and damage stability regulations was finalized and submitted to MSC 98 for adoption in order to apply ships constructed at 1st January 2020.

2. Computerized stability support for the master in case of flooding for existing passenger ships

- The draft amendment SOLAS II-1 Reg.1 and Reg.8-1 was finalized in order to apply the computerized stability support to existing passenger ship and this draft amendment is submitted to MSC 98 for approval.

- With regard to the guideline for computerized stability support to existing passenger ship, the correspondence group is established and will develop the draft guidelines using the *Revised guidelines on operational information for masters of passenger ships for safe return to port* (MSC.1/Circ.1532) as a base document.

Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*.

(For sub-committee only 1 step as *Flash*)

3. Finalization of second generation intact stability criteria

- 1) Finalization of the draft guidelines for the specification of direct stability assessment
 - Taking into account the comments made and decisions taken in plenary, the draft Guidelines for the specification of direct stability assessment was finalized in working group.

- 2) Inconsistency between levels 1 and 2 of pure loss and dead ship condition
 - Inconsistency between levels 1 and 2 of pure loss and dead ship condition was discussed in working group. Because of lacking of time, other items will be discussed in Correspondence Group.

4. Revision of section 3 of the *Guidelines for damage control plans and information to the master (MSC.1/Circ.1245) for passenger ships*

- Taking into account the document submitted by China(SDC 4/7) regarding the improvement of graphic symbol used in damage control plan, the draft amendment Guidelines for damage control plans and information to the master (MSC.1/Circ.1245) for passenger ship was finalized and submitted to MSC 98 for approval.

Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*.

(For sub-committee only 1 step as *Flash*)

5. Mandatory instrument for the carriage of more than 12 industrial personnel on board vessels

- Draft Code submitted by Germany and comment on draft Code submitted by the United States were discussed at the plenary regarding the development of new mandatory Code and further consideration reflecting the result of discussion will be discussed at correspondence group.
 - develop a matrix that identifies the relevant aspects of the existing IMO regulatory framework, with regard to definitions and application, in order to ensure that the new SOLAS chapter [XV] and the new Code are consistent with and avoid unnecessary duplication of the existing IMO instruments
 - develop the draft new SOLAS chapter [XV] and develop the draft Code taking into account the matrix developed above.
 - consider the format and organization of the draft Code, providing explanation on the group's decision
 - develop the introduction and preamble for the Code, including also a possible promotion of a consistent level of safety in non-mandatory applications.
 - consider the impact that the service of the vessel may have on the total number of industrial personnel carried.
 - submit a report to SDC 5.

Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*.
(For sub-committee only 1 step as *Flash*)

6. Amendments to the 2011 ESP Code

- The consideration of the plan of further actions was agreed for amendment to the 2011 ESP Code and when carrying out hull surveys of bulk carriers and oil tankers, IACS members will uniformly implement IACS UR Z10, unless they are provided with written instructions to apply a different standard by an Administration. India's opinion should be considered when preparing a consolidated text of ESP Code.

7. Unified interpretation to provisions of IMO safety, security, and environment-related Conventions

- 1) The proposal to update the references to the superseded instruments contained in the Guidelines, in order to provide alignment with the relevant regulatory references, was endorsed, and agreed to the draft Revised guidelines and the associated draft MSC circular (i.e. MSC/Circ.686/Rev.1), for submission to MSC 98 with a view to approval.
- 2) Regarding the drainage of enclosed spaces situated on the bulkhead deck and special requirements for vehicle ferries, ro-ro ships and other ships of similar type (4/10/1), endorsed the text of the draft unified interpretations of IACS and agreed to the draft MSC for submission to MSC 98 circular.
- 3) With reference to IACS Unified interpretation(IACS UI SC191), The minimum requirement of a safe means of transferring from one section of a ladder to another, such as the distance between vertical ladders, stringers, the height of vertical ladder above platform, etc was agreed to update, when vertical ladders

Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*.
(For sub-committee only 1 step as *Flash*)

are used as a means for access for inspection of the vertical structure of oil tankers.

4) Regarding the deadweight specified in relevant statutory certificate, Even-keel hydrostatics should be used to determine the regulatory deadweight to be entered on relevant statutory certificates.

5) The draft consolidated MSC circular related to unified interpretation of SOLAS chapter II-1 and XII should apply to new ships only and the date "1 January 2009" should be replaced with "date of approval"

* UNIFIED INTERPRETATIONS OF SOLAS CHAPTERS II-1 AND XII, OF THE TECHNICAL PROVISIONS FOR MEANS OF ACCESS FOR INSPECTIONS (RESOLUTION MSC.158(78)) AND OF THE PERFORMANCE STANDARDS FOR WATER LEVEL DETECTORS ON BULK CARRIERS AND SINGLE HOLD CARGO SHIPS OTHER THAN BULK CARRIERS

8. Guideline for use of fibre reinforced plastic(FRP) within ship structures

- After finally discussed regarding the definition of the term "element" and categories of structures in working group, the interim guideline for use of fibre reinforced plastic(FRP) within ship structures was finalized and submitted to MSC 98 for approval.
- The Sub-Committee had agreed to propose to the Committee to keep the output on "Guidelines for use of Fibre Reinforced Plastic (FRP) within ship



Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*.
(For sub-committee only 1 step as *Flash*)

structures" on its post-biennial agenda in order to revise the interim guideline on the basis of the experience in use of the interim guidelines during four years.

9. Revised SOLAS regulation II-1/3-8 and associated guidelines (MSC.1/Circ.1175) and new guidelines for safe mooring operations for all ships

- Considering the requirement for risk assessment, the application of small ship, developing guidelines on the selection, identification and use of mooring lines as well as generic guidelines on inspection and/or maintenance, the Correspondence Group on Safe Mooring Operations, with a view to finalizing the draft revised SOLAS regulation II-1/3-8 and the draft Guidelines on the design of safe mooring arrangements was decided to re-establish and the target completion year is requested to extend in 2019.

10. Revision of the Interim guidelines for wing-in-ground craft

- 1) Report interim results for the finalizations at SDC5.
- Regarding to new issues such as "the requirements for training and certification of officer" and "the requirements and measures for avoiding collision with other ships", Firstly the completion of a consolidated text of the draft Guidelines was requested and then invitation of another Committee for taking any further actions was advised to finalize it at SDC5.



Briefings of IMO Meeting

SDC 4 (13 Feb. ~ 17 Feb. 2017)

No. IMO-0006-2017

BRIEFING STATUS

Flash

Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*.

(For sub-committee only 1 step as *Flash*)

P.I.C:

Heo Kang-Yi / Senior Surveyor

Convention & Legislation Service Team

Tel: +82 70 8799 8322

Fax: +82 70 8799 8319

E-mail: convention@krs.co.kr

**General Manager of
Convention & Legislation Service Team**

Disclaimer

Although all possible efforts have been made to ensure correctness and completeness of the contents contained in this information service, the Korean Register of Shipping is not responsible for any errors or omissions made herein, nor held liable for any actions taken by any party as a result of information retrieved from this information service.