

IMO MEETING OVERVIEW

SHIP DESIGN AND CONSTRUCTION

7th SESSION



IMO HEADQUARTERS
LONDON, UK

SDC SUB-COMMITTEE
This Committee addresses matters in relation to the Ship Design and Construction

15 AGENDA ITEMS



AGENDA 6

MANDATORY INSTRUMENTS AND/OR PROVISIONS ADDRESSING SAFETY STANDARDS FOR THE CARRIAGE OF MORE THAN 12 INDUSTRIAL PERSONNEL ON BOARD VESSELS ENGAGED ON INTERNATIONAL VOYAGES

Although the result of Correspondence group on Industrial Personnel has been agreed, but there are many issues still need to get further consideration. One of them is training requirement for industrial personnel when the ships is also carrying dangerous goods. The ship's crew/master should ensure that dangerous goods are properly packaged, stored, and transferred off the vessel.

In addition, requirement of safe transfer for Industrial personnel should consider the hazards related to weather, sea condition, visibility, communication, safety equipment condition, personnel safety protection equipment personnel physical condition, mental state, as well as the mooring safety of carriers, other ships and offshore installations.

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

This agenda will cover discussion on the proposal to amend SOLAS Chapter II-1/25 on water level detectors on single hold cargo ships other than bulk carriers by adding new regulations for cargo ships with multiple cargo holds. Considering the sinking of cargo ship "El Faro" caused by failure of automobile lashings in the ship's ro-ro cargo holds during hurricane Joaquin, the water flooded in the cargo hold, there is a proposal to add water level detector to non-bulk carrier cargo ships with multiple cargo holds.

However, such proposal was thought too premature because it does not consider cost-effectiveness analysis and other safety risk. Hence, it is proposed to the Sub-committee to conduct further assessment/analysis related to installation water level detector on cargo ships with multiple cargo holds.

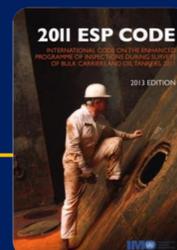
AGENDA 7

AGENDA 10

The use of Remote Inspections Techniques (RIT) such as Remotely Operated Vehicles (ROVs) is began to increase in the ship maritime industry, especially on the ship's survey activities. These techniques offer greater efficiency, higher flexibility, and increased reliability in the day-to-day activities of survey and inspection without impairing the result of those surveys.

AMENDMENTS TO THE 2011 ESP CODE

Such technology could be as an alternative means to conduct on close up surveys of existing bulk carrier and oil tanker as required in the 2011 ESP Code. In order to facilitate the use RIT in the 2011 ESP Code, it is proposed to amend the 2011 ESP code, as amended by resolution MSC.461(101) with inserting definition of RIT into the code, allowing the use of RIT as an alternative to a close up surveys as well as incorporating specific requirements for RIT in the 2011 ESP Code.



The IMO Agenda item listed and explained in this leaflet are part of which that the Society wishes to take a careful look into and would then might benefit for the Administration and the Stakeholder.

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