

27 January 2022

To : Whom It May Concern

Subject : Summary Report on IMO Meeting of Sub-Committee on Ship Design and Construction (SDC) 8th sessions

Summary

This Technical Information summarizes the result of 8th Session of the IMO Meeting of Sub-Committee on Ship Design and Construction (SDC) that was held remotely from the 17 to 21 Jan 2022, at the IMO headquarters in London.

Information

1. The information provided in this Technical Information are the ones which have high relevance with the work of BKI or considered as an essential information for interested parties.
2. The following agenda are among those discussed during the meeting :

Agenda Number	Topic
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
5	Development of Explanatory Notes to the Interim Guidelines on Second Generation Intact Stability Criteria
6	Amendments to the 2011 ESP Code
9	Safety Objectives and Functional Requirements of the Guidelines on Alternative Design and Arrangements for SOLAS Chapter II-1 and III
11	Revision of the 1979, 1989 and 2009 MODU Codes and associated MSC Circulars to prohibit the Use of Materials Containing Asbestos, including Control of Storage of Such Materials on Board
12	Development of Amendments to SOLAS Regulation II-1/3-4 to apply Requirements for Emergency Towing Equipment for Tankers to other Types of Ships
13	Revision of the Performance Standards for Water Level Detectors on Bulk Carriers and Single Hold Cargo Ships other than Bulk Carriers (Resolution MSC.188(79))

3. The Agenda above are several technical issues discussed during the meeting. A brief coverage among the issues are expressed in the attached document.

More info

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BRIEF INFORMATION ON IMO MEETING OF SUB-COMMITTEE ON SHIP DESIGN AND CONSTRUCTION
(SDC) 8TH SESSIONS

A. 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 item 4)

Draft SOLAS chapter XV and associated Draft International Code of Safety for Ships Carrying Industrial Personal (IP Code)

The Sub-Committee agreed that the draft text developed by the Intersessional IP Working Group sufficiently addressed the issues raised and that no further clarification was needed.

Regarding the Limiting the number of persons when carrying dangerous goods, The Sub-Committee agreed that the 60-person limit on board ships carrying dangerous goods was not intended to be restricted to chemical tankers and gas carriers, as well as agreed to instruct the Drafting Group to identify the best way to annotate this limitation in the draft IP Safety Certificate.

Under this agenda, the Sub-Committee finalized the draft SOLAS chapter XV and the draft IP Code. The new draft SOLAS chapter XV and the draft IP Code will be submitted to MSC 105 for approval with a view to subsequent adoption and expected entry into force on 1 January 2026. Until then, Interim Recommendations on the Safe Carriage of more than 12 Industrial Personnel on Board Vessels Engaged on International Voyages as outlined in resolution MSC.418 (97) may be applied.

This following matter will be further considered during the second phase of the IP Code to SDC 9 under a new agenda item title “Further development of the IP Code and associated guidance”:

- Carriage requirements for infant and child lifejackets on ships subject to the IP Code
- Includes additional HSC requirements
- Sleeping berths and consideration of passenger ships carrying IP
- Explanatory Notes to clarify some ambiguity in the application of the IP Code and the SPS Code.

B. DEVELOPMENT OF EXPLANATORY NOTES TO THE INTERIM GUIDELINES ON SECOND GENERATION INTACT STABILITY CRITERIA (Agenda item 5)

SDC 8 considered the report of the Correspondence Group on Intact Stability containing the draft Explanatory Notes to the Interim guidelines on second generation intact stability criteria (Explanatory Notes).

During the discussion, the following views are expressed

1. Assessment of definition of ship with an extended low weather deck (LWD) needed more time and more data for further discussion.
2. The term "freeboard" should also be used in deciding whether an extended weather deck is "low"; taking into account the provision of MSC.1/Circ.1627.
3. As not all decks which could be affected by the accumulation of water on deck will be weather decks, the term "weather deck" should not be used.
4. The level 2 criterion applied to the sample ship yielded it vulnerable for parametric roll while model test had not confirmed this finding.

Taking into account the above views, the Sub-Committee agreed that more data and information was needed to decide on a definition of the term "ship with an extended LWD", and invited further submissions to future sessions

Regarding the feedback on the trial uses of the Interim guidelines for ships with moon pools, the Sub-Committee invited to interested member state to study the application of the Interim guidelines including the effect moon pools on various parameters, including roll damping and to include ships more susceptible to parametric roll and to submit documents to future sessions.

Drafting Group on Intact Stability

SDC 8 established the drafting group on Intact Stability to finalize the draft Explanatory Notes to the Interim Guidelines on the second-generation intact stability criteria and associated MSC circular. Based on the discussion, SDC 8 has agreed to the draft explanatory notes and submit on this issue to MSC 105 for further consideration.

C. AMENDMENTS TO THE 2011 ESP CODE (Agenda item 6)

Under this agenda, the discussion was addressed to this following principal conclusions:

- The survey requirements for water ballast tanks (WBT) and void spaces for Bulk Carriers will be increased :
- The criteria to require examination of WBTs annually changed from “if the coating is POOR” to “if the coating is less than GOOD”.
- The requirements of examining ballast tanks and void spaces bounding cargo hold will be separated since more evidence on corrosion was necessary before imposing more stringent inspection for void spaces with different type of coatings.
- Introduction of examination requirements to double-sided void spaces on Bulk Carriers exceeding 20 years of age and more than 150m in length which are to be examined annually if the coating is found in “POOR” condition.
- The ESP Code does not apply to oil tankers carrying oil in independent tanks which are not part of ship's hull, was clarified.

In addition, The Sub Committee also consider a proposal to permit tank testing of ballast holds of bulk carriers carried out by crew under the direction of the Master was not supported.

Furthermore, the sub-committee agreed to the draft amendment to the 2011 ESP Code for submission to MSC 105 for approval and subsequent adoption.

D. SAFETY OBJECTIVES AND FUNCTIONAL REQUIREMENTS OF THE GUIDELINES ON ALTERNATIVE DESIGN AND ARRANGEMENTS FOR SOLAS CHAPTER II-1 AND III (Agenda item 9)

Following the report of the correspondence group, SDC 8 has agreed to consider development of functional requirements for SOLAS chapter II-1 with main priority discussion to the part D, followed by parts C and E.

In order to address this matter, the Sub-Committee established the expert group on safety objectives and functional requirements for SOLAS chapter II-1 with term of reference to:

1. Finalize the goal, functional requirements and expected performance for SOLAS chapter II-1, part D for inclusion in the Revised Guideline (MSC.1/Circ.1212/Rev.1);
2. Consider how to make progress on the development of goals and functional requirements for SOLAS chapter II-1 part C and part E;
3. Initiate drafting goals, functional requirements and expected performance for SOLAS chapter II-1 part C and E; and

4. Consider whether the correspondence group should be re-established to progress the discussion and prepare draft term of reference for consideration by the Sub-committee.

After in dept deliberation, the Sub-Committee has agreed the draft goal, functional requirements and expected performance for SOLAS chapter II-1, especially part D inter alia

Goal

To ensure adequate availability of electrically powered services for safe operation of the ship and protect the persons on board from hazards of electrical origin in normal and emergency conditions.

Functional Requirements & Expected Performance

FR 1: Provide sufficient power to electrical loads in normal and emergency conditions

- EP 101: Supply power to essential services and maintain habitable conditions.
- EP 102: Ensure adequate power supply to emergency services.
- EP 103: Power supply for essential services to be provided regardless of speed and direction of rotation of propulsion machinery or shafting.
- EP 104: Provide means for monitoring availability of emergency source of electrical power and its distribution system.
- EP 105: Ensure power supply to emergency services for at least the time duration as required by SOLAS chapter II-1 /Reg.42 or 43.

FR 2: Maintain electrical power supply in normal and emergency conditions

- EP 201: For passenger ships, ensure steady and uninterrupted power supply to emergency services.
- EP 202: Power supply for normal operation of propulsion, steering gear, illumination and other essential systems for overall safety and minimum habitability is provided even in case of malfunction of one power source or transformer.
- EP 203: Adequate power supply to recover from dead ship condition within a time duration not more than 30 minutes after blackout.
- EP 204: Adequate power supply provided in ship's intended operational conditions.
- EP 205: Power supply to emergency services provided
- EP 206: Power supply to emergency services is not impaired by malfunction in non-essential services.
- EP 207: A single failure in the distribution system should not result in an unacceptable loss of electrical power.

FR 3: Restore electrical power supply after malfunction

- EP 301: Power made available automatically within 45 seconds to emergency services.
- EP 302: Emergency services are automatically connected to available electrical power supply.
- EP 303: For emergency services for which an interruption to electrical power supply is unacceptable, provide means of transitional electrical power supply with sufficient capacity and duration (a minimum time of 30 minutes).
- EP 304: Reliable and quick starting arrangement for electrical power supply for emergency services.
- EP 305: Emergency services shall be available in case of any single failure when the Main Electrical Supply has failed.

FR 4: Limit impact of incidents not originating from electrical systems

- EP 401: Maintain availability of emergency power supply in case of flooding of one compartment.
- EP 402: Minimize impact of heat, fire and mechanical or accidental damage.
- EP 403: Main and emergency cabling should be separated.
- EP 404: Provide means to prevent spread of fire through cables and cable entries.
- EP 405: Maintain availability of power supply to emergency services in case of fire in any one compartment which contains a main source of electrical power.
- EP 406: Minimize risk of malfunction due to the impact of Electromagnetic Compatibility (EMC).
- EP 407: Provide appropriate degree of ingress protection (IP Class).

FR 5: Prevent shock, fire and other hazards of electrical origin

- EP 501: Protect against sustained electrical overloads.
- EP 502: Protect against short circuit.
- EP 503: Provide means to prevent short circuit.
- EP 504: Provide means to detect abnormal condition of emergency source of electrical power and distribution system.
- EP 505: Provide means to protect against and isolate faulty circuit.
- EP 506: Suitable arrangements for the safe installation, application and maintenance of energy storage devices.
- EP 507: Provide means to prevent electrical leakage and earth fault.
- EP 508: Provide means to detect earth fault.
- EP 509: Provide means to prevent ignition of flammable or combustible materials.
- EP 510: Provide means to prevent explosion.
- EP 511: Provide means to prevent persons from contacting live electrical circuits.
- EP 512: Provide appropriate signs for warning purposes.

FR 6: Provide and maintain adequate illumination for normal and emergency conditions

Provide illumination for normal condition.

- EP 601: Illumination with sufficient level (LUX) in all areas normally accessible by passengers and crew.
- EP 602: Sufficient illumination level (LUX) with redundancy in all essential areas normally accessible by passengers and crew.

Provide illumination for emergency condition.

- EP 603: Provide sufficient illumination in all essential locations on the ship for safe emergency operations.
- EP 604: Sufficient illumination level (LUX) with redundancy.
- EP 605: For passenger ships, provide illumination in cabins to indicate the exit for at least 30 minutes when power to normal cabin lighting is lost.
- EP 606: Provide means to check the condition of all lighting systems for emergency use.
- EP 607: For ro-ro passenger ships, illumination for escape of passengers with independent power supply for at least three hours.

E. REVISION OF THE 1979, 1989 AND 2009 MODU CODES AND ASSOCIATED MSC CIRCULARS TO PROHIBIT THE USE OF MATERIALS CONTAINING ASBESTOS, INCLUDING CONTROL OF STORAGE OF SUCH MATERIALS ON BOARD (Agenda item 11)

The Sub-Committee considered proposal to prohibit material which contain asbestos in the draft amendments to the 1979, 1989 and 2009 Code. Moreover, there are also proposal to allow a grace period before prohibiting asbestos containing materials (ACM) in the 1979 and 1989 MODU Codes as well as to add a list of asbestos containing materials in the draft unified interpretation. After deliberating, some delegation expressed to disagree with the proposed grace period that it was too long a period for exempting for ACMs on unit subject to the 1979 and 1989 MODU Codes.

Furthermore, the Sub-Committee agreed to establish a correspondence group to address this matter for further consideration.

F. 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 item 12)

The current IMO regulation on implementation of emergency towing arrangements is only required for tankers of not less than 20.000 deadweight ton. In connection with this matter, based on the result of

MSC 103, SDC 8 is requested to discuss the proposal to amend SOLAS regulation II-1/3-4 to apply requirements for emergency towing to all types of new ships with the specific tonnage threshold.

Due to time constraints of this session and taking into account that the amendment is expected to enter into force on 1 January 2028, the Sub-Committee decided to postpone the discussion on the matter to SDC 9 for further consideration.

G. REVISION OF THE PERFORMANCE STANDARDS FOR WATER LEVEL DETECTORS ON BULK CARRIERS AND SINGLE HOLD CARGO SHIPS OTHER THAN BULK CARRIERS (RESOLUTION MSC.188(79)) (Agenda item 13)

A new regulation in the SOLAS regulation II-1/25-1 on water level detector on multiple cargo ships other than bulk carriers and tanker has been adopted by Res MSC.482(103) at the previous meeting in MSC 103. Thus, this regulation will also enter into force on 1 January 2024. In consequence, there was proposal to revise on performance standard for water level detectors set in resolution MSC.188(79) to accommodate their implementation.

Having considered the above matters, SDC 8 established working group on the revision of the performance standards for water level detectors and instructed to finalize the draft amendments to the performance standards for water level detectors on bulk carriers and single hold cargo ship other than bulk carriers (resolution MSC.188(79)).

The following matters were discussed and agreed by SDC 8 inter alia

1. The draft revised performance standards should apply to water level detectors installed on or 1 January 2024
2. Additional requirements regarding the use of bilge alarms as water level detector on multiple hold cargo ships for compliance with new SOLAS reg, II-1/25-1 and the periodic testing of water level detectors on board.
3. Draft unified interpretation relating to the amendment of the stability/loading information in conjunction with the alterations of lightweight
4. The revised draft performance standards will be submitted to MSC 105 for approval.