The Sub-Committee on Ship Design and Construction (SDC) had its third session from 18 to 22 January 2016, which took place in IMO headquarters in London.

SUBDIVISION AND DAMAGE STABILITY

* Amendments to SOLAS regulations II-1/6 and II-1/8-1
* Computerized stability support for the master in case of flooding for existing passenger ships
* Guidelines on safe return to port for passenger ships
* Amendments to SOLAS chapter II-1 and associated guidelines on damage control drills for passenger ships

The Sub-Committee:

- agreed to finalized draft amendments to SOLAS regulations II-1/1, II-1/2 and II-1/35-1, with a view of approval by MSC 96 and subsequent adoption, related to the application of these new regulations (expected to enter into force in 2020 and apply to new ships, with the three dates system)

- agreed to draft amendment to SOLAS regulation II-1/6, related to the survivability of passenger ships, and agreeing on a compromise increased R index

- agreed to draft amendments to chapter 2 of the 2008 SPS Code, with a view of adoption by MSC 96. It replaces the SPS Code reference to SOLAS regulation II-1/6.2.3 with the current R so that the draft amendments to SOLAS regulation II-1/6 shall not apply to special purpose ships

- agreed to draft amendment to SOLAS regulations II-1/1.2, to draft new SOLAS regulation II-1/19-1 and to draft amendments to regulations III/1.4, III/30 and III/37, to establish requirements for damage control drills for all passenger ships

- agreed to continue the work on availability of a passenger ship's electrical power supply in cases of flooding from side raking damage (Amendments to SOLAS regulations II-1/6 and II-1/8-1) (double hull in way of engine rooms or equivalent protection)

- agreed to the finalized draft Revised guidelines on operational information for masters of passenger ships for safe return to port and instruct the Secretariat to prepare the draft associated MSC circular, with a view of approval by MSC 96 as an MSC Circular updating MSC.1/Circ.1400

- noted that the draft amendments to the Explanatory Notes remain to be finalized, while the package of draft amendments to Ch.II-1 is completed and submitted to MSC.

INTACT STABILITY

* Finalization of second-generation intact stability criteria
* Amendments to part B of the 2008 IS Code on towing, lifting and anchor handling operations

The Sub-Committee:

- noted the minor improvements/adjustments made to the finalized draft amendments to the 2008 IS Code regarding vulnerability criteria and the standards (levels 1 and 2) for pure loss of stability and surf-riding/ broaching

- agreed, in principle, to the draft amendments to the 2008 IS Code regarding vulnerability criteria and the standards (levels 1 and 2) related to dead ship condition and excessive accelerations

- noted the progress made by the working group on the development of the draft explanatory notes for pure loss of stability, parametric roll, surf-riding / broaching, dead ship condition and excessive acceleration failures

- noted the progress made on the development of the draft Guidelines of direct stability assessment procedures and operational limitation/guidance

- agreed to draft amendments to part B of the 2008 IS Code regarding vessels engaged in towing and lifting operations for submission to MSC 96 for approval

FIRE PROTECTION

* Amendments to SOLAS and FSS Code to make evacuation analysis mandatory for new passenger ships and review of the Recommendation on evacuation analysis for new and existing passenger ships
* Guidelines for use of Fibre Reinforced Plastic (FRP) within ship structures

The Sub-Committee:

- agreed to draft amendment to paragraph 2.1.2.2.2.1 of chapter 13 of the FSS Code, that clarifies the crew distribution in public spaces, for submission to MSC 96 for approval and subsequent adoption

- agreed to the draft Revised guidelines on evacuation analyses for new and existing passenger ships, and the associated MSC circular, for submission to MSC 96 for approval

- in this context, noted that the WG agreed that the company and/or the Administration should decide the way of presenting the outcome of the evacuation analysis to the crew (e.g. in the ISM system)

- in this context, noted that the group further developed the simulation case for Open Decks in the draft Revised guidelines on evacuation analyses for new and existing passenger ship

- also agreed that there is no intention that ro-ro passenger ships constructed before the date of approval of these Revised Guidelines and already evaluated (with MSC.1/Circ.1033 or 1238) will need to be re evaluated using these Revised Guidelines.

- agreed to establish a Correspondence Group on Development of Interim Guidelines for use of Fibre Reinforced Plastic (FRP) elements within ship structures

CARRIAGE OF MORE THAN 12 INDUSTRIAL PERSONNEL ON BOARD VESSELS ENGAGED ON INTERNATIONAL VOYAGES

* Classification of offshore industry vessels and a review of the need for a non-mandatory code for offshore construction support vessels
* Mandatory instrument and/or provisions addressing safety standards for the carriage of more than 12 industrial personnel on board vessels engaged on international voyages

The Sub-Committee:

- agreed to forward the eight options identified by the WG on the regulatory regimes and procedures for transporting industrial personnel and table on comparison of criteria within proposed options, together with the group's views under criteria "Scope", "Time frame/interim/mandatory", "Existing code/new code", "Definition of Industrial Personnel" and "Ship type", "Road map", "Advantages", "Disadvantages" and "Potential way forward" to MSC 96 for consideration

AMENDMENTS TO THE 2011 ESP CODE

The Sub-Committee agreed to draft amendments to the 2011 ESP Code, to provide alignment with the IACS UR Z10 series, for submission to MSC 96 for approval, with a view to subsequent adoption.

UNIFIED INTERPRETATION TO PROVISIONS OF IMO SAFETY, SECURITY, AND ENVIRONMENT-RELATED CONVENTIONS

The SC agreed (based on IACS submissions) to prepare draft MSC Circulars on unified interpretations:

- Draft unified interpretation on the minimum height of sills and coamings for various openings on the top of deckhouses or companionways on the freeboard deck

- Unified Interpretation to define the methods for predicting steering gear performance in the required SOLAS condition based on trial data taken in the ballast condition (revision of UI SC246)

- draft Unified interpretations of paragraph 3.4.2.2 of part B of the 2008 IS Code to harmonize the related IMO instruments on damage stability verification

- draft Unified interpretations on the treatment of ventilators, fitted with weathertight closing appliances, serving machinery spaces which are required to remain open and are, therefore, considered as a point of down-flooding

- Unified Interpretation for the application of the 2009 MODU Code, chapter 2, paragraphs 2.1, 2.2, 2.3, 2.4 and Revised technical provisions for means of access for inspections (resolution MSC.158(78)) (UI MODU 1 rev.1)

- draft Unified Interpretations relating to the application of SOLAS regulation II-1/3-6, as amended, and the revised Technical Provisions for means of access for inspections (resolution MSC.158(78)) (UI SC 191)

- unified interpretation of the 1969 TM Convention, relating to heat exchangers (coolers) fitted on the hull, and agreed to the draft Unified Interpretations on heat exchangers (coolers) fitted on the hull (UI TM 2)

- Unified Interpretation on the inclusion of the fire-fighting system medium in the lightweight, as defined in SOLAS regulations II-1/2.21 and SOLAS II-2/3.28; and lightship condition, as defined in paragraph 2.23 of the introduction of the International Code on Intact Stability, 2008 (2008 IS Code) (UI SC 273)

- Unified Interpretation (UI SC227) on the application of the Performance Standard for Protective Coatings (PSPC) (resolution MSC.215(82)) to tanks that are not dedicated solely for the carriage of seawater ballast

WORK PROGRAMME

SDC 4 is tentatively scheduled from 13 to 17 February 2017