

Report of SDC 6

Sub-committee on Ship Design and Construction

4th – 8th February 2019

International Maritime Organization (IMO), London headquarters

ITF delegation

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The Sub-committee on Ship Design and Construction (SDC) undertakes technical and operational matters related to ship design and construction, including subdivision and stability, testing and approval of construction and materials, load lines, tonnage measurement, safety of fishing vessels and the carriage of industrial personnel.

The Sub-committee at this session considered the following agendas:

- Safety measures for fishing vessels and pleasure yachts operating in Polar waters;
- Safer mooring - SOLAS amendment and guidelines;
- Safe carriage of industrial personnel for offshore facilities;
- SOLAS amendments for consistency for watertight integrity; and
- Developing second generation intact stability criteria.

Three Working Groups (WG), one Drafting Group (DG) and one Expert Group (EG) were established at this session. Outcome of each Group, approved by plenary, are elaborated.



Working Group on Safe Mooring Operations

Mooring operation of ships should be conducted safe not only for the crew onboard but also shore-based mooring personnel. Mooring operation requires intensive manual work, this fact has been one of the reasons for frequent and fatal accidents. The Group at this session completed to make new requirements encompassing design of mooring arrangements, a maintenance and inspection regime as well as documentation.

Outcome of the Group

1. The draft amendments to SOLAS regulation II-1/3-8 on Towing and mooring equipment was developed. The existing guidance on *shipboard towing and mooring equipment* was revised.
2. Two new sets of draft guidelines were developed - the draft Guidelines on *the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring* and the draft Guidelines for *inspection and maintenance of mooring equipment including lines*.

Working Group on Carriage of more than 12 Industrial Personnel on board Vessels

Engaged on International Voyages

IMO has been working on the development of a new SOLAS chapter XV on *safety measures for ships carrying industrial personnel* and the associated draft Code, known as IP Code in order to require minimum safety standards for the ship, the crew and industrial personnel themselves in transporting industrial personnel to the offshore facilities.

Outcome of the Group

1. The correspondence group was re-established to continue developing the draft code.

Working Group on Subdivision and Damage Stability

In SOLAS chapter II-1 Construction - structure, subdivision and stability, machinery and electrical installations, Parts B-2 to B-4 provides requirements for design and construction of cargo ships' stability. The Group carried on enhancing consistencies with part B-1 with respect to watertight integrity.

Outcome of the Group

1. The Group continued amending relevant regulations of SOLAS chapter II-1 Parts B-1 to B-4 with respect to type, location and remote control operation of bulkhead valves and remote control positions of watertight door. If the proposed amendments are adopted, it will be effective from 2024.

Expert Group on Second Generation Intact Stability Criteria

The development of second generation intact stability criteria commenced in 2002. The outcome so far covers the specification of direct stability assessment; the preparation and approval of operational limitations and operational guidance; and vulnerability criteria for all five stability failure modes: pure loss of stability; parametric roll; surf-riding/broaching; dead ship condition; and excessive accelerations.



Outcome of the Group

1. The correspondence group on intact stability was re-established and consolidated the draft guidelines.

Significant Plenary outcome not covered by Working Groups **Safety measures for fishing vessels and pleasure yachts operating in Polar waters**

Traffic in the Polar waters has been increased by various types of ships. Polar code¹ has been developed by the IMO to secure safety, security and protection of marine environment in that sensitive and harsh environment. However, the Code does not bind non-SOLAS ships, such as fishing vessels and pleasure yacht.

The draft guidelines for *safety measures for fishing vessels of 24 metres and over operating in polar waters* and the draft guidelines for *pleasure yachts of 300 GT and above not engaged in trade operating in polar waters* were developed, the work is planned to be completed by the next session, February 2020.

*Aforementioned IMO documents can be provided if requested.

¹ The International Code for Ships Operating in Polar Waters or Polar Code