



REPORT

International Association of Drilling Contractors
Offshore Division

4th Session of the Sub-Committee on Ship Design and Construction (SDC 4) 13 – 17 February 2017

The fourth session of the Ship Design and Construction Sub-Committee was held at the IMO Headquarters from 13 to 17 February 2017, chaired by Mr. Kevin Hunter (United Kingdom). The Vice-Chair of the Sub-Committee, Ms. Turid Stemre (Norway), was also present.

The session was attended by delegations from Members and Associate Members; by representatives from the United Nations Programs, specialized agencies and other entities; by observers from intergovernmental organizations with agreements of cooperation; and by observers from non-governmental organizations in consultative status; as listed in document SDC 4/INF.1. IADC was represented at this session by Jim Rocco Senior Director, Policy & Regulatory Affairs.

The following is a summary of items addressed by the session that may be of interest to organizations engaged in offshore oil & gas activities. For the full report of items considered at this session please see document MSC 4/16 [*Report to the Maritime Safety Committee*](#) posted on IADC's IMO Subcommittee page.

SUMMARY OF ITEMS OF INTEREST:

Decisions of other IMO Bodies

The Sub-Committee noted decisions and comments pertaining to its work were undertaken at:

- Maritime Safety Committee (MSC 96 & MSC 97)
- Marine Environment Protection Committee (MEPC 70)
- Council (C 116)

Finalization of Second Generation Intact Stability Criteria

The Sub-Committee acknowledged that MSC 97 did not agree, as developed at previous SDC Sub-Committee sessions, to the modifications proposed for amendments to Part B of the *International Code on Intact Stability, 2008* (2008 IS Code) for ships engaged in lifting operations regarding equal level of safety independent of a calculation method.

The Working Group established at this session progressed intended modifications to the IS Code as follows:

- Further developed draft guidelines for stability assessment procedures
- Invited member States and international organizations to submit proposals for application of

operational limitations and/or operational guidance within the framework of 2nd generation intact stability criteria for SDC 5 consideration

- Acquired Sub-Committee approval for revised action plan leading to SDC 5

The Sub-Committee reestablished the Correspondence Group to progress work on, *inter alia*, direct stability assessment, quantitative standards for validation, and treatment/consideration of loading equipment. Forthcoming work completed intersessionally will be submitted via report to SDC 5.

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 subcommittee recalled that SDC 3 agreed that the development of safety standards concerning the carriage (transport and/or accommodation) of more than 12 industrial personnel on board vessels engaged on international voyages would not affect MODUs.

MSC 96 endorsed the outline of a new SOLAS Chapter 15 and development of a new Industrial Personnel Code. Consequently, previous work/output undertaken to address a non-mandatory code for offshore construction support vessels was deleted. Further consideration for offshore construction support vessel provisions will be addressed via the industrial personnel work plan.

MSC 97 adopted MSC.418(97) on *Interim recommendations on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages*. Proposed definitions of industrial personnel and offshore industrial activities contained in this resolution are intended as a basis for development of mandatory requirements.

The new code is intended to take into account SOLAS, the 2000 High Speed Craft (HSC), the 2008 Special Purpose Ship (SPS), and the OSV Codes

The Sub-Committee established a correspondence group to address the following:

- Development of a matrix to ensure to-be-developed provisions are complimentary to existing SOLAS and other instruments
- Develop draft SOLAS Chapter 15
- Set up formatting & organization of the new IP Code
- Develop preamble for the new draft code
- Provide a report to SDC 5 next year

Revised SOLAS Regulation II-1/3-8 and Associated Guidelines (MSC.1/Circ.1175) and New Guidelines for Safe Mooring Operations for All Ships

The Sub-Committee reviewed/acknowledged the work that had progressed thus far with the following items of note:

- The concept of the term “towing” should be taken to mean “harbor tug operations related to mooring”
- Document SDC 3/15 should be used as the base document for further progress in establishing the targeted guidelines
- A working group was not scheduled to meet this session, however the Sub-Committee reestablished a correspondence group to time intersessionally to address:
 - Revisions of SOLAS regulation II-1/3-8
 - Further consideration of draft guidelines
 - Review of MSC.1/Circ.1175
 - Consider consequential effects of this work on other existing IMO instruments
 - Report to SDC 5 next year

Guidelines for Use of Fiber Reinforced Plastic (FRP) Within Ship Structures

The Subcommittee established a working group at this session to finalize the draft Interim guidelines for use of Fiber Reinforced Plastic (FRP) elements within ship structures.

Considerations/recommendation for progressing this issue were as follows:

- Four years were considered a suitable timeframe for gathering experience on the use of interim guidelines before further review of these guidelines would be conducted to ascertain their efficacy
- The Sub-Committee invited the Committee to maintain this output on its post-biennial agenda as these guidelines are intended to be revisited four years hence

The Sub-Committee endorsed the draft interim Guidelines for use within ship structures for submission to MSC 98 for adoption