Technical Information

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Kepada : Whom It May Concern
Perihal : Summary Report on IMO Meeting of Ship Design and Construction Sub-Committee 12th Session (SDC 12)

Ringkasan
This Technical Information summarizes the result of 12th Session of the IMO Ship Design and Construction Sub-Committee (SDC 12) that was held from 19 to 23 January 2026, at the IMO headquarters in London.

Informasi
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
3	Revision of the interim explanatory notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty (MSC.1/circ.1369) and related circulars
4	Amendments to the 2011 ESP Code
5	Revision of SOLAS Chapters II-1 (Part C) and V, and related instruments regarding steering and propulsion requirements, to address both traditional and non-traditional propulsion and steering systems
6	Development of Engine Control Room Alert Management (ECRAM) performance standards
7	Guidelines for use of Fibre-Reinforced Plastics (FRP) within ship structures
8	Experience-building phase for the reduction of underwater radiated noise from shipping
9	Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels
10	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation-related conventions
11	Review and, if necessary, amendment of SOLAS regulations II-2/13.4.1.1 and 13.4.2.1 to clarify the requirements on escape arrangements from the lower part of machinery spaces
12	Development of amendments to chapter 6 of the 2009 MODU Code regarding electrical equipment capable of operation after shutdown
13	Development of amendments to chapter 15 of the FSS Code on enclosed spaces containing a nitrogen receiver or a buffer tank of nitrogen generator systems
14	Revision of the guidelines for the application of plastic pipes on ships (Resolution A.753(18))
17	Any other business

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

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BRIEF INFORMATION ON IMO MEETING OF SUB-COMMITTEE ON SHIP DESIGN AND CONSTRUCTION 12TH SESSION (SDC 12)

A. REVISION OF THE INTERIM EXPLANATORY NOTES FOR THE ASSESSMENT OF PASSENGER SHIP SYSTEMS' CAPABILITIES AFTER A FIRE OR FLOODING CASUALTY (MSC.1/CIRC.1369) AND RELATED CIRCULARS (AGENDA ITEM 3)

The Sub-Committee on SDC 12 has finalized significant updates to the Interim Explanatory Notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty (MSC.1/Circ.1369). These revisions address technological advancements, new fuel types, and observed inconsistencies in the implementation of SRtP regulations. The updated framework extends the SRtP scope to the full life cycle of the vessel, from conceptual design to operational phases.

To streamline the design and assessment process, ship systems are now classified into four distinct categories:

- Category 1A: Core systems including propulsion, electrical power generation, and steering.
- Category 1B: Navigational systems and external communication suites.
- Category 2: General services spanning multiple compartments, including fire safety systems, watertight integrity, and internal communication networks.
- Category 3: Specialized systems designated for the support of safe areas for passengers and crew.

Navigational and Communication Alignment:

- Requirements for navigational systems, such as approved working compasses, must now literally reflect SOLAS regulation V/19.2.1 to ensure global uniformity.
- External communication requirements are shifting toward a goal-based approach to remain compatible with future SOLAS Chapter IV revisions and avoid rigid equipment lists.

Integration of Green Technologies and Alternative Fuels

- Safety systems supporting lithium-ion batteries and gaseous or other low-flashpoint fuel installations must be integrated into the SRtP assessment.
- It has been officially clarified that ballast systems are excluded from the scope of SRtP assessments.

Performance and Restoration Standards

- Propulsion Performance:
  A minimum ship speed of 6 knots must be maintained while heading into wind and waves under adverse SRtP weather conditions.
- Operational Efficiency:
  SRtP systems must be engineered to minimize the necessity for manual crew intervention during system restoration.
- Interdependency Mapping:
  A documented assessment is required for each SRtP and Orderly Evacuation and Abandonment (OEA) system, specifically identifying their technical dependencies and interdependencies.

The revised Explanatory Notes are scheduled for final approval at MSC 111 in May 2026. The requirements will apply to passenger ships of 120 m in length and above, or passenger ships having three or more main vertical zones (MVZs), as follows:

- for ships for which the building contract is placed on or after 1 January 2028; or
- in the absence of a building contract, for ships the keel of which is laid on or after 1 July 2028; or

- for ships the delivery of which is on or after 1 January 2032.

Furthermore, the Sub-Committee agreed to merge three related circulars—MSC.1/Circ.1400, MSC.1/Circ.1532/Rev.1, and MSC.1/Circ.1589—into a single, consolidated MSC circular to simplify compliance and reduce administrative complexity for stakeholders.

B. AMENDMENTS TO THE 2011 ESP CODE (AGENDA ITEM 4)

Agenda item 4 concluded with discussions on several key amendments to the 2011 ESP Code. This agenda focused on modernizing survey methods through Remote Inspection Techniques (RIT), resolving regulatory inconsistencies regarding ship access, and evaluating new testing methodologies to ensure the continued safety of bulk carriers and oil tankers.

1. Guidelines for Remote Inspection Techniques (RIT)

The Sub-Committee finalized the framework for the use of Remote Inspection Techniques (RIT), including both manned and unmanned systems, within the enhanced survey regime of the 2011 ESP Code. While the amendments to the ESP Code explicitly permit the use of RIT, the associated RIT Guidelines are to be applied as recommendatory, allowing technical flexibility in implementation, provided that the minimum performance standards are met.

Key elements of the agreed framework include:

- RIT systems are required to comply with the defined goals, functional requirements, and expected performance criteria set out in Annex 4 of the draft Guidelines. Each system is to be assessed, tested, and certified, with its capabilities and limitations adequately documented.
- High-definition (HD) image quality is established as the minimum acceptable standard. In order to ensure harmonization and consistency, previously proposed “flexibility clauses” related to image verification methods were removed.
- Firms engaged in providing RIT services are required to obtain certification in accordance with the new ESP Code annexes, with a validity period of three years, replacing the five-year validity under IACS UR Z17.
- An RIT Inspection Plan, together with relevant supplementary information, is to form part of the ESP survey programme and must be approved prior to the survey.
- RIT-based surveys are to be reported in accordance with the draft Guidelines, including the submission of a dedicated RIT Firm Inspection Report.

MSC 111 is expected to approve the Guidelines and adopt the associated amendments to the 2011 ESP Code, with an anticipated entry into force on 1 January 2028.

2. Technical Updates & Testing

- The proposal to use Ultrasonic Testing (UT) as an equivalent to hose testing for hatch covers was deferred to SDC 13, pending the development of more mature guidelines and supporting research.
- The term "other equivalent means" will be added to paragraph 5.4.2 (Annex A) for bulk carriers to align with existing practices for oil tankers. This amendment is expected to be adopted by MSC 114 in 2028
- It was agreed to retain the term “oiltight” to maintain consistency with IACS Common Structural Rules.

3. Survey Access (Portable Ladders)

- The Sub-Committee addressed inconsistencies between resolution MSC.133(76) and the 2011 ESP Code concerning survey access arrangements.
- Draft amendments were progressed to align the requirements for the use of portable ladders as a means of access for inspections on single-side skin bulk carriers.
- The draft amendments specify that portable ladders used for surveys of the lower section of a shell frame are to be limited to a maximum length of 5 m.

The Sub-Committee has finalized the draft amendments to the ESP Code, together with the associated MSC circulars. These will be submitted for approval at MSC 111 and subsequently adopted at MSC 112 and MSC 114, as appropriate, with entry into force anticipated in 2028.

C. REVISION OF SOLAS CHAPTERS II-1 (PART C) AND V, AND RELATED INSTRUMENTS REGARDING STEERING AND PROPULSION REQUIREMENTS, TO ADDRESS BOTH TRADITIONAL AND NON-TRADITIONAL PROPULSION AND STEERING SYSTEMS (AGENDA ITEM 5)

SDC 12 focused on revising SOLAS Chapters II-1 (Part C) and V to create a technologically neutral framework for both traditional and modern (non-traditional) propulsion and steering systems. Because current regulations do not adequately address modern integrated systems, the IMO is moving toward a holistic review rather than relying on temporary interpretations.

The timeline for this output has been extended to ensure sufficient technical data is collected.

- SDC 12 (2026): Focused on collecting trial data (zig-zag and stopping tests) and initial consideration of mandatory standards.
- SDC 13 (2027): Planned establishment of a Working Group to review trial data and develop vessel manoeuvring acceptance thresholds.
- SDC 14 (2028): Finalization of SOLAS amendments for approval at MSC 114.
- Entry into Force: Expected on 1 January 2032.

Key Technical Outcomes & Challenges:

- Drafting of new regulations II-1/28-1 and 29-1 is underway to address non-traditional arrangements like podded propulsion.
- Draft International standards for Ship Manoeuvrability (ISSM):
  - A new set of mandatory standards, separate from Resolution MSC.137(76), is being developed specifically to support the new SOLAS draft amendments.
  - These standards are not expected to apply to high-speed craft.
  - Discussion centered on the need for clearer criteria for zig-zag tests, stopping performance, and environmental condition methods.
- The Sub-Committee noted that losing one pod unit is not equivalent to losing a single steering gear power unit in conventional systems, requiring specific redundancy adjustments.
- The definition of "reduced condition" for ships with multiple propulsion lines remains ambiguous and requires further clarification to prevent inadvertent strictness for traditional systems.
- Current trial data remains insufficient to support comprehensive mandatory standards; priority is now on establishing a credible data infrastructure.

Limited technical progress was made on the draft amendments. Further technical work is expected to be progressed through a Working Group at SDC 13, and Member States are invited to submit additional trial data, in particular on “reduced condition” scenarios for multi-screw ships.

D. DEVELOPMENT OF ENGINE CONTROL ROOM ALERT MANAGEMENT (ECRAM) PERFORMANCE STANDARDS (AGENDA ITEM 6)

Following the Viking Sky passenger ship casualty and the findings of the investigation report issued by the Norwegian Safety Investigation Authority (NSIA) in March 2024, MSC 110 approved the development of a performance standard for Engine Control Room Alert Management (ECRAM), with a target adoption date of 2028. In this context, the Sub-Committee considered the development of such standards, noting the need to improve the management of alert systems in the engine control room to support timely and appropriate decision-making by the ship's crew during emergency situations.

General Principles for the Development of the Standard

In order to ensure that the ECRAM performance standard is effective and widely applicable, the Sub-Committee agreed on the following general principles as the basis for its development:

- Application of a goal-based approach, with prescriptive requirements used where necessary;
- Use of a life cycle approach for the management of alert systems;
- Development of the standard using a top-down methodology;
- Applicability of the standard to all ship types;
- Consideration of operational experience and best practices from relevant stakeholders; and
- Alignment of alert definitions with the Code on Alerts and Indicators, 2025.

Quality Characteristics of the Alert System

In addition to the general principles, the Sub-Committee agreed on key quality characteristics that the ECRAM alert system should fulfil in order to effectively support crew performance. The alert system should:

- enable clear and effective human action;
- provide timely alerts to support the required response;
- be logically designed and proportionate to the level of risk;
- demonstrate a high level of reliability and trustworthiness;
- present unambiguous signals to avoid misinterpretation;
- be easily understood by users; and
- include a clear prioritization of alerts.

Development Roadmap

The Sub-Committee agreed on the following roadmap for the development of the ECRAM performance standard:

- SDC 13 (2027)
  Continuation of the development of the ECRAM performance standard, consideration of possible amendments to other relevant IMO instruments, establishment of a correspondence group, and updating of the roadmap.
- SDC 14 (2028)
  Finalization of the ECRAM performance standard and further consideration of the need for amendments to related IMO instruments.
- MSC 114 (2028)
  Adoption of the ECRAM performance standard.

As an initial step, a Correspondence Group will commence its work and report progress to SDC 13 in January 2027.

E. GUIDELINES FOR USE OF FIBRE-REINFORCED PLASTICS (FRP) WITHIN SHIP STRUCTURES (AGENDA ITEM 7)

SDC 12 progressed the revision of the Interim guidelines for use of fibre-reinforced plastic (FRP) elements within ship structures: fire safety issues (MSC.1/Circ.1574). These guidelines support the approval of FRP elements under SOLAS II-2/17 regarding alternative design and arrangements.

Following decisions from MSC 110, the scope remains strictly focused on fire safety aspects and does **not extend to elements contributing to the ship's global strength**. Furthermore, matters regarding the recycling of FRP materials will be addressed by the MEPC or PPR Sub-Committee rather than within these safety guidelines.

The Sub-Committee noted that existing test methods in the 2010 FTP Code were inadequate for FRP structural resistance. Consequently, new requirements and performance criteria have been added to the draft annex (Appendix D.8) providing two distinct testing options:

Testing Option	Option 1: Temperature-based	Option 2: Deflection-based
Criteria	Focuses on Heat Deflection Temperature (HDT) between skin and insulation.	Focuses on the rate and amount of deflection.
Load (Non-load bearing)	Based on FTP Code Annex 1, Part 3.	FTP Code annex I, Part 11 Bulkheads: 1.5 kN/m^2; Decks: 3.5 kN/m^2
Load (Load-bearing)	Based on FTP Code Annex 1, Part 3.	FTP Code annex I, Part 11, Tested using the specific design load.

*Due to limited industry experience, measuring temperatures on both fire-exposed and unexposed sides remains recommended.

The draft interim guidelines have been finalized. Following this, the guidelines are expected to be submitted for formal approval by MSC 111.

F. EXPERIENCE-BUILDING PHASE FOR THE REDUCTION OF UNDERWATER RADIATED NOISE FROM SHIPPING (AGENDA ITEM 8)

1. Strategic Overview of the Experience Building Phase (EBP)

The International Maritime Organization (IMO) continues to address the negative environmental impacts of commercial shipping noise on marine life, particularly marine mammals. Central to this effort is the Experience Building Phase (EBP), designed to encourage the industry to implement the Revised URN Guidelines (MEPC.1/Circ.906/Rev.1) and gather critical data for future mandatory requirements.

- SDC 12 has recommended extending the EBP until 2028, a proposal awaiting final approval at MEPC 84 in April 2026.
- The Sub-Committee emphasized that URN should be integrated into the early stages of ship design and retrofit planning. It also called for better data sharing, enhanced consideration of noise-sensitive areas in route planning, and the expansion of URN measurement facilities.

2. Technical Advancements and Future Developments

Subject to agreement on the extension of the EBP, SDC 12 identified the following technical and supporting aspects as potential areas for further development to effectively reduce underwater radiated noise (URN):

- Energy efficiency–URN co-benefit case studies
- methodologies for URN baselining
- development of guidance on Noise Management Plans (NMPs)
- development and sharing of common methodologies for noise mapping
- development of low-cost and standardized URN measurement methods, including onboard sensors and autonomous buoys
- development of technical guidance for URN predictive methods and baselining
- consideration of possible economic or incentive-based measures to support the uptake of URN reduction

3. Integration of Energy Efficiency and URN

SDC 12 prepared a draft MEPC circular providing technical guidance on the co-optimization of energy efficiency and underwater radiated noise (URN) at both the design and retrofit stages. The draft circular provides supplementary high-level technical guidance to support the integration of URN reduction measures with energy efficiency (EE) considerations. It is expected to be approved at MEPC 84 in April 2026.

4. Mandate and Policy Roadmap

Given that SDC, as a Sub-Committee, is not mandated to develop policy decisions, the development of the IMO roadmap on URN policy is expected to be taken forward by MEPC 84.

Consequently, the Sub-Committee instructed the Experts Group on URN to discuss and to identify technical aspects relevant to future policy considerations of MEPC on how to reduce URN from shipping, as appropriate, outlining guiding principles and identified priority actions (including a URN emissions study and further guidance on methods for URN measurement, prediction and reporting); and to propose a process for periodic review informed by the EBP.

G. DEVELOPMENT OF A SAFETY REGULATORY FRAMEWORK TO SUPPORT THE REDUCTION OF GHG EMISSIONS FROM SHIPS USING NEW TECHNOLOGIES AND ALTERNATIVE FUELS (AGENDA ITEM 9)

The Sub-Committee addressed the development of a safety regulatory framework to support the reduction of GHG emissions from ships. This initiative follows instructions from MSC 110 to identify gaps and barriers in existing instruments and to develop a holistic work plan for new technologies and alternative fuels.

1. Nuclear Power for Ships

SDC 12 focused on the revision of SOLAS Chapter VIII and the Code of Safety for Nuclear Merchant Ships (Nuclear Code).

- A group was established to start collecting relevant hazards and prepare an inventory of challenges relating to maritime nuclear reactors.
- The Sub-Committee discussed a timeline aiming to begin the new Nuclear Code development in 2027, with finalization and SOLAS amendments targeted for 2030.
- While many favored a goal-based, technology-neutral approach to accommodate innovation, some members argued for retaining prescriptive elements to manage the high risks and specialized requirements of nuclear reactors.

- The Sub-Committee noted a statement by the IAEA regarding its ATLAS initiative for commercial shipping but decided not to recommend a Joint IMO/IAEA Working Group at this stage, prioritizing the development of an internal work plan first.

2. Wind-Assisted Propulsion (WAPS)

MSC 110 instructed SDC 12 to initiate work on the development of Interim Guidelines for the Safety of Ships Using Wind Propulsion and Wind-Assisted Power, with the aim of facilitating industry uptake.

This work addresses a range of identified safety and operational issues, including vessel stability and manoeuvrability, changes in air draft, operational and navigational obstructions, potential interference with cargo loading and unloading (particularly for bulk carriers), the effects of adverse weather and ice accumulation, fire and lightning protection, noise and vibration, as well as system and component reliability and maintenance.

In the absence of other documents submitted to this session under this agenda item, the Sub-Committee agreed to establish Correspondence Group to:

- review the relevant provisions of the Intact Stability Code, 2008 (IS Code), and MSC.1/Circ.1627 on interim guidelines for second-generation intact stability criteria
- initiate the development of goal-based interim guidelines for the safety of ships using wind propulsion and wind-assisted power
- assess existing IMO standards related to ship manoeuvrability
- assess the need to amend the COLREGs to address ships using wind propulsion and wind-assisted power

3. Lithium-ion and Swappable Batteries

The Sub-Committee is progressing work related to amendments to SOLAS regulation II-1/41 concerning the use of batteries as a main source of power. In this work, the Sub-Committee is addressing the structural, stability and subdivision aspects of battery installations.

SDC 12 also agreed to establish a correspondence group to clarify whether battery containers should be included in enclosed space volumes for the purpose of tonnage measurement.

The SDC Sub-Committee will coordinate closely with the SSE Sub-Committee, which is developing interim guidelines for battery energy storage systems.

H. UNIFIED INTERPRETATION OF PROVISIONS OF IMO SAFETY, SECURITY, ENVIRONMENT, FACILITATION, LIABILITY AND COMPENSATION-RELATED CONVENTIONS (AGENDA ITEM 10)

No submissions had been received on this agenda item, the Sub-Committee the Sub-Committee took no further action.

I. REVIEW AND, IF NECESSARY, AMENDMENT OF SOLAS REGULATIONS II-2/13.4.1.1 AND 13.4.2.1 TO CLARIFY THE REQUIREMENTS ON ESCAPE ARRANGEMENTS FROM THE LOWER PART OF MACHINERY SPACES (AGENDA ITEM 11)

SDC 12 reviewed the proposal to amend SOLAS regulations II-2/13.4.1.1 and 13.4.2.1 regarding escape arrangements from the lower part of machinery spaces. The goal was to assess if current safety standards and shipbuilding methods required revision.

Key Findings and Discussion

- There was strong support for the view that no safety issues are associated with current ship arrangements.
- Delegations noted these regulations have been applied safely for over 40 years.
- The Bahamas shared a 2014 investigation of the MV Pine Galaxy, where retrieving a casualty via an escape trunk proved difficult.
- The committee noted risks involving inclined ladders, such as slips and falls during drills or fires.

The Sub-Committee agreed not to modify SOLAS or introduce new requirements at this stage. The output is considered complete, and MSC 111 is invited to revoke MSC.1/Circ.1689. Interested parties may submit a new request focusing specifically on the safety of inclined ladders.

J. DEVELOPMENT OF AMENDMENTS TO CHAPTER 6 OF THE 2009 MODU CODE REGARDING ELECTRICAL EQUIPMENT CAPABLE OF OPERATION AFTER SHUTDOWN (AGENDA ITEM 12)

The Sub-Committee discussed the development of amendments to chapter 6 of the 2009 MODU Code concerning electrical equipment required to remain operational after an emergency shutdown (ESD). The discussion was driven by the need to clarify the regulatory provisions for ESD systems arranged with multiple levels of emergency shutdown, as addressed under section 6.5 – Emergency conditions due to drilling operations.

During the discussion, the Sub-Committee agreed on the following key technical clarifications:

- The term “after emergency shutdown”, as referred to in paragraph 6.5.5, is understood to apply to conditions following any stage of emergency shutdown, and not only to a total shutdown of the unit;
- The identification of equipment required to remain operational after an emergency shutdown at any stage should be based on the outcome of a risk assessment;
- Equipment located in spaces other than enclosed spaces and designed to remain operational after each stage of selective shutdown in accordance with paragraph 6.5.1, should be suitable for installation in Zone 2 for hazardous locations.

In addition, the Sub-Committee agreed on further clarification regarding equipment located on the open deck that is de-energized during drilling operations, in order to ensure greater consistency and ease of application of the requirements.

The draft amendments, including the clarification concerning open deck equipment, are expected to be adopted by MSC 111. These provisions would apply only to MODUs constructed on or after 1 January 2027.

K. DEVELOPMENT OF AMENDMENTS TO CHAPTER 15 OF THE FSS CODE ON ENCLOSED SPACES CONTAINING A NITROGEN RECEIVER OR A BUFFER TANK OF NITROGEN GENERATOR SYSTEMS (AGENDA ITEM 13)

Draft amendments to Chapter 15 – inert gas systems of the FSS Code have been discussed. However, due to numerous comments and a lack of time, no developments have been agreed and finalised.

Due to time constraints, the work in this agenda will be continued by correspondence group, and the outcome to be reported at the next session (SDC 13).

L. REVISION OF THE GUIDELINES FOR THE APPLICATION OF PLASTIC PIPES ON SHIPS (RESOLUTION A.753(18)) (AGENDA ITEM 14)

Due to time constraints, the work in this agenda will be continued by correspondence group, and the outcome to be reported at the next session (SDC 13).

M. ANY OTHER BUSSINESS (AGENDA ITEM 17)

EQUIVALENT LEVEL OF SAFETY UNDER THE POLAR CODE

The Sub-Committee noted the information provided in document SDC 12/INF.2 by IACS, concerning the publication of IACS Recommendation No. 189, which provides technical guidance for determining the equivalent level of safety as required by the Polar Code.

The Recommendation aims to provide a practical and technically based approach for assessing whether ships that are strengthened for ice operations, but do not hold a Polar Class certificate, can be considered to achieve a level of safety equivalent to that required by the Polar Code. The guidance supports the application of alternative designs or arrangements where the prescriptive requirements of the Polar Code cannot be applied directly, while ensuring that the safety objectives of the Code are fully met.

Under the Recommendation, ships are assessed to determine their equivalency to Polar Ship Categories, namely Category A (equivalent to Polar Classes PC1–PC5) or Category B (equivalent to Polar Classes PC6–PC7). The assessment is based on a technical evaluation of key aspects, including:

- Hull structure, including plate thickness and structural framing strength against ice loads;
- Materials, particularly the suitability of steel grades for extreme low temperatures and ice impact resistance; and
- Propulsion systems, including the strength of propellers and shafting to ensure reliable operation in ice conditions.

The results of the equivalent level of safety assessment may be used as a basis for the certification of Polar ships, thereby allowing ships that are assessed as meeting the criteria to operate in polar waters, including the Arctic and Antarctic regions.

The Sub-Committee noted that IACS Recommendation No. 189 may be used as a reference by Administrations, recognized organizations, ship designers, and operators when evaluating equivalency proposals in accordance with the regulatory framework of the Polar Code, while taking into account the specific operational risks associated with polar navigation.

SECOND GENERATION INTACT STABILITY CRITERIA

The Sub-Committee considered the progress in the implementation and the possible revision of the Second Generation Intact Stability Criteria, recalling that:

- MSC 102 had approved the Interim Guidelines on the Second-Generation Intact Stability Criteria (MSC.1/Circ.1627) and invited Member States to report experience gained from their trial use;
- SDC 11 had invited interested Member States and international organizations to submit a new output proposal in order to initiate the revision work of the Interim Guidelines;
- III 11, following the investigation into the accident of MV Zim Kingston, had invited SDC 12 to consider matters related to parametric rolling in the context of the application of the Interim Guidelines; and
- CCC 11, in relation to the container loss incident involving MV Maersk Essen, had invited SDC 12 to consider relevant documents once an appropriate output had been added to the SDC agenda.

Roll Period Formula

The Sub-Committee considered document SDC 12/17 (Japan), which provided updated information on the roll period formulae used during the trial application of the second generation intact stability criteria.

During the discussion, the Sub-Committee noted the following views:

- The proposed amendment to the roll period formulae, as presented in the document, could not be supported, as the technical evidence available was not sufficient to justify either an amendment to the Interim Guidelines (MSC.1/Circ.1627) or the interim use of the proposed formulae;
- The ship's natural roll period represents an essential parameter for dynamic stability assessment; however, the current estimation methods have shown limitations in accuracy in a number of reported cases, particularly for large ships and modern ship designs;
- The alternative formula presented was developed on the basis of a broader database of measured roll periods and was not constrained by ship length. Its use was considered beneficial in gaining additional experience and improving the consistency of calculation results; and
- Level 2 vulnerability checks for parametric rolling should be based on scientifically robust methodologies and be operationally credible.

Taking into account the above views, the Sub-Committee noted that further substantive work, including the possible revision of the Interim Guidelines or the Explanatory Notes, could only be undertaken once a new output had been approved and added to the agenda of the SDC.

In this regard, the Sub-Committee reiterated its invitation to Member States and international organizations to:

- Submit reports, studies, and experience gained from the application of the Interim Guidelines, including those related to the proposed revision of section 2.7.1.2; and
- Submit a new output proposal to the Committee in order to initiate the revision work of the Interim Guidelines.

CONSOLIDATED PUBLICATION OF THE 2008 INTACT STABILITY CODE

The Sub-Committee considered document SDC 12/17/3 (Secretariat), which informed the meeting of the planned publication of a new consolidated edition of the 2008 Intact Stability Code, including the Interim Guidelines on Second Generation Intact Stability and the associated Explanatory Notes.

Member States and international organizations involved in the development of the Explanatory Notes were invited to submit high-resolution images, together with the relevant reference numbers and titles, to sdc@imo.org by 1 April 2026.

WATER LEVEL DETECTORS

The Sub-Committee considered document SDC 12/17/1 (China), proposing amendments to the cargo hold water level detector requirements in resolution MSC.277(85). While the proposal was supported in principle, the Sub-Committee concluded that it could not be treated as a minor correction, as it may affect mandatory requirements for existing ships. Consequently, China and interested parties were invited to submit a new output proposal to the Committee to further progress the work.

AMANDEMENTS TO THE 2008 SPS CODE

The Sub-Committee considered document SDC 12/17/2 (China), proposing amendments to the 2008 SPS Code concerning exemptions from survival craft launching requirements. Although supported in principle, the Sub-Committee determined that the proposal would have significant implications for mandatory requirements applicable to existing ships and therefore could not be considered a minor correction. China and interested parties were invited to submit a new output proposal to the Committee.