



Technical Information

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To : Whom It May Concern

Subject : Summary Report on IMO Meeting of Sub-Committee on Ship Systems and Equipment 6th Session (SSE 6)

Summary

This Technical Information summarizes the result of 6th Session of the IMO Sub-Committee on Ship Systems and Equipment (SSE 6) that was held from 4 to 8 March 2019, 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
3	Safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III
4	Develop new requirements for ventilation of survival craft
6	Review SOLAS chapter II-2 and associated codes to minimize the incidence and consequences of fires on ro-ro spaces and special category spaces of new and existing ro-ro passenger ships
7	Amendments to MSC.1/Circ.1315
9	Requirements for onboard lifting appliances and anchor handling winches
11	Development of guidelines for cold ironing of ships and consideration of amendments to SOLAS chapters II-1 and II-2
12	Unified interpretation of provisions of IMO safety, security and environment-related conventions
13	Amendments to paragraph 4.4.7.6.17 of the LSA Code concerning single fall and hook systems with on-load release capability
14	Revision of the Standardized Life-Saving Appliance Evaluation and Test Report Forms

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 SYSTEMS AND EQUIPMENT 6TH SESSION (SSE 6)

A. SAFETY OBJECTIVES AND FUNCTIONAL REQUIREMENTS OF THE GUIDELINES ON ALTERNATIVE DESIGN AND ARRANGEMENT FOR SOLAS CHAPTER II-1 AND III (AGENDA ITEM 3)

Having considered the report of the Correspondence Group and, having approved it in general, The Sub-Committee noted that the Group had made progress on the draft functional requirements and expected performance criteria for SOLAS chapter III and the draft MSC circular on amendments to MSC.1/Circ.1212.

To finalize the list of functional requirements and expected performance criteria and the draft amendments to the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (MSC.1/Circ.1212), the Sub-Committee established the Working Group on Life-Saving Appliances (LSA).

Following the result of the Working Group, the Sub-Committee agreed to the draft amendments to the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (MSC.1/Circ.1212) and the associated MSC circular, for submission to MSC 101 for approval.

The Sub-Committee also agreed that the task to develop functional requirements for SOLAS Chapter III has been completed. Hence, the work on development of functional requirements for SOLAS Chapter II-1 will be continued at SSE 7.

B. DEVELOP NEW REQUIREMENTS FOR VENTILATION OF SURVIVAL CRAFT (AGENDA ITEM 4)

The Sub-Committee recalled that, at MSC 97, the Committee had instructed it to develop the requirements related to the ventilation of totally enclosed lifeboats as high priority and, thereafter, consider requirements for other survival craft with a view to developing amendments to the LSA Code and the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)).

The Sub-Committee also recalled that, SSE 5 had noted that:

- a) CO₂ concentration should not exceed 5,000 ppm, requiring a ventilation rate of at least 5 m³/h per person; and
- b) the new ventilation requirements should apply to all new-built totally enclosed lifeboats installed on board a ship after the entry-into-force date of the amendments.

In this regard, SSE 5 agreed to the draft amendments to the LSA Code for eventual submission to the Committee for approval once the related amendments to the LSA Code regarding ventilation of survival craft other than totally enclosed lifeboats had been finalized.

At this session, in order to finalize the draft amendments to LSA Code, the Sub-Committee established the Working Group on Life-Saving Appliances (LSA).

However, the Working Group could not consider the draft amendments to the LSA Code because the Group was unable to reach consensus on the need for CO₂ monitor and an agreement on the proposed amendments to ventilation rate criteria.

Therefore, the Sub-Committee agreed to establish a correspondence group to further progress this issue intersessionally, with a view towards finalization at SSE 7.

C. REVIEW SOLAS CHAPTER II-2 AND ASSOCIATED CODES TO MINIMIZE THE INCIDENCE AND THE CONSEQUENCES OF FIRES ON RO-RO SPACES AND SPECIAL CATEGORY SPACES OF NEW AND EXISTING RO-RO PASSENGER SHIPS (AGENDA ITEM 6)

The Sub-Committee recalled that MSC 98 had approved the scope of work for, and the work plan on, the review of SOLAS chapter II-2 and associated codes regarding ro-ro spaces and special category spaces of new and existing ro-ro passenger ships.

To further develop the draft interim Guidelines for minimizing the incidence and consequences of fires on ro-ro spaces and special category spaces of new and existing ro-ro passenger ships, based on report of the Correspondence Group, documents submitted at this session and comments made in the plenary, the Sub-Committee established the Working Group on Fire Protection.

Following the report of the Working Group, the Sub-Committee agreed to the draft interim guidelines for minimizing the incidence and consequences of fires on ro-ro spaces and special category spaces of new and existing ro-ro passenger ships, and the associated draft MSC circular, with a view to approval by MSC 101.

In general, the contents of the interim Guidelines are matters related to:

- 1) Prevention/ignition
- 2) Detection and decision
- 3) Extinguishment
- 4) Containment
- 5) Integrity of life-saving appliances and evacuation

With regards to the draft Interim Guidelines, the Sub-Committee agreed to invite HTW 7 to consider matters related to training and drills for seafarers, and advise MSC as appropriate.

The Working Group was also instructed to consider all draft amendments to the SOLAS Convention and suggested amendments based on the casualty reports and summary of the FIRESAFE II study, however; due to lack of time, the Group could not give its consideration. Therefore, the Sub-Committee agreed to give its further consideration of the FIRESAFE II report at SSE 7.

D. AMENDMENTS TO MSC.1/CIRC.1315 (AGENDA ITEM 7)

The Sub-Committee recalled that SSE 5, in considering draft amendments to the Guidelines for the approval of fixed dry chemical powder fire-extinguishing systems for the protection of ships carrying liquefied gases in bulk (MSC.1/Circ.1315), had agreed that:

1. sodium bicarbonate should be excluded as an acceptable dry chemical powder on ships carrying liquefied gases in bulk;
2. dry chemical powder other than sodium bicarbonate should be approved by the Administration in accordance with the recognized international standards; and
3. a specific fire-extinguishing capability test could be necessary within the Guidelines.

Having considered decision taken by SSE 5, the Sub-Committee agreed that sodium bicarbonate be banned as a main component of dry chemical compound, but did not reach a consensus on total prohibition. In addition, the Sub-Committee agreed that alternative agents approved in accordance with all performance criteria outlined in the draft revised guidelines should be accepted as dry chemical compounds whether or not they are potassium based.

Therefore, the Sub-Committee re-established the Correspondence Group on Fire Protection to continue the discussion and provide report to SSE 7.

E. REQUIREMENTS FOR ONBOARD LIFTING APPLIANCES AND ANCHOR HANDLING WINCHES (AGENDA ITEM 9)

The Sub-Committee recalled that SSE 5 had considered the goal- and function-based SOLAS regulations concerning onboard lifting appliances and anchor handling winches (OLAW), with a particular emphasis on types of equipment, safe working load (SWL), the scope of application, inspection and testing, training and qualification of the ship's crew and shore-based personnel, loose gear brought from the shore-side, and the draft guidelines supporting the goals and functional requirements.

Thus, the Sub-Committee established the Working Group on OLAW to:

1. further consider which lifting appliances and winches should be indicated in the draft amendments;
2. further develop the draft SOLAS regulations for OLAW, with a view to finalization;
3. prepare the check/monitoring sheet and the record format, as contained in annexes 2 and 3 to the Guidance on drafting of amendments to the 1974 SOLAS Convention and related mandatory instruments (MSC.1/Circ.1500/Rev.1), for the draft amendments to 1974 SOLAS Convention;
4. further develop the draft guidelines for the safety of onboard lifting appliances and a separate set of draft guidelines for anchor handling winches, with the associated draft MSC circular, with a view to finalization.

Taking into account the report of the Working Group, the Sub-Committee:

1. Noted the Group's discussion on the draft new SOLAS regulation II-1/3-13, in particular:
 - a. on the inclusion of a threshold value of 1,000kg as part of the exclusions provision;
 - b. that the Group agreed to refrain from setting a SWL threshold value for anchor handling winches;
 - c. that no direct reference is made to the MODU Code in the draft SOLAS regulation;
 - d. that offshore construction ships have been excluded from the application of the draft regulation;
 - e. the issue of thorough examination and testing requirements mandated by ILO C152 and under SOLAS chapter I; and
 - f. the circumstances and conditions that would render a ship unseaworthy for inoperative OLAW.
2. noted that the Group has finalized draft SOLAS regulation II-1/3-13;
3. agreed, in principle, to the draft SOLAS regulation II-1/3-13, with a view to submission to the Committee in conjunction with the associated Guidelines, once finalized;
4. noted that, owing to time constraints, the Group was unable to further develop the draft guidelines for the safety of onboard lifting appliances and anchor handling winches, but has included this task in the proposed terms of reference of the Correspondence Group;
5. noted that, owing to time constraints, the Group was unable to prepare the check/monitoring sheet and the record format for the draft amendments to 1974 SOLAS Convention, but has included this task in the proposed terms of reference of the Correspondence Group; and
6. agreed to re-establish the Correspondence Group on Onboard Lifting Appliances and Anchor Handling Winches.

F. DEVELOPMENT OF GUIDELINES FOR COLD IRONING OF SHIPS AND OF AMENDMENTS TO SOLAS CHAPTERS II-1 AND II-2 (AGENDA ITEM 11)

The Sub-Committee recalled that SSE 5, having considered the development of guidelines for cold ironing of ships and of amendments to SOLAS chapters II-1 and II-2, had noted that the draft guidelines should be developed by focusing, as a first step, on the operational safety aspects.

The Sub-Committee also considered the report of the Correspondence Group established by SSE 5 and, having approved it in general, noted that the Group had made progress on the development of draft guidelines on safe operation of onshore power supply service in port for ships engaged on international voyages and had identified some issues for further consideration, including the framework of the guidelines and making reference to international standards.

At this session, the Sub-Committee established Drafting Group on Guidelines on Safe Operation of Onshore Power Supply to prepare terms of reference for an intersessional Correspondence Group focusing only on operational matters for consideration by the Sub-Committee.

With regards to term of reference for the Correspondence Group, the Sub-Committee agreed to focus on only developing draft operational guidelines at this stage, with the understanding that draft

amendments to SOLAS could be discussed later, if necessary. Therefore, this item was not included in the draft terms of reference of the Correspondence Group.

G. UNIFIED INTERPRETATION OF PROVISIONS OF IMO SAFETY, SECURITY, AND ENVIRONMENT RELATED CONVENTIONS (AGENDA ITEM 12)

The Sub-Committee considered and agreed to the following Unified Interpretation:

1. **Requirements for two-way portable radiotelephone apparatus for fire-fighter's communication.** This is to clarify regarding the term "explosion-proof type or intrinsically safe", intended to specify the certified safe type and essential particulars defined in International Electrotechnical Commission (IEC) Standards.
2. **Draft unified interpretation of the footnote to SOLAS regulation II-2/9.7.5.** This is intended to clarify that the footnote to this regulation did not prohibit the use of fixed CO₂ fire-extinguishing systems that had not been designed or tested to ISO 15371, and the minimum quantity required for the protection of galley exhaust ducts.
3. **Application of the design temperature for piping, fittings and related components.** This is intended to bring clarity as to whether the weather deck areas above "F.O. tanks" were regarded as part of the "cargo area" and whether the piping, fittings and related components of a water-spray system in such an area were to be designed to withstand 925°C.
4. **Fire integrity of the bulkheads and decks between engine rooms and spaces in which urea or sodium hydroxide solution tanks are installed.** This is to provide a draft unified interpretation of SOLAS regulations II-2/3.30, II-2/9.2.2.3.2.2, II-2/9.2.2.4.2.2, II-2/9.2.3.3.2.2 and II-2/9.2.4.2.2.2 in order to clarify the required fire integrity of bulkheads between engine rooms and spaces, in which urea or sodium hydroxide solution tanks were installed.
5. **Draft unified interpretation regarding the onboard discharge test of a dry chemical powder fire-extinguishing system.** This is to provide unified interpretation regarding the onboard discharge test of a dry chemical powder fire-extinguishing system, as required by paragraph 11.4.8 of the IGC Code (resolution MSC.370(93)), intended to clarify the term "sufficient amounts of dry chemical powder".
6. **Unified interpretation on lifebuoy arrangements for means of embarkation/disembarkation.** This is intended to clarify that a lifebuoy fitted with both a light and a lifeline as per MSC.1/Circ.1331 for compliance with SOLAS regulation II-1/3-9 should not be taken into account when considering the minimum number and distribution of lifebuoys, as required by SOLAS regulation III/22.1.1 or III/32.1.1, as applicable.
7. **Unified interpretation on provisions relating to emergency source of electrical power on gas carriers and chemical tankers.** This is to provide clarification on the requirements applicable to the emergency source of electrical power on gas carriers and chemical tankers.
8. **Draft unified interpretation relating to SOLAS regulation III/20.11.** intended to clarify that examinations, overhauls and operational tests carried out at intervals of at least once every five years should be done in the presence of the surveyor in order to verify that the relevant equipment had been maintained and tested satisfactorily.
9. **Requirement to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water.** This is to provide clarification on the matter of the application of the

requirement to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water.

The draft MSC Circulars containing the Unified Interpretations will be submitted to MSC 101 for approval.

H. AMENDMENTS TO PARAGRAPH 4.4.7.6.17 OF THE LSA CODE CONCERNING SINGLE FALL AND HOOK SYSTEMS WITH ON-LOAD RELEASE CAPABILITY (AGENDA ITEM 13)

The Sub-Committee recalled that MSC 99 had agreed to include the provisional agenda for SSE 6 on "Amendments to paragraph 4.4.7.6.17 of the LSA Code concerning single fall and hook systems with on-load release capability". This output was aimed at bringing a uniform level of standards for single fall and hook systems to be used when launching and recovering lifeboats and rescue boats.

The Sub-Committee considered document submitted at this session, recalling the discussion that had taken place at MSC 99 regarding the amendments to paragraph 4.4.7.6.17 of the LSA Code to ensure adequate safety standards for lifeboats and rescue boats fitted with single fall and hook systems with on-load release capability.

In considering the above document, the Sub-Committee, while acknowledging that several delegations supported the substance of the proposal for further consideration by the LSA Working Group, noted the concerns in relation to the applicability of these exemptions when a lifeboat or rescue boat was fully waterborne.

Consequently, the Sub-Committee agreed that further consideration on this matter was necessary and, therefore, invited the co-sponsors of above document to submit a revised proposal to the next session.

I. REVISION OF THE STANDARDIZED LIFE-SAVING APPLIANCE EVALUATION AND TEST REPORT FORMS (MSC/CIRC.980 AND ADDENDA) (AGENDA ITEM 14)

The Sub-Committee recalled that MSC 99 had agreed to include the provisional agenda for SSE 6 on "Revision of the Standardized life-saving appliance evaluation and test report forms (MSC/Circ.980 and addenda)". The output was aimed to update the forms to incorporate the amendments to the LSA Code and the Revised recommendation on testing of life-saving appliances (MSC.81(70)), as amended, that had occurred since the Standardized life-saving appliance evaluation and test report forms (MSC/Circ.980) and its two addenda had been approved by MSC 73 (eight amendments to date).

The Sub-Committee considered document submitted at this session, proposing amendments to MSC/Circ.980 by incorporating the amendments to the LSA Code and the Revised recommendation on testing of life-saving appliances since MSC/Circ.980 and its two addenda which had been approved at MSC 73, and noted that, due to the significant size of the document, not all the annexes had been translated.

The Sub-Committee also noted that a more efficient framework could be developed by creating a separate MSC circular for each section of MSC/Circ.980 so that, in future, updates would be more focused in lieu of having to reissue the entire text of MSC/Circ.980 when only one section was being revised.

Therefore, the Sub-Committee agreed that the proposed draft amendments would need to be translated into all working languages in order to complete this work at SSE 7.