



Technical Information

No. : 054 - 2016

30 March 2016

To : Whom It May Concern

Subject : Summary Report of IMO Meetings of Sub-Committee on Ship Systems and Equipment (SSE) 3rd session

Summary

This Technical Information summarizes the 3rd Session of the IMO Sub-Committee on Ship Systems and Equipment (SSE) held from 14 to 18 March 2016, at the IMO headquarters in London.

Information

1. The following several agenda were discussed during SSE 3 meeting which have relevance with the work of BKI:

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	Making the Provisions of MSC.1/Circ.1206/Rev.1 Mandatory
5	Review of the MODU Code, LSA Code and MSC.1/Circ.1206/Rev.1
6	Development of Life Safety Performance Criteria for Alternative Design and Arrangements for Fire Safety (MSC/Circ.1002)
7	Clarification of the Requirements in SOLAS Chapter II-2 for Fire Integrity of Windows on Passenger Ships Carrying Not More Than 36 Passengers and Special Purpose Ships With More Than 60 (but No More Than 240) Persons On Board
8	Measures for Onboard Lifting Appliances and Winches
9	Amendments to the Guidelines For Vessels With Dynamic Positioning (DP) Systems (MSC/Circ.645)
10	Revision of Requirements for Escape Route Signs and Equipment Location Markings in SOLAS and Related Instruments
11	Revised SOLAS Regulations II-1/13 And II-1/13-1 and Other Related Regulations For New Ships
12	Unified Interpretation of Provisions of IMO Safety, Security, and Environment Related Conventions

2. A brief coverage of the agenda are expressed in the attached document.
3. Any information or advice provided in this document shall be no responsibility of BKI and BKI shall not be liable to any person for any loss, damage or expense cause by its reliance.

More info

Inquiries concerning the subject of this Technical Information should be directed to:

BKI Statutory Division
Yos Sudarso 38-40
Jakarta, 14320
Indonesia
Phone : +62 21 436 1899, 436 1901, 436 1903, 436 1904
Fax : +62 21 4390 1974
Email : sta@bki.co.id

Classification Director

-SIGN-

Capt. Iman Satria Utama, MM

**BRIEF INFORMATION OF IMO SUB-COMMITTEE ON SHIP SYSTEMS AND EQUIPMENT
SESSION 3 (SSE 3)**

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

Following the development of the *Generic guidelines for developing IMO goal-based standards* (MSC.1/Circ.1394/Rev.1), MSC 95 agreed a new work plan for SSE to develop goal and functional requirements of SOLAS chapter III.

In addition to above Guidelines, MSC 95 also instructed SSE 3 to consider document LSA VIII/2/5 as reference when developing functional requirements of SOLAS chapter III.

After further discussion, SSE 3 noted that some of the draft functional requirements as derived from LSA VIII/2/5 were related to performance criteria or expected performances. Consequently, SSE 3 agreed to only consider functional requirements and not to apply any grouping or sorting of the functional requirements based on the both matters, at this stage.

As a final point, SSE 3 agreed to the draft functional requirements to SOLAS chapter III, as follows:

1. Provide readily available information to all persons on board and their assignment to life saving equipment
2. Ensure readily available information is provided to support decisions during an emergency
3. Provide means of communications suitable for guiding ships and aircraft to the location of survivors
4. Provide active means for alerting all persons on board as to the emergency
5. Provide means for safe abandonment for all persons from ship in order to reach the survival place
6. Provide for the [health/survivability] of all persons after abandonment
7. Provide means to enable survival in water of all persons on board
8. Provide nutrition for all persons from the abandoned vessel
9. Provide a safe environment other than the ship to protect all persons
10. Provide ready access to survival systems for all persons
11. All life-saving appliances shall be in a state of readiness
12. Provide active means of detection: electronic, visual and audible
13. Provide passive means of detection: electronic and visual
14. Provide active means for visual and audible detection of persons in the water
15. Provide passive means of visual detection of persons in the water
16. Include provisions for pickup and transferring of persons without hazardous exposure to all persons
17. Provide facilities to rescue persons from the water

The draft will be submitted to MSC 96 for its consideration and finalized by SSE 4.

B. MAKING THE PROVISIONS OF MSC.1/CIRC.1206/REV.1 MANDATORY (AGENDA ITEM 4)

Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear

Having recognized the need to establish a uniform, safe and documented standard for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue, launching appliances and release gear, Maritime Safety Committee (MSC) has been carried the work on development of MSC resolution on Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear.

In this session, SSE 3 discussed related matters to terms "authorized service provider" and "manufacturer" used in draft MSC resolution.

After further discussion, SSE 3 agreed to the following issues:

- a. a service provider, other than the original equipment manufacturer (OEM), has to be authorized by the Administration
- b. the OEM need not be authorized
- c. the extent of authorization of service providers shall be specified in the draft MSC resolution
- d. the maintenance as well as weekly and monthly inspections could be carried out by the ship's crew
- e. annual thorough examination should be carried out by the manufacturer or a service provider authorized by the Administration
- f. repair and overhaul of equipment, including over-hauling and test carried out at least once every five years, should be carried out by the manufacturer or authorized service provider

Draft amendments to SOLAS regulations III/3 and III/20

In order to avoid inconsistencies between the requirements under SOLAS regulations III/3 and III/20, and MSC resolution, Maritime Safety Committee has been instructed the Sub-Committee to harmonize SOLAS regulations III/3 and III/20 and the MSC resolution.

Following discussion, SSE 3 agreed on the amendments to SOLAS regulation III/3, by adding a new definition of "Requirements for maintenance, thorough examination, operational testing, overhaul and repair means the Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear".

C. REVIEW OF THE MODU CODE, LSA CODE AND MSC.1/CIRC.1206/REV.1 (AGENDA ITEM 5)

The Sub-Committee recalled that SSE 2, having noted the views expressed on the proposed amendments to the 2009 MODU Code, the LSA Code, the *Revised recommendation on testing of life-saving appliances* (MSC.81(70)), the *Measures to prevent accidents with lifeboats* (MSC.1/Circ.1206/Rev.1) and the *Recommendations for the training and certification of personnel on mobile offshore units (MOUs)* (A.1079(28)), decided to establish a Correspondence Group on Review of the MODU and LSA Codes and

Taking into account the report of Correspondence Group, SSE 3 agreed that the introduction of the draft amendments into the 2009 MODU Code is more appropriate.

The draft amendments to chapters 1, 6, 9 and 14 of the 2009 MODU Code cover several issues, among others:

- a. Increase the average weight per MODU crew member to 95 kg
- b. Requirement for the carriage of rescue boat on each MODU
- c. Required drills.
- d. Definition of new class division (H class division)
- e. Portable and transportable equipment

The amendments will be submitted to MSC 96 for consideration.

D. DEVELOPMENT OF LIFE SAFETY PERFORMANCE CRITERIA FOR ALTERNATIVE DESIGN AND ARRANGEMENTS FOR FIRE SAFETY (MSC/CIRC.1002) (AGENDA ITEM 6)

SSE 2 established Correspondence Group on Life-Safety Performance Criteria for Alternative Design and Arrangements for Fire Safety to continue work on *Guidelines for the selection of life safety performance criteria*.

The Guidelines aim to provide criteria needed for Administrations to uniformly achieve minimum acceptable levels of safety in conformance with the fire safety objective, which is to reduce the risk to life caused by fire.

Following the report of Correspondence Group and discussion conducted at this session, SSE 3 finalized the draft Guidelines for the selection of life safety performance criteria and decided to include the Guidelines as part of Guidelines on alternative design and arrangement for fire safety (MSC/Circ.1002), as a new appendix A.

The draft amendments to MSC/Circ.1002 will be submitted to MSC 97 for approval with view of adoption.

E. CLARIFICATION OF THE REQUIREMENTS IN SOLAS CHAPTER II-2 FOR FIRE INTEGRITY OF WINDOWS ON PASSENGER SHIPS CARRYING NOT MORE THAN 36 PASSENGERS AND SPECIAL PURPOSE SHIPS WITH MORE THAN 60 (BUT NO MORE THAN 240) PERSONS ON BOARD (AGENDA ITEM 7)

Following the finding on unintended error in the text of SOLAS regulation II-2/9.4.1.3.3 regarding the fire protection of windows on passenger ships and special purpose ships, MSC 95 instructed SSE 3 to clarify the requirements for windows on passenger ships carrying not more than 36 passengers and special purpose ships with more than 60 (but not more than 240) persons on board.

In order to clarify the matters, SSE 3 agreed that SOLAS regulation II-2/9.4.1.3.3 would be clarified by separating the text into two paragraphs, the first paragraph with the requirements applicable to passenger ships carrying more than 36 passengers, and the second paragraph with the requirements specific to passenger ships carrying not more than 36 passengers, which requires of at least equal to fire integrity "A-0" class for windows facing survival craft and escape slide, embarkation areas and windows situated below such areas.

The draft amendments to SOLAS regulation II-9/9.4.1.3.3 will be submitted to MSC 97 for approval, with view to subsequent adoption. Moreover, the amendments are expected to enter into force on 1 January 2020, provided that the amendments are adopted before 1 July 2018. In addition, the amendments should apply to new ships and existing ships after repairs, alterations and modifications of a major character.

F. MEASURES FOR ONBOARD LIFTING APPLIANCES AND WINCHES (AGENDA ITEM 8)

Discussion in plenary

SSE 3, while noting the report of correspondence group, decided to take aside the actions requested of the Sub-Committee by correspondence group including the draft SOLAS amendments related to lifting appliances and winches.

While noting comments expressed in plenary, SSE 3 requested WG to proceed directly with further development of the draft goals and functional requirements, and preparation of the terms of reference for the next correspondence group.

Discussion in working group (WG)

Taking into account the opinions made to the definition of lifting appliances and winches, WG agreed to focus on drafting goals and functional requirements that could be applicable not only to cargo transfer or personnel transfer, but universal application to all types of onboard lifting appliances and winches. WG submitted the first draft goals for the safety of onboard lifting appliances and winches to SSE 3.

Consequently, WG agreed that development of draft guidelines will be considered after the draft goals and functional requirements are in later stage.

Concerning instruction to develop the list of codes or standards acceptable to the Organization, WG agreed that annex 3 to document SSE 2/INF.2 (similar to those listed in annex 2 to document DE 57/WP.7) already contained a list of such codes and standards.

Further works

SSE 3 agreed to re-establish Correspondence Group on Onboard Lifting Appliances and Winches under the coordination of Japan, with its terms of reference, and instruct the group to report to SSE 4.

Sub-Committee invite interested Member Governments and international organizations to submit proposals to the next session of the Sub-Committee (SSE 4) with regard to which SOLAS chapter should be amended.

G. AMENDMENTS TO THE GUIDELINES FOR VESSELS WITH DYNAMIC POSITIONING (DP) SYSTEMS (MSC/CIRC.645) (AGENDA ITEM 9)

Having decided to re-establish the Correspondence Groups on the work of Amendments to the Guidelines for vessels with dynamic positioning (DP) systems (MSC/Circ.645), it was noted that further work is necessary.

After the guidelines had been finalized, the group shall submit the report to SSE 4.

H. REVISION OF REQUIREMENTS FOR ESCAPE ROUTE SIGNS AND EQUIPMENT LOCATION MARKINGS IN SOLAS AND RELATED INSTRUMENTS (AGENDA ITEM 10)

The Sub Committee had considered the documents providing proposals for harmonizing the requirements of SOLAS related to the escape route signs and equipment location markings, and having noted that ISO was developing a new ISO Standard for shipboard signage for life-saving appliances and arrangements and means of escape. It was then considered to incorporate the relevant part of the ISO standards series within the IMO regulatory framework.

It was agreed that only the graphical symbols contained ISO 224409-2:2014 needed to be incorporated into any future IMO instruments, without any changes. The Sub-Committee also decided to prepare a new draft MSC resolution with a view to eventually replacing the relevant footnote for resolution A.760 (18), and therefore the A.760(18) could continue to be used on existing ships.

In connection to the above, the Sub Committee agreed to a draft MSC Circular on Shipboard escape route signs and emergency equipment markings, for submission to MSC 97 for approval, as an interim measure, so that the ISO standard series could be used on voluntary basis pending MSC resolution to be adopted (2018).

I. REVISED SOLAS REGULATIONS II-1/13 AND II-1/13-1 AND OTHER RELATED REGULATIONS FOR NEW SHIPS (AGENDA ITEM 11)

The Sub Committee considered the proposal for the introduction of protection against crushing of people during the daily operation of watertight doors, while retaining the existing SOLAS requirement to close watertight doors firmly in case of an emergency.

It was decided that the work could not be started at this stage as there are no evidence of benefits/practicality on application of anti-crushing protection (ACP) in marine environment has been presented, and that the proposed technology and existing standards should be considered by a correspondence group before preparing draft SOLAS amendments.

Therefore, interested parties are welcomed to submit comment and proposal to SSE 4 based on the views expressed at SSE 3.

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

During this meeting session, the Sub-Committee provided several unified interpretations to be considered by MSC 97, among others:

- a. the draft MSC circular on unified interpretation of chapter 9 of the FSS Code regarding fixed fire detection and fire alarm systems
- b. the draft MSC circular on unified interpretations of SOLAS chapter II-2 regarding fire integrity of the bulkheads between the wheelhouse and a toilet inside the wheelhouse
- c. the draft MSC circular on unified interpretations of SOLAS chapter II-2 regarding implementation of SOLAS regulations II-2/3.56 and II-2/20-1, as amended by resolution MSC.365(93)
- d. the draft MSC on unified interpretation of chapter 8 of the FSS Code and the *Revised guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS regulation II-2/12 (resolution A.800(19))*, as amended by resolution MSC.265(84)