

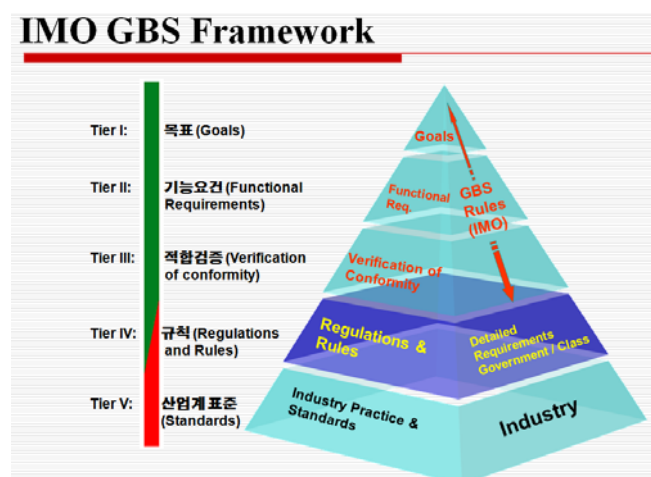
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### Subject: Newsflash of SSE 3

The Sub-Committee on Ship Systems and Equipment (SSE) held its third session at IMO HQ from 14 to 18 March 2016. In this regard, please be informed of the main issues and summary of SSE 3 as below. In reviewing this flash, readers should be assured that the outputs written herein are not legally effective until they are adopted as mandatory instruments by MSC.

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

o As instructed by MSC 95, the Sub-Committee discussed a development of functional requirements for SOLAS chapter III, based on the Generic guidelines for developing IMO goal-based standards (MSC.1/Circ.1394/Rev.1).



\* Goals for SOLAS Chapter .III : Save and maintain human life during and after an emergency situation. (SSE 2/6)

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- o The Sub-Committee discussed a scope of development, ways of grouping or sorting, and work plan for functional requirements through working group related to the development of the functional requirements of SOLAS chapter III.
- o The Sub-Committee agreed to establish correspondence group with a view to check completeness of draft functional requirements, develop expected performance\* and structure functional requirements and expected performance.

\* Expected Performance : description of the necessary function in quantitative terms. This description should cover all aspect necessary for verifying compliance and the conditions under which these have to be reached

## 2. Making the provisions of MSC.1/Circ.1206/Rev.1 mandatory (Agenda 4)

- o The Sub-Committee discussed the draft amendments to SOLAS Ch.III and MSC Resolution on *Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear, with a view to make the provision of MSC.1/Circ.1206/Rev.1 (Measures to prevent accidents with lifeboats) mandatory.*
  - o The Sub-Committee agreed to the draft amendments to SOLAS regulations III/3 and III/20 for submission to MSC 96 for adoption.
  - o The Sub-Committee agreed to the draft MSC Resolution on Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear, for submission to MSC 96 for adoption.
- Entity of annual and 5-yearly maintenance and testing
- For annual maintenance, only the OEM (Original Equipment Manufacturer) or an authorized service provider (a service provider may be an entity other than

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the manufacturer (e.g. ship operator complying with the relevant criteria)) are acceptable (certified ship's crew is also acceptable).

- For five-year maintenance, only the OEM (Original Equipment Manufacturer) or an authorized service provider are acceptable (certified ship's crew is not acceptable)
- Necessity of authorization by Administration to service providers
  - A service provider, other than the original equipment manufacturer (OEM), has to be authorized by the Administration; and
  - The OEM need not be authorized by Administration considering professionalism on their own equipment (But, should be authorized by Administration when acting as a service provider to the equipment made by different manufacturers)

### 3. REVIEW OF THE MODU CODE, LSA CODE AND MSC.1/CIRC.1206/REV.1 (Agenda 5)

- The Sub-Committee discussed to amend the 2009 MODU Code, and related provisions of LSA Code, MSC.1/Circ.1206/Rev.1, MSC.81(70) in light of the lessons learned from the explosion, fire and sinking of the mobile offshore drilling unit Deepwater Horizon.
- The Sub-Committee agreed to the draft amendments(applicable to new ship only) including New definition of H-class divisions, Fire-extinguishing arrangements for the drill floor, Person in charge (Captain), Occupant weights of 95 kg and methods for lifeboat drills on MODUs, and extend the target completion year to 2017 and include it into the provisional agenda for SSE 4 for further discussion.

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#### 4. Development of life safety performance criteria for alternative design and arrangements for fire safety (Agenda 6)

- The Sub-Committee discussed to prepare a uniform life safety performance criteria involving a level of safety performance criteria, ASET\* and etc, with a view to actual implementation of the Guidelines on alternative design and arrangements for fire safety (MSC/Circ.1002) on SOLAS regulation II-2/17

\* ASET : The earliest time where the figure of performance criteria (e.g air temperature, radiant heat flux, visibility, CO concentration and etc.) reach to its maximum value, then a safety escape is deemed difficult after this time.

- The Sub-Committee agreed to the draft amendments to the Guidelines on alternative design and arrangements for fire safety (MSC/Circ.1002), and the associated draft MSC circular with some additional guidance on probabilistic risk assessment, for submission to MSC 97 for approval.

#### 5. 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 7)

- The Sub-Committee discussed the necessity of application of fire integrity requirement in SOLAS regulation II-2/9.4.1.3.3 to passenger ship carrying not more than 36 passengers and special purpose ships with more than 60 (but no more than 240) persons on board.

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- o The Sub-Committee agreed to apply SOLAS regulation II-2/9.4.1.3.3 to passenger ship carrying not more than 36 passengers, and agreed to the relevant amendment, for submission to MSC 97 for approval.

\* Fire integrity at least equal to "A-0" class is applied only to windows except exterior bulkheads

## 6. MEASURES FOR ONBOARD LIFTING APPLIANCES AND WINCHES (Agenda 8)

- o Having noted a number of accident involving onboard lifting appliance, some of which have resulted in fatalities over the last 10 years, the Sub-Committee has been discussing a mandatory application of measures for onboard lifting appliances and winches through the amendment to SOLAS regulation and development of relevant guideline.

- o Since SOLAS requirements and guidelines developed by the Correspondence Group does not comply with the IMO goal-based standards, the Sub-Committee discussed to focus on developing of develop goal(s) and functional requirements based on the IMO goal-based standards as instruction from MSC 95 by establishing of working group. And working group discussed the next work plan and terms of reference for a correspondence group.

- o The Sub-Committee's decided to re-establish the Correspondence Group(CG 2) on Onboard Lifting Appliances and Winches and instructed it to develop a draft of goals and functional requirements, the list of the available industry codes and/or standards and etc, taking into account document SSE 3/8 and SSE 2/INF.2.

## 7. AMENDMENTS TO THE GUIDELINES FOR VESSELS WITH DYNAMIC POSITIONING (DP) SYSTEMS (MSC/CIRC.645) (Agenda 9)

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- The Sub-Committee has been discussing to develop a new guideline in order to reflect advances in technology into the *GUIDELINES FOR VESSELS WITH DYNAMIC POSITIONING (DP) SYSTEMS (MSC/CIRC.645)*.
- The Sub-Committee agreed to working group's decision involving no measures for DP class 0, exclusion of any specific exemptions in the draft guidelines and etc (This guideline will be applicable to new vessels, while MSC.1/Circ.645 will remain applicable to existing vessels).
- The Sub-Committee decided to re-establish the Correspondence Group in order to finalize the issues, which working group could not be done, and instruct CG to submit CG report to SSE 4.

### **8. REVISED SOLAS REGULATIONS II-1/13 AND II-1/13-1 AND OTHER RELATED REGULATIONS FOR NEW SHIPS (Agenda 11)**

- The Sub-Committee has been discussing the introduction of ACP(anti-crushing protection) in order to ensure the safe passage and to protect people from accidents, and the recommendations of the EMSA 3 study related to watertight doors.
- The Sub-Committee decided to establish the Correspondence Group on the introduction of anti-crushing protection to watertight doors in order to consider the availability, practicality and costs of innovative watertight door design features.

### **9. UNIFIED INTERPRETATION OF PROVISIONS OF IMO SAFETY, SECURITY, AND ENVIRONMENT RELATED CONVENTIONS (Agenda 12)**

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***(1) The Sub-Committee invited MSC 96 to consider the below amendment to the draft MSC circular on Unified Interpretation, which will be approved at MSC 96.***

**[Implementation of the requirements related to lifeboat release and retrieval systems]**

o The Sub-Committee at its second session agreed to the draft Unified Interpretation of paragraph 4.4.7.6 of the LSA Code and the associated draft MSC circular for submission to MSC 96 for approval, and this draft MSC circular specifies that austenitic stainless steels 201, 304, 321, 347, which are susceptible to pitting and crevice corrosion are not suitable for material corrosion resistant so to be prohibited.

o The Sub-Committee endorsed the view that inner cables made of austenitic stainless steels 304 are acceptable for operating cables covered with sheath and installed inside the lifeboat, the Sub-Committee to consider the revision reflecting above view to the draft MSC Circulars which is expected to approved at MSC 96

***(2) The Sub-Committee agreed to the draft MSC circular on Unified interpretations, for submission to MSC 97 with a view to approval.***

**[Fixed fire detection and fire alarm systems (paragraph 2.2.4 of chapter 9 of the FSS Code)]**

o The Sub-Committee endorsed the IACS view that the wording "at the end of that period" specified in the paragraph 2.2.4 of chapter 9 of the FSS Code should be interpreted in the following way.

"The "30 minutes" in paragraph 2.2.4 of chapter 9 of the FSS Code is the last 30 minutes of the periods required under SOLAS regulations II-1/42 and II-1/43 (18 hours for cargo ships and 36 hours for passenger ships)"

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### [Draft unified interpretation on the fire integrity of the bulkheads between the wheelhouse and a toilet inside the wheelhouse]

o With regard to the two different applications("B-0" fire rating, or no fire rating of fire integrity) of the bulkheads between the wheelhouse and a toilet inside the wheelhouse, the Sub-Committee endorsed the view corresponding SOLAS regulation II-2/9.2.2.3.2.2.(9)\* that no fire rating is required for bulkheads between the wheelhouse and a toilet that is installed completely within the wheelhouse.

\* SOLAS II-2/9.2.2.3.2.2.(9) : Private sanitary facilities shall be considered a portion of the space in which they are located

### [FSS Code - Sizing of pumps and pressure tank for automatic sprinkler systems]

o The Sub-Committee decided to apply the nominal method for dimensioning\* when calculating the sizing of the pumps and pressure tank for automatic sprinkler systems.

\* the nominal method for dimensioning : calculating the sizing of the pumps and pressure tank for automatic sprinkler systems by applying the 5 l/m<sup>2</sup>/min application rate times the minimum area of 280 m<sup>2</sup> to result in a standard pump capacity of 1400 l/min (or 84 m<sup>3</sup>/hr) and pressure tank volume of 2800

### [Inert gas supply for double-hull spaces]

o The Sub-Committee agreed to the draft MSC circular on Unified interpretations defines the double-hull spaces\* required to be fitted with suitable connections for the supply of inert gas, as referred to in SOLAS regulation II-2/4.5.5.1.4, are the same spaces as those referred to in SOLAS regulation II-2/4.5.7.3.

\* All ballast tanks and void spaces of double-hull and double-bottom spaces adjacent to the cargo tanks, including the forepeak tank and any other tanks and spaces under the bulkhead deck adjacent to cargo tanks, except cargo pump-rooms and ballast pump room.





# Briefings of IMO Meeting

**SSE 3** (14 Mar. ~ 18 March 2016)

No. IMO-0005-2016

BRIEFING STATUS

*Flash*

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## **[Implementation of SOLAS regulations II-23.56 and II-20-1 as amended by resolution MSC.365]**

o The Sub-Committee agreed to the definition of vehicle carrier suggested by IACS for the implementation of SOLAS regulations II-2/20-1 on requirements for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo, and decided an MSC circular to be used as an interim measure before amendment to the definition in SOLAS regulation II-2/3.56.

\* vehicle carrier : pure car and truck carriers, and does not include other ro-ro cargo ships or con-ro ships when carrying empty cars and trucks as cargo."

## **[Suitable number of spare air cylinders to be provided in connection with drills]**

o With regard to the "suitable number of spare cylinders" in SOLAS regulation II-2/15.2.2.6, the Sub-Committee agreed to the unified interpretation on "suitable number".

\* suitable number : "A suitable number of spare cylinders" to be carried on board to replace those used for fire drills shall be at least one "set of cylinders" for each mandatory breathing apparatus (No additional cylinders are required for fire drills for breathing apparatus sets required by SOLAS regulation II-2/19, IMSBC Code, the IBC Code or IGC Code)

***(3) The Sub-Committee invited IACS, taking into account the comments made at this session, to prepare the draft unified interpretation for consideration at SSE 4.***

## **[Clarification on the fire integrity of bulkheads between the wheelhouse and navigation lockers]**

o With regard to the two different applications("B-0" fire rating, or no fire rating of fire integrity) of the bulkheads between the wheelhouse and navigation lockers, the Sub-Committee endorsed the view that that division separating the wheelhouse

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and a navigation locker that can only be accessed from the wheelhouse should have a "B-0" fire rating with a view to in consistent with notes (e) of tables 9.5 and note (c) of table 9.7 of SOLAS regulation II-2/9.

\* Bulkheads separating the wheelhouse, chartroom and radio room from each other may have a "B-0" rating

**[Clarification on the application of SOLAS regulation II-2/9 to the spaces in the cargo area of tankers]**

o The Sub-Committee discussed on seeking clarification on the application of tables 9.7 and 9.8 in SOLAS regulation II-2/9.2.4(Fire integrity) to the spaces in the cargo area of tankers.

o The Sub-Committee decided that SOLAS regulation II-2/9.2.4 should apply to all the individual spaces within the cargo area of tankers as there is no exception for the application of SOLAS II-2/9.2.4 to cargo area of Tankers.

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