

No. IMO-0004-18

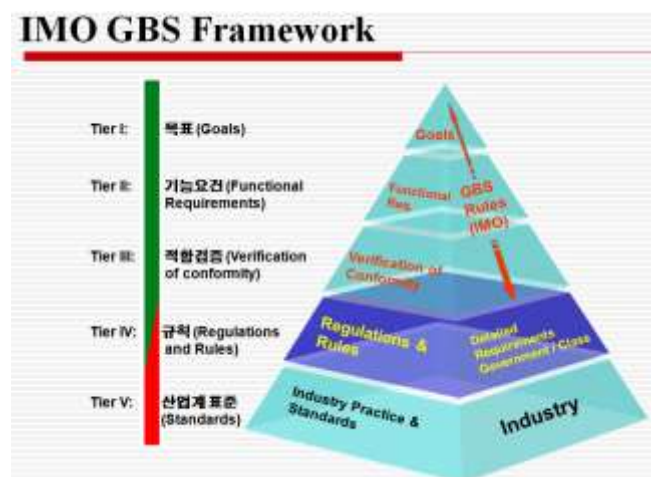
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## Subject: Newsflash of SSE 5

The Sub-Committee on Ship Systems and Equipment (SSE) held its fifth session at IMO HQ from 12 to 16 March 2018. In this regard, please be informed of the main issues and summary of SSE 5 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 The Sub-Committee decided development of functional requirements and expected performance for alternative design and arrangement as well as SOLAS chapter III. It will be discussed at the intersessional correspondence group.



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



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\* 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. DEVELOPMENT OF NEW REQUIREMENTS FOR VENTILATION OF SURVIVAL CRAFTS (Agenda 4)

- The Sub-Committee agreed that totally enclosed lifeboat shall be provided with means to achieve a ventilation rate of at least 5m<sup>3</sup>/h per person for the number of persons which the lifeboat is permitted to accommodate and for a period of not less than 24 hours.
- Furthermore, the Sub-Committee agreed on need to develop ventilation requirements for survival craft other than totally enclosed lifeboat.(i.e. Liferaft) It will be discussed at the intersessional correspondence group.
- Discussion regarding amendments of Res.MSC.81(70) is expected after ventilation requirements for all survival craft have been developed.

## 3. UNIFORM IMPLEMENTATION OF PARAGRAPH 6.1.1.3 OF THE LSA CODE (Agenda 5)

- With respect to acceptance of manual launching for rescue boat which is not one of the ship`s survival craft, draft amendments of LSA Code paragraph 6.1.1.3 developed by SSE 4 was identified for potential hazards in the process of boarding and discussion for resolving this issue was held in this session.
- The Sub-Committee decided addition of text to draft amendments of LSA Code 6.1.1.3 that means shall be provided for bringing the rescue boat against the ship`s



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side and holding it alongside so that persons can be safely embarked. The draft amendments will be considered at MSC 100 for approval.

6.1.1.3 A launching appliance shall not depend on any means other than gravity or stored mechanical power which is independent of the ship's power supplies to launch the survival craft or rescue boat it serves in the fully loaded and equipped condition and also in the light condition.

On cargo ships equipped with a rescue boat which is not one of the ship's survival craft, having a mass not more than 700 kg in fully equipped condition, with engine, but without the crew, the launching appliance of the boat does not need to be fitted with stored mechanical power. Manual hoisting from the stowed position and turning out to the embarkation position shall be possible by one person. The force on the crank handle shall not exceed 160 N at the maximum crank radius of 350 mm. **Means shall be provided for bringing the rescue boat against the ship's side holding it alongside so that persons can be safely embarked.**

o The amendments will enter into force 1 January 2024, condition that they are adopted at MSC 101, and apply to cargo ships only.

#### 4. CONSEQUENTIAL WORK RELATED TO THE NEW POLAR CODE (Agenda 6)

o The Sub-Committee agreed to discuss further development of the draft interim guidelines on life-saving appliances and arrangements for ships operating in polar waters through the intersessional correspondence group.



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### 5. 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 (Agenda 7)

- o The Sub-Committee developed provisional structure of draft interim guidelines by reviewing relevant IMO instruments and the intersessional correspondence group established in this session will complement the draft interim guidelines and identify relevant regulations that require amendments.
- o MSC.1/Circ.1430 "Guidelines for the design and approval of fixed water-based fire-fighting systems for Ro-Ro spaces and special category spaces" was revised in this session and will be considered at MSC 100 for approval.

### 6. AMENDMENTS TO THE FSS CODE FOR CO2 PIPELINES IN UNDER-DECK PASSAGEWAYS (Agenda 8)

- o The Sub-Committee decided that no further action could be taken in this respect and the agenda item was closed due to insufficient data and problem of welding connection on pipelines.

### 7. AMENDMENTS TO MSC.1/Circ.1315 "GUIDELINES FOR THE APPROVAL OF FIXED DRY CHEMICAL POWDER FIRE-EXTINGUISHING SYSTEMS FOR THE PROTECTION OF SHIPS CARRYING LIQUEFIED GASES IN BULK" (Agenda 9)



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o The Sub-Committee agreed that proportion of sodium bicarbonate could be allowed in powder mixes, not as main property, and the intersessional correspondence group will discuss details with a view to develop draft amendments to MSC.1/Circ.1315.

### **8. REQUIREMENTS FOR ONBOARD LIFTING APPLIANCES AND ANCHOR HANDLING WINCHES (Agenda 10)**

o Functional requirements of tier II and regulations of tier IV was re-established by identifying hazards and the intersessional correspondence group will continue the work with a view to develop the new SOLAS regulation and relevant guidelines.

### **9. REVISED SOLAS REGULATIONS II-1/13 "OPENINGS IN WATERTIGHT BULKHEADS BELOW THE BULKHEAD DECK IN PASSENGER SHIPS" AND II-1/13-1 "OPENINGS IN WATERTIGHT BULKHEADS AND INTERNAL DECKS IN CARGO SHIPS" AND OTHER RELATED REGULATIONS FOR NEW SHIPS (Agenda 11)**

o Visible warning signs for anti-crushing measures of watertight doors proposed in this session was not supported with concerns raised that there is no alternative to unintentional pressing incidents and if the substantive proposal is not submitted at SSE 6, this agenda item will be closed.

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



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*The Sub-Committee agreed to the draft below MSC circular on Unified interpretations, for submission to MSC 100 with a view to approval.*

### [Unified interpretation on lifeboat equipment]

o The Sub-Committee agreed that paragraph 4.4.8.1 of LSA Code for a lifeboat equipped with two independent propulsion systems is not applied.

4.4.8.1 : Except for free-fall lifeboats, sufficient buoyant oars to make headway in calm seas. Thole pins, crutches or equivalent arrangements shall be provided for each oar provided. Thole pins or crutches shall be attached to the boat by lanyards or chains.

### [Interpretation of the term "forward of" in paragraph 2.2.3.2.1, 2.2.3.2.6 and 2.2.4.2.1 of chapter 15 of the FSS Code]

o The Sub-Committee agreed that the word "Upstream" in paragraph 15.2.2.4.1 of MSC.1/Circ.1582 "Unified interpretations of chapter 15 of the FSS Code" is amended to the word "Downstream" and the word "Forward of" in chapter 15 of FSS Code is amended to the word "Downstream"

2.2.3.2.1 : The inert gas main may be divided into two or more branches ~~forward of~~ **downstream** the non-return devices required by paragraph 2.2.3.1.

2.2.3.2.6 : Arrangements shall be provided to enable the inert gas main to be connected to an external supply of inert gas. The arrangements shall consist of a 250mm nominal pipe size bolted flange, isolated from the inert gas main by a valve and located ~~forward of~~ **downstream** the non-return valve. The design of the flange



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should conform to the appropriate class in the standards adopted for the design of other external connections in the ship's cargo piping system.

2.2.4.2.1 : The pressure of the inert gas mains ~~forward of~~ **downstream** the non-return device.

### 11. DEVELOPMENT OF GUIDELINES FOR COLD IRONING OF SHIPS AND OF AMENDMENTS TO SOLAS CHAPTER II-1 AND II-2, IF NECESSARY (Agenda 13)

o The Sub-Committee decided that draft guidelines on safe operation of OPS(Onshore Power Supply) service in port will further complement according to international standards and amendments to SOLAS Chapters II-1 and II-2 will consider by the intersessional correspondence group, if deemed necessary. <End>

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