

No. IMO-0006-19

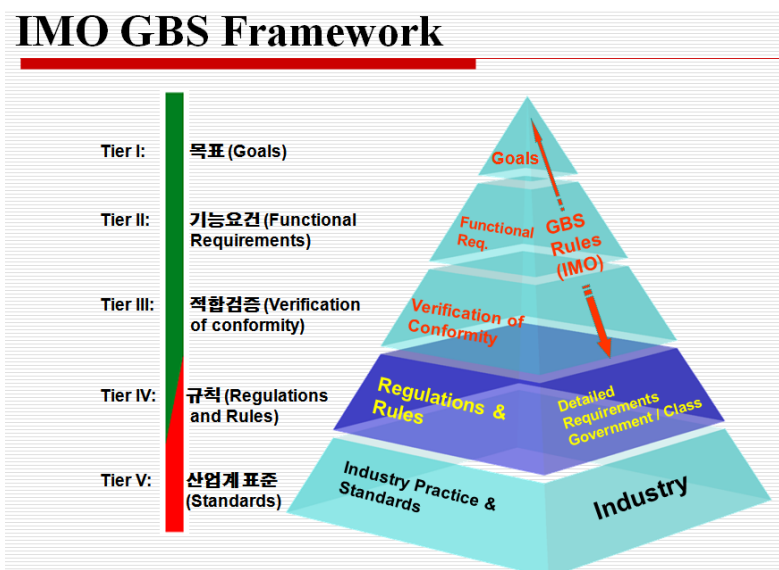
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Subject: Newsflash of SSE 6

The Sub-Committee on Ship Systems and Equipment (SSE) held its sixth session at IMO HQ from 4 to 8 March 2019. In this regard, please be informed of the main issues and summary of SSE 6 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)

- The Sub-Committee finalized goals, functional requirements and expected performance criteria for SOLAS Chapter III which will be reflected to appendix 5 of MSC.1/Circ.1212 alternative design and arrangements for SOLAS Chapters II-1 and III. This will be submitted to MSC 101 for approval.





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

- o The Sub-Committee agreed that totally enclosed lifeboat shall be provided with means to achieve a ventilation rate of at least 5m³/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.
- o Furthermore, the Sub-Committee agreed that the ventilation requirements for survival craft other than totally enclosed lifeboat.(i.e. partially enclosed lifeboat) and Res.MSC.81(70) will be discussed at the intersessional correspondence group.

3. CONSEQUENTIAL WORK RELATED TO THE NEW POLAR CODE (Agenda 5)

- o The Sub-Committee developed the draft interim guideline on life-saving appliance and arrangements for ships operating in polar waters.
- o Furthermore, the Sub-Committee agreed that the guideline on how to determine the "maximum expected time of rescue" and the new guidelines for testing and evaluation of life-saving appliances and arrangements for ships operating in polar water will be discussed at the intersessional correspondence group.

4. 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 6)



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- 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 was agreed in this session and will be considered at MSC 101 for approval.
- Amendments to the SOLAS and associated codes will be reviewed on SSE 7.

5. 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 7)

- Draft revised MSC.1/Circ.1315 was developed regarding dry chemical powder medium and fire test. Intersessional correspondence group will discuss detail for further development.

6. REQUIREMENTS FOR ONBOARD LIFTING APPLIANCES AND ANCHOR HANDLING WINCHES (Agenda 9)

- The Sub-Committee finalized development of regulation for onboard lifting appliances and anchor handling winches to SOLAS Chapter II-1.
- With regard to Safe working load, the Sub-Committee agreed to include draft regulation II-1/3-13.1.3 which provided flexibility to an Administration to apply draft SOLAS regulations II-1/3-13.2.1(Design and construction) and II-1/3-13.2.4(Test and thorough examination) to lifting appliances with a Safe working load of less than 1,000 kg.
- Work will continue in a correspondence group to develop the supporting guidelines and this will be sent to MSC for approval in conjunction with SOLAS Chapter II-1, once finalized.



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

- o The Sub-Committee reviewed documents submitted to this session and decided to develop guidelines that considered operational requirements rather than technical requirements. Work will be continued in a correspondence group which will report to SSE 7.

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

- o Revision of IACS UI SC242 relating to SOLAS Reg.II-1/28, II-1/29, II-1/30
 - The Sub-committee agreed to the draft amendments to the IACS UI SC242 regarding redundancy of steering system for submission to MSC 101 with a view to approval.
- o Unified interpretation on two-way portable radiotelephone apparatus for fire-fighter's communication ; SOLAS II-2/10.10.4
 - Working group agreed with unified interpretation on SOLAS II-2/10.10.4 suggested by IACS as it is and prepared the associated draft MSC Circular, and the committee agreed this result.
- o Clarification on application of launching for free-fall lifeboats with the ship making headway at speed up to 5 knots in calm water
 - The Sub-Committee agreed that this launching test at speed up to 5 knots should be only applied to davit launched lifeboats and justification for a new output to amend SOLAS, LSA Code, Res.MSC.81(70) that will be considered at



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MSC 101 as the Sub-Committee decided that unified interpretation was not appropriate.

- Unified interpretation on lifebuoy arrangements for means of embarkation/disembarkation; SOLAS III/22.1.1 & 32.1.1
 - When considering the minimum number and distribution of lifebuoys as required by regulations 22.1.1 or 32.1.1, as applicable, a lifebuoy, fitted with both a light and a lifeline as per MSC.1/Circular.1331 for compliance with SOLAS regulation II-1/3-9.2, should not be taken into account.
- Unified interpretation on the design temperature for piping, fittings and related components of water spray system for LNG Carrier; IGC Code 11.3.6
 - Considering that the piping, fittings and related components of a water-spray system deck areas above F.O tanks should be designed to withstand 925°C, Sub-Committee agreed to the draft unified interpretation in the application of the design temperature for piping, fittings and related components and the associated draft MSC circular for submission to MSC 101 for approval.
- Unified interpretation on fire Integrity of the divisions between engine room and spaces in which urea or sodium hydroxide solution tanks are installed; SOLAS II/9.2
 - In cases where urea or sodium hydroxide solution tanks for SCR, EGR or EGC systems are installed in a space separated from the engine room, the solution tank space should be considered as "tanks, voids and auxiliary machinery spaces having little or no fire risk" for ships carrying more than 36 passengers, or "other machinery spaces" for ships carrying not more than 36 passengers and cargo ships.
- Unified interpretation regarding the onboard discharge test of a dry chemical powder fire-extinguishing system (paragraph 11.4.8 of the IGC Code)



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- The Sub-committee agreed to the UI requiring that testing arrangements should involve the discharge using dry chemical powder from all monitors and hand hose lines on board for submission to MSC 101 with a view to approval.
- o Unified interpretation on the footnote to SOLAS regulation II-2/9.7.5; SOLAS II/9.7.5
 - The reference to ISO 15371:2009 in the footnote to both regulations 9.7.5.1.1.3 and 9.7.5.2.4 is given as an example of a suitable performance standard for pre-engineered galley duct fixed fire-extinguishing systems. CO2 fire-extinguishing systems, which are not pre-engineered fixed fire-extinguishing systems, should be designed according to the requirements set out in regulation 10.6.3.1.1(spaces

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

- o Due to the concerns in relation to the applicability of the exemptions when a lifeboat or rescue boat is fully waterborne, the Sub-Committee agrees to discuss the agenda again at SSE 7.

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

- o The Sub-Committee agreed that the proposed draft amendments would need to be translated into all working language in order to complete this work SSE 7.



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11. Any other business (Agenda 17)

- o Modification of the draft amendment to paragraph 6.1.1.3 of the LSA Code
 - The Sub-Committee revisited amendment of paragraph 6.1.1.3 of LSA Code which was approved at MSC 100 to clarify "Means shall be provided for bringing the rescue boat against the ship's side" and "Inclusion of application statement into the text of LSA Code.
 - The Sub-Committee agreed that application should be in the cover resolution rather than the text of LSA Code and that the addition of the text "Having sufficient strength such as bousing line" was clarified sufficiently. This will be submitted to MSC 101 for adoption and it will be applied to cargo ship only from 1 January 2024.

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