



Briefings of IMO Meeting

SSE 8 (28 February - 4 March 2022)

BRIEFING STATUS

Flash

No. IMO-0004-2022

(For sub-committee only 1 step as Flash)

Subject: Newsflash of SSE 8

The Sub-Committee on Ship Systems and Equipment (hereinafter 'SSE') held its 8th session from 28 February to 4 March 2022. Please be informed of the main issues and summary of SSE 8 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(for Agenda 19, MEPC).

1. Development of new requirements for ventilation of survival crafts (Agenda 3)

- For the partially enclosed lifeboats and liferafts, it is to be provided with means to achieve a ventilation rate of at least 5m³/h/person or means of ventilation to prevent a long-term CO₂ concentration of more than 5,000 ppm for the number of persons which the lifeboat is permitted
- Agreed to the draft amendments to the LSA Code and Res.MSC.81(70) is to enter into force on 1 January 2026 and the draft new ventilation requirements is to be applied to survival crafts installed on or after 1 January 2029.
- Regarding the test requirements for ventilation of liferafts, it may be further discussed at the SSE 9, if necessary.

2. Review of SOLAS Ch.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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- Discussed SOLAS and FSS Code amendment for new and existing Ro-Ro passenger ships.
- (existing Ro-Ro passenger ships, required not later than the first survey after 1 January 2028) 'Smoke and heat detection system' and CCTV are to be provided.
- (new Ro-Ro passenger ships, for the ships constructed on or after 1 January 2026) In addition to the requirements for existing Ro-Ro passenger ships, side openings for ro-ro spaces are to be arranged, so that a fire in that space does not endanger safe embarkation. Fixed fire detection system and water monitor fire-extinguishing system are to be provided for the weather decks intended for the carriage of vehicles, and some other requirements are added.
- For the some items that require more in-depth technical discussion, they will be discussed at the correspondence group.

3. 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)

- Requirement '3.6 Sodium bicarbonate should not be used as main component in fire extinguishing dry powder on ships carrying liquefied gases in bulk' discussed in the amendment violates the Performance Based Principle and therefore agrees to delete the requirement.
- Agreed to the above requirement and revised type approval test requirement, and the revised guideline will be implemented on or after 1 July 2023. It will be submitted to MSC 106 for approval.



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4. Requirements for onboard lifting appliances and anchor handling winches (Agenda 9)

- The draft guidelines for design, inspection, maintenance and operation of lifting appliances and anchor handling winches have been developed. The regulation related to the postponement period of lifting appliances inspection and the regulation related to the load test cycle of anchor handling winches are finally reflected in the draft guidelines
- The draft guidelines will be submitted to MSC 107 for approval.

5. Amendments to SOLAS and FSS Code concerning fires of containerships (Agenda 10)

- MSC will open a Formal Safety Assessment(FSA) in the future to fully review the requirements for container ship fire safety.

6. Amendments to SOLAS II-2 and MSC.1/Circ.1456 addressing fire protection of control station on cargo ship (Agenda 11)

- Agreed, in general, to require fire detection for control stations such as wheel house, fire control station and em'cy generator spaces but did not agree to the CO2 room which has little or no fire risk.
- For further consideration of application of service space, it will be discussed at the correspondence group.



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7. Amendments to SOLAS and HSC Code on the prohibition of PFOS(Perfluorooctane sulfonic acid) (Agenda 12)

- Agreed to the amendments to SOLAS and HSC Code on the prohibition of foam fire extinguishing media containing PFOS on the new ships(built on or after 1 January 2026) and existing ships(required not later than the first survey after 1 January 2026)
- The amendments will be submitted to MSC 106 for approval.

8. Clarification on the application of the fire protection provisions for incinerators and waste stowage spaces on Res.MEPC.244(66) (Agenda 19)

- Agreed to delete Annex 2 to Res.MEPC.244(66), so that the requirements in SOLAS are implemented to alleviate possible inconsistencies or misunderstandings in the application of the fire safety provision to incinerator and waste stowage spaces, and the amendments will be submitted for adoption by MEPC 79.

9. Unified interpretation of provisions of IMO safety, security and environment related conventions (Agenda 15)

- Agreed the unified interpretation below for SOLAS Reg.II-2/9.7.3.1.2 and 9.7.3.2, and it will be submitted to MSC 106 for approval.
 - (SOLAS Reg.II-2/9.7.3.1.2) The fire insulation should be provided only to the part of the duct and/or sleeve that is on the same side of the division being



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fire insulated, and be extended for a minimum of 450 mm along the duct and/or sleeve.

- (SOLAS Reg.II-2/9.7.3.2) When a duct passing through a division is to be in accordance with SOLAS Reg.II-2/9.3.2 and 9.7.3.2, no clearance should be allowed between the duct and the division.

10. Any other business (Agenda 18)

- o Agreed to the draft amendments to the forms of the record of immersion suits for certificates in the SOLAS, HSC Code and SPS Code as a minor correction, and will be submitted to MSC 106 for approval.

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