

SSE BRIEF/REPORT 4 – 8 MAR 2019

The sixth session of the Sub-Committee held at IMO Headquarters, 4 Albert Embankment, London, SE1 7SR, from Monday, 4 March to Friday, 8 March 2019

The Secretary general opened the session with the following key points:

1. World Maritime Day - Empowering Women in the Marine Environment and gender parity is something still being ignored.
2. Importance of the Draft functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III
3. Continue to look into improving the ventilation in Survival Craft
4. Finalise the Draft interim Guidelines for lifesaving equipment on ships operating in Polar Waters
5. Find ways to minimise fires and improving fire safety on RoRo Passenger Ferries.
6. The full presentation can be found at: <http://tinyurl.com/y5nmmkqr>

1. Adoption of the Agenda

- a. Working Group 1 on Life-Saving Appliances (LSA) (Agenda Items 3, 4, 5, 12, 13, 14 and 17); **David Appleton (Nautilus Int) representing IFSMA on WG 1**
- b. Working Group 2 on Onboard Lifting Appliances and Winches (OLAW) (Agenda Item 9); and
- c. Working Group 3 on Fire Protection (FP) (Agenda Items 6, 7, 12 and 13).

2. Agenda item 2 – Decisions of other IMO bodies

- a. SSE 6/2 – Secretariat – Outcomes of MSC 99
- b. SSE 6/2/1 – Secretariat – III 5 and MSC 100
 - i. The Sub-Committee will be informed of relevant decisions and actions taken by other bodies of the Organization and will be invited to take action, as appropriate, under the relevant agenda items.
 - ii. **Nothing significant for IFSMA**

3. Agenda item 3 – Safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (WG1)

- a. SSE 6/3 – United States – Report of the Correspondence Group
- b. The Report asks the Sub-committee to
 - i. agree, in principle, to the draft functional requirements and expected performance criteria for SOLAS chapter III, noting that some text remained in square brackets, and decide, as appropriate (paragraphs 4 to 11 and annex 1); **See FR 8 which could be contentious on survivability**
 - ii. agree, in principle, to the draft MSC circular and the amendment to paragraph 6.3.3 of the annex to MSC.1/Circ.1212 (paragraph 12 and annex 1); **Para 4.5 provides 2 Options on habitable Atmosphere which could be contentious**

– see iii below

- iii. consider the Group's two separate views on new ventilation requirements, particularly with regard to applying the 5,000 ppm CO₂ concentration threshold and 5m³/hr/person ventilation criteria, and agree on a way forward on the drafting of the ventilation requirements in the LSA Code (paragraphs 15 to 18);
- iv. note the discussion on draft amendments to the LSA Code, the proposed amendment to paragraph 4.1.1.5 and options and alternative text proposed for paragraph 4.5.2 of the LSA Code, and decide, as appropriate (paragraphs 19 to 20 and annex 2); and **as above**
- v. consider the Group's discussion and progress made regarding the proposed amendments to resolution MSC.81(70) and decide, as appropriate (paragraphs 21 to 24 and annex 3);
Disagreements on Ventilation again
- c. SSE 6/3/2 – IACS – Comments on the report of the Correspondence Group on Life-Saving Appliances – **Useful for whoever is attending the WG1 but nothing contentious.**
 - i.
- d. SSE 6/3/1 – RINA – Comments on the report of the Correspondence Group on Life-Saving Appliances – **Nothing of interest for IFSMA**

4. **Agenda Item 4** – Develop new requirements for ventilation of Survival Craft (WG1)

- a. MSC 100/20, paragraphs 9.31 to 9.35 - Relevant Paras are:
 - i. Para 9.32 - In this regard, the Committee considered document MSC 100/9/10 (ICS et al.), commenting on paragraph 4.10 of the report of SSE 5 (SSE 5/17) with regard to the draft amendments to the LSA Code on the ventilation of totally enclosed lifeboats and expressing concerns regarding the practicalities and feasibility of the proposed ventilation requirements for lifeboats and that the desired ventilation rate might not be achievable and suggesting that no formal safety assessment had been undertaken in order to arrive at the correct values, and how they should be managed and
 - ii. Para 9.35 - Taking into account the above views, and noting that the majority of those that spoke on the matter felt that this issue had already been adequately addressed by SSE 4 and SSE 5, the Committee decided not to take any action in relation to the proposal contained in document MSC 100/9/10.
 - iii.
- b. SSE 6/4 – China – Proposal on the ventilation rate criteria in the LSA Code and resolution MSC.81(70)
- c. SSE 6/Inf.3 – China – Results of a research on lifeboat ventilation systems

- d. SSE 6/4/2 – CLIA – Comments on document SSE 6/4/1 proposing to amend paragraph 4.4.8 of the LSA Code to include CO2 monitors as part of the equipment for all types of lifeboats
- e. SSE 6/4/1 – Canada – Additional measures to supplement the draft amendments to the LSA Code on ventilation requirements of survival craft
- f. SSE 6/Inf.4 – Canada - Information and a technical report on ventilation requirements for survival craft
- g. All of the above Papers have valid points and should be read in detail before attending the WG. What Canada and China are proposing will reopen the debate and should be supported in order that a workable and achievable safe solution is agreed upon.
- h. USA concerned about the air quality has move beyond the general and into specific area locations and this is not the remit. There is no clear strategy about what is trying to be achieved on air quality nor how to overcome the issues. **No compelling data put forward for partially enclosed life rafts, only fully enclosed.** Welcomed the ILG Paper we put forward to MSC. Needs to a more robust conversation and suspend discussion on anything other than totally enclosed life boats/rafts until this issue has been resolved. CLIA, Dominica etal fully supported this statement.
- i. China does not support Canada’s idea of having a CO2 alarm as it would frighten the occupants, but it doesn’t have to be audible, **but why not passive for the Cox’n alone at his panel.** Iran believes these will have maintenance issues!
- j. There was a majority belief that all these Papers should be forwarded to the WG for further consideration as each have merits and limitations. Particularly supported the statement made by the USA. There was also a majority wishing to stick with the SSE 5 decision to have air exchange rate of 5Cubic Mtrs PPPh. However, Russia supported the Chinese recommendation to increase this for totally enclosed life boats/rafts. RINA put forward the issue of CO which IFSMA argued about quite strongly at SSE 5 and will be worth pushing again in the WG discussions.
- k. The Chair summed that in view of the general discussion above asked whether the Sub-Committee should restrict the WG discussion to that of totally enclosed life boats/rafts only, however this was not supported. Nevertheless it does not stop the WG from prioritising their work to do totally enclosed survival craft first.
- l. David Appleton’s report from the Working Group is:
 - i. Key points of interest from the conclusion of Working group 1.
 - ii. There was quite a long discussion on the polar code requirements which got quite surreal in some places (does the code of safe working practices requirement that a person should not lift more than 25kg apply if you have abandoned ship onto an ice sheet?). The ventilation aspects of the polar code requirements were put off until discussion had completed on agenda 4.

- iii. After an hour long discussion on Agenda 4 mainly focussed on the 5000 ppm vs the 5m3 per hour. I spoke in favour of the Canada proposal for monitoring equipment and also the 5000ppm as, this would require monitoring equipment but 5m3 per hour would not. Just as it seemed a consensus was being reached, especially on the monitoring equipment, the chair announced that we were out of time and he would return to remaining matters – agenda 4 discussion to be continued In the correspondence group.
 - iv. Full details of the WG can be found in their Report at SSE 6/WP.3.
 - m. David Appleton will participate in the Correspondence Group to take forward the issues in Agenda Item 4 above.
5. **Agenda Item 5** – Consequential work related to the new Code for ships operating in polar waters (WG 1)
 - a. MSC 100/20, paragraph 9.7
 - i. The Committee, having acknowledged that SSE 5 could not finalize the draft interim guidelines on life-saving appliances and arrangements for ships operating in polar waters, and the consideration of suitable regulatory options to address future new test and performance criteria, noted the progress made with regard to the consequential work related to the Polar Code.
 - b. SSE 6/5 – Norway – Report of the Correspondence Group
 - c. SSE 6/5/1 – IACS – Comments on the report of the Correspondence Group on Life-Saving Appliances
 - d. SSE 6/Inf.2 – Norway – Report from SARex 3
 - e. The Above Papers are all worthy of reading for the interested if only to show the difficulty this subject is posing. There is no direct impact on IFSMA even though the Papers and Guidelines at the Annex to SSE 6/5 will be sent to the WG for further discussion and finalization.
6. **Agenda Item 6** – 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 (WG 2) – This will be a very technical WG and no need for IFSMA to attend.
 - a. SSE 6/6 – Japan - Report of the Correspondence Group – A very technical report and no impact on IFSMA
 - b. The Sub-Committee was invited to approve the report in general and, in particular:
 - i. note the progress made by the Group (paragraphs 4 to 124);noted
 - ii. further develop the draft guidelines (paragraphs 4 to 94 and annexes 1 and 2);
 - iii. further develop draft amendments to the 1974 SOLAS Convention and associated codes (paragraphs 95 to 120 and annex 3);
 - iv. further identify other related instruments which need to be

consequentially amended (paragraphs 121 to 124 and annex 4);
and

- v. establish a working group at SSE 6 (paragraph 125).
- c. SSE 6/6/3 – China – Comments on the report of the Correspondence Group on Fire Protection – **If approved, this will generate changes to procedures onboard but nothing immediate for Shipmasters. ICS rightly stated that any recommendation to introduce Cameras etc on Vehicle decks should be done through a change to SOLAS and not as part of the proposed Guidelines. This Paper was sent to WG2 for discussion and consideration for inclusion into the Guidelines and amends to SOLAS.**
- d. SSE 6/6/5 – IACS – Comments on the report of the Correspondence Group on Fire Protection – **Nothing significant for IFSMA. This Paper to be forwarded to the WG for consideration.**
- e. SSE 6/6/1 – Austria, Belgium, Bulgaria, Croatia, Cyprus, the Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, United Kingdom and European Commission - Review of relevant recent accident investigation reports from the EU – **This is a very useful Paper and should be drawn to the attention of IFSMA Members . This Paper will be sent to the WG for consideration.**
- f. SSE 6/6/2 – Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, United Kingdom and the European Commission - Main topics and structure of the FIRESAFE II study – **This is a long term issue that will have an effect on Ships Equipment as well as Shipborne Procedures. Primarily for Ship owners and Administrations etc the Summary of FIRESAFETY II Project at Annex to the Paper might be of interest to Shipmasters in the future when the Project is complete, although SSE will not complete their review until 2021. This Paper will be sent to the Firesafe(FSA) Expert Group for consideration and send a report of their findings to MSC and SSE 7.**
- g. SSE 6/6/4 – China – Amendments to MSC.1/Circ.1432 – **This Paper to be sent to the WG for further consideration although it received little support – The WG suggest to the Sub-Committee on how best to proceed on this issue if time permits. Nothing significant for IFSMA**

7. **Agenda Item 7** – Amendments to MSC.1/Circ.1315 (WG 2)

- a. The Sub-Committee was invited to consider the report of the Correspondence Group on Fire Protection, concerning acceptance criteria for dry chemical powders (SSE 6/7), established at SSE 5 (SSE 5/17, paragraph 9.11), together with the other documents submitted below.
- b. SSE 6/7 – Japan – Report of the Correspondence Group
- c. SSE 6/7/1 – Japan – Comments on document SSE 6/7 – **This paper was not supported.**

- d. SSE 6/7/2 – IACS - Comments on the report of the Correspondence Group on Fire Protection
 - e. **Nothing Significant for IFSMA in the above papers which are technical in nature. These papers apart from SSE 6/7/1 are to be forwarded to the WG for further consideration and discussion.**
8. **Agenda Item 8** – Amendments to chapter 9 of the FSS Code for fault isolation requirements for cargo ships and passenger ship cabin balconies fitted with individually identifiable fire detector systems
- a. At MSC 98, following the consideration of document MSC 98/20/4 (MSC 98/23, paragraphs 20.34 and 20.35) proposing to develop fault isolation requirements for individually identifiable fire detector systems installed in lieu of section identifiable fire detector systems on cargo ships and passenger ship cabin balconies, this output was included in the 2018-2019 biennial agenda of the Sub-Committee and the provisional agenda for SSE 6, with a target completion year of 2020.
 - b. **No Papers were submitted other than MSC 98/20/4 (IACS) above. Paras 2-5 of the Paper have been discussed before at the Sub-Committee but agreement could not be reached. Annex 2 to the Paper was included to facilitate discussion at the WG– proposed changes to Ch 9 of the FSS Code. This issue could not be addressed at the WG because of lack of time and therefore would be considered at the next session.**
9. **Agenda Item 9** – Requirements for onboard lifting appliances and anchor handling winches **(WG3)**
- a. SSE 6/9/– Japan – Report of the Correspondence Group on Onboard Lifting Appliances and Anchor Handling Winches
 - b. SSE 6/9/1 – Japan and ICS – Consideration of the placeholder for the draft new SOLAS regulations (part 1)
 - c. SSE 6/9/2 – Japan and ICS – Consideration of the placeholder for the draft new SOLAS regulations (Part 2)
 - d. SSE 6/9/3 – Canada – Comments on the report of the Correspondence Group on Onboard Lifting Appliances and Anchor Handling Winches
 - e. SSE 6/9/4 – Germany – Application of regulations for lifting appliances
 - f. SSE 6/9/5 – Germany – Development of regulations for lifting appliances (definitions)
 - g. **Nothing Significant of interest for IFSMA in any of the above Papers which were forwarded to the WG for further consideration.**
10. **Agenda Item 10** – Revised SOLAS Regulations II-1/13 and II-1/13-1 and other related Regulations for New Ships
- a. **No Papers submitted on this Item - Nothing Significant for IFSMA**
11. **Agenda Item 11** – Development of guidelines for cold ironing of ships and of amendments to SOLAS chapters ii-1 and ii-2**(DG)**
- a. SSE 6/11 – China - Report of the Correspondence Group
 - b. SSE 6/11/1 – Japan – Comments on document SSE 6/11
 - c. SSE 6/Inf.5 - IEC – Report on IEC’s standardization work on utility

connections in port for cold ironing of ships

- d. It was agreed to reestablish the Correspondence Group and that the Drafting Group should recommend Draft Terms of Reference for the CG to work on Operational Guidelines for Cold Ironing of Ships for the Sub-Committee. Nothing significant of interest for IFSMA in any of the above Papers.

12. Agenda Item 12 – Unified Interpretation of Provisions of IMO Safety, Security, and Environment Related Conventions (WG 2)

- a. SSE 6/12/1 – IACS - Requirements for two-way portable radiotelephone apparatus for fire-fighter's communication (SOLAS regulation II-2/10.10.4) (WG 2)
- b. SSE 6/12/5 – IACS – Fire detection and alarms for boilers in unattended machinery spaces(WG 2)
- c. SSE 6/12/8 – IACS – Draft unified interpretation of the footnote to SOLAS regulation II-2/9.7.5, as amended by resolution MSC.365(93) (WG 2)
- d. SSE 6/12/12 – IACS – Unified Interpretations on provisions relating to inert gas systems on tankers (paragraphs 15.2.2.3.2.3.3 and 15.2.4.1.4 of the FSS Code)(WG2)
 - i. The Unified Interpretation of the above 4 papers were not accepted by all the Sub-Committee. They were submitted to the WG for further consideration if time permits and report their recommendations to the Sub-Committee. If not, those Members states who objected would be contacted by IACS for specific information to amend the UI for the next session of the Sub-Committee.
- e. SSE 6/12/4 – IACS – Application of the design temperature for piping, fittings and related components (paragraph 11.3.6 of the IGC Code) - agreed
- f. SSE 6/12/6 – IACS – Fire integrity of the bulkheads between engine rooms and spaces, in which urea or sodium hydroxide solution tanks are installed - agreed
- g. SSE 6/12/7 – IACS and SIGTTO – Draft unified interpretation regarding the onboard discharge test of a dry chemical powder fire-extinguishing system (paragraph 11.4.8 of the IGC Code)n- agreed
- h. SSE 6/12/10 – IACS – Carriage of dangerous goods – Required air changes (SOLAS regulations II-2/19.3.4.1 and II-2/19.3.5.4) – not agreed at this stage and to note the comments made by Australia, Norway and Germany and resubmit if considered necessary.
- i. SE 6/12/11 – IACS – Unified Interpretation on provisions relating to emergency conditions due to drilling operations (paragraphs 6.5.1 and 6.5.5 of the MODU Code) – Not agreed. IACS to note the comments made by Norway and Vanuatu.
- j. SSE 6/12/2 – IACS – Clarification on the application of the requirement to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water – Interested Delegations take note of the comments and form a Drafting Group to propose a new output by the Sub-Committee to MSC.

- k. SSE 6/12 – IACS – Draft revision of IACS Unified Interpretation SC242 relating to SOLAS regulations II-1/28, II-1/29 and II-1/30
 - l. SSE 6/12/3 – IACS – Unified interpretation on lifebuoy arrangements for means of embarkation/disembarkation (SOLAS regulation II-1/3-9 and MSC.1/Circ.1331; and SOLAS regulation III/7.1)
 - m. SSE 6/12/9 – IACS – Clarification of SOLAS regulation II-2/13.4.2 relating to the means of escape from the steering gear space on cargo ships
 - n. SSE 6/12/13 – IACS – Unified Interpretation on provisions relating to emergency source of electrical power on Gas Carriers and Chemical Tankers (SOLAS regulation II-1/43.6)
 - o. SSE 6/12/14 – China – Proposals for clarification on the direct access to the open deck requirement for the means of escape from steering gear space containing emergency steering position
 - p. **Nothing Significant for IFSMA in any of the above Papers**
13. **Agenda Item 13** – Amendments to paragraph 4.4.7.6.17 of the LSA Code concerning single fall and hook systems with on-load release capability **(WG 1)**
- a. SSE 5/13 – Marshall Islands, New Zealand, ICS, BIMCO, IFSMA, IMarEST, InterManager, IPTA, RINA, IBIA and IT- Proposal for amendments to paragraph 4.4.7.6.17 of the LSA Code
 - b. **This Paper was agreed and developed at the Industry Lifeboat Group ILG of which IFSMA is a member and took part in its development. Interested member states and co-sponsors to submit the Paper to the next session as the WG has too heavier workload. Generally, this Paper was supported but there may need to be some minor changes to wording.**
14. **Agenda Item 14** – Revision of the Standardized Life-Saving Appliance Evaluation and Test Report Forms (MSC/Circ.980 and addenda) **(WG 1)**
- a. SSE 6/14 – United States and ILAMA – Proposed amendments to the Standardized Life-Saving Appliance Evaluation and Test Report Forms – **document to be translated for SSE 7 with some updates by the US for SSE 7 to consider and those Papers commenting on the translated Paper. If SSE 7 is content it will go forward to MSC otherwise it will be taken forward to SSE 9.**
15. **Agenda Item 15** – Biennial status report and provisional agenda for SSE 7
- a. SSE 6/WP.2 – Sec – As above.
 - i. **Nothing Significant to report.**
16. **Agenda Item 16** – Election of the Chair and Vice Chair
- a. In accordance with the Rules of Procedure of the Maritime Safety Committee, the Sub-Committee unanimously elected Mr. U. Şentürk (Turkey) as Chair and Mr. S. Tolmachev (Russian Federation) as Vice-Chair, both for 2020.
17. **Agenda Item 17** - Any Other Business
- a. SSE 6/17/1 – IACS – Discrepancy between chapter VI of the LSA Code

and the testing provisions in resolution MSC.81(70)

- b. SSE 6/17/2 – Sec – Draft amendments to SOLAS chapters III and IV related to the modernization of the Global Maritime Distress and Safety System (GMDSS)
- c. SSE 6/17/3 – United States – Proposal to amend the Guidelines for developing operation and maintenance manuals for lifeboat systems (MSC.1/Circ.1205)
- d. SSE 6/17/4 – Japan – Modification of the draft amendment to paragraph 6.1.1.3 of the LSA Code
- e. SSE 6/17/5 – China – Proposal on development of a definition for gas tightness in SOLAS regulation II-2/3 and gas tightness test standards
- f. SSE 6/17/6 – China – Proposal to review the requirements for handhold stanchion spacing of survival craft embarkation ladders in paragraph 6.1.6.1 of the LSA Code
- g. SSE 6/17/7 – CESA – Review of systems that are required to remain operational in a casualty and methods of energy distribution for those systems
- h. SSE 6/17/8 – China – Proposal for amending MSC.1/Circ.1331 to ensure the reliability of structure, fittings and attachments of the means of embarkation and disembarkation during usage
- i. **Nothing Significant to report for IFSMA in any of the above papers.**