

SSE 4 EXECUTIVE SUMMARY REPORT 20 – 24 MAR 2017

The following is the Executive Summary of the Full SSE 4 Report (SSE 4/WP.1) and includes a snap shot of only those issues that are deemed to be of direct interest to IFSMA Members.

The 4th Sub-Committee on Ships Equipment and Safety met on the 20th March 2017 under Chair: Dr. Susumu Ota (Japan) and Vice Chair: Mr. Ö. Umut Şentürk (Turkey) who were subsequently reelected.

1. The Secretary General welcomed all and the highlights of his speech were:

Within the work plan agreed at MSC 95 for the development of functional requirements for SOLAS chapter III, the Committee decided that SSE 4 would finalize the functional requirements for submission to MSC 98 for approval. In this context, it is relevant to note that MSC 98 is also waiting for the outcome of the Sub-Committee on the development of functional requirements of SOLAS chapter III in order to make a decision on the future direction of the Safety Level Approach (SLA).

Among the recommendations of the MOL Comfort casualty investigation report, the need for developing new requirements for ventilation of survival crafts was highlighted and consider possible methods for improving the microclimate inside survival craft and whether the provisions to be developed should be applicable to all craft and not only to totally enclosed lifeboats.

In supporting the implementation of the Polar Code, prepare a work plan which addresses any additional requirements related to life-saving appliances and arrangements on board ships operating in polar waters, and to consider the necessary performance criteria for life-saving appliances and arrangements.

Regarding the finalization of the requirements for Onboard Lifting Appliances and Winches, make clear decisions on issues such as the impact of this equipment on the ship's certification, the scope of application of the new provisions and the training and education of "competent persons".

On fire safety, MSC 97 approved a new output on "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" and, given the high number of areas to be considered in the analysis included in the original proposal, instructed SSE 4 to consider the scope and the work plan in order to advise MSC 98 accordingly. This output should significantly contribute to the reduction of catastrophic fire casualties on board ro-ro passenger ships.

Other important issues are:

- the finalization of the amendments to the 2009 MODU Code prepared in light of the investigations of the Deepwater Horizon incident in 2010;
- the finalization of the review of two sets of guidelines as a result of the adoption of the Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear (resolution MSC.402(96)); and
- the consideration of the application of Anti-Crushing Protection to watertight doors.

The Secretary General concluded with "let me remind you that the submission of nominations for the 2017 IMO Award for Exceptional Bravery at Sea is open until 14 April.

For those who are not familiar with this prestigious annual Award, it was established by the Organization to provide international recognition to individuals who, at the risk of losing their own life, perform acts of outstanding bravery while attempting to rescue persons in distress at sea or to prevent catastrophic pollution of the marine environment.

I hope you will agree that we should do our utmost to identify these remarkable people to give them the recognition they rightly deserve and I look forward to receiving your nominations." **Captain Paul Owen represents IFSMA as one of only a very small Panel that decides on the worthiest Candidates for the Awards.**

2. Working Groups were as follows:

- a. Working Group 1 on Life-Saving Appliances (LSA) (Agenda Items 3, 4, 5, 12, 14 and 15);
 - i. **IFSMA – David Appleton (Nautilus International) attended as member for (4) ILG and (3) SOLAS Amends.**
- b. Working Group 2 on Onboard Lifting Appliances and Winches (Agenda Item 8); and
- c. Working Group 3 on Fire Protection (Agenda Items 7, 12 and 13).

3. Agenda item 2 – Decisions of other IMO bodies. The Sub-Committee noted

- a. the decisions and comments made by MSC 96, C 116, MEPC 70 and MSC 97 as reported in documents SSE 4/2 and SSE 4/2/1 (Secretariat), and took them into account in its deliberations when dealing with the relevant agenda items.
- b. MSC 96, taking into account the availability of a new GISIS module on "Development of amendments", had instructed its subsidiary bodies and the Secretariat to keep the records updated in GISIS during the preparation of draft amendments to the 1974 SOLAS Convention and related mandatory instruments.

4. Working Group 1 on Life-Saving Appliances (LSA) (Agenda Items 3, 4, 5, 12, 14 and 15) submitted their report (SSE 4/WP.3) and the Sub-Committee approved the report in general and, in particular, to:

- 1) note the deliberation of the Group regarding the finalization of draft functional requirements and the expected performance to SOLAS chapter III (paragraphs 4 to 14);
- 2) invite MSC 98 to note the background information as contained in annexes 2 to 5 to document SSE 4/3 (paragraph 12);
- 3) endorse the draft functional requirements and the expected performance to SOLAS chapter III, for submission to MSC 98 for consideration, with a view to proceeding with the development of functional requirements and expected performance for SOLAS chapter III, aiming for a more quantifiable version (paragraphs 13 and 14, annex 1);
- 4) endorse the experience gained on the application of MSC.1/Circ.1394/Rev.1, for submission to MSC 98 for consideration (paragraph 15, annex 2);
- 5) endorse the draft Guidelines on safety during abandon ship drills using lifeboats and the associated draft MSC circular, for submission to MSC 98 for approval (paragraph 18, annex 3);
- 6) endorse the draft amendments to the Guidelines for developing operation and maintenance manuals for lifeboat systems (MSC.1/Circ.1205) and the associated draft MSC circular, for submission to MSC 98 for approval (paragraph 21, annex 4);
- 7) decide on the draft amendments to paragraph 6.1.1.3 of the LSA Code, in particular on the whether the above amendments should apply to cargo ships only, and take action as appropriate (paragraphs 24 and 25, annex 5);
- 8) endorse the draft Unified interpretation on single fall and hook systems used for

launching a lifeboat or rescue boat and the associated draft MSC circular, for submission to MSC 98 for approval (paragraph 28, annex 6); **The Sub-Committee decided that because some points highlighted by IACS had been omitted by the WG, this MSC Circular would not be submitted to the MSC but looked at again at SSE5.**

- 9) note the Group's deliberation on the development of new requirements for ventilation of survival crafts (paragraphs 29 to 34);
- 10) endorse the work plan to address additional requirements related to life-saving appliances and arrangements on board ships operating in polar waters (paragraph 35); and
- 11) consider the recommendation of the Group to establish the Correspondence Group on Life-Saving Appliances with the terms of reference prepared by the Group and take action, as appropriate (paragraph 36).

5. Working Group 2 on Onboard Lifting Appliances and Winches submitted their report to the Sub-Committee which approved the report in general and in particular, to:

- (1) note the progress made by the Group on the development of the draft SOLAS regulations for onboard lifting appliances and anchor handling winches (paragraphs 4 to 31 and annex);
- (2) endorse, in principle, the definitions for:
 - (a) onboard lifting appliance (paragraphs 5 to 8 and annex);
 - (b) anchor handling winch (paragraphs 9 and 10 and annex); and
 - (c) loose gear (paragraph 11 and annex);
- (3) endorse, in principle, the goal of draft SOLAS regulation II-1/3-13 (paragraphs 12 and 13 and annex);
- (4) note the discussion of the Group, in particular, regarding:
 - (a) the Safe Working Load (paragraphs 15 and 16);
 - (b) the functional requirements applicable to existing installations (paragraph 17);
 - (c) exclusions (paragraph 18 and 19);
 - (d) the provider of the manuals (paragraph 24);
 - (e) competent persons (paragraphs 25 to 27); and
 - (f) appropriateness of inclusion of an operational functional requirement in SOLAS chapter II-1 (paragraph 28);
- (5) note that, owing to time constraints, the Group was unable to further develop the draft Guidelines, but has included this matter in the proposed terms of reference of the Correspondence Group (paragraph 32); and
- (6) consider the Group's recommendation to re-establish the Correspondence Group on Onboard Lifting Appliances and Winches with the terms of reference set out in paragraph 33, and take action as appropriate.

6. Working Group 3 on Fire Protection (FP) (Agenda Items 7, 12 and 13) submitted their report and the Sub-Committee which approved the report in general and, in particular, to:

- 1) agree that there is no need to further proceed with amendments to the FSS Code for fire-extinguishing medium pipes in under-deck passageways at this stage (paragraph 6);
- 2) note that interested delegations may submit information regarding incidents, practical experience in using welded pipes on board large cargo ships and cost analysis of welded connections, for consideration at SSE 5 (paragraph 7);

- 3) note that the Group agreed to the interpretations provided in annexes 1 to 4 to document SSE 4/12/3/Rev.1, and take action as appropriate (paragraphs 8 and 9);
- 4) note that the Group, having confirmed the agreement with the first paragraph of the interpretation provided in the annex to document SSE 4/12/13, agreed that the second paragraph of this interpretation should not be accepted, and take action as appropriate (paragraphs 10 to 12);
- 5) note the IACS intention to reconsider the approaches identified in paragraph 3 of document SSE 4/12/1, with a view to submitting a proposal for consideration at SSE 5, and agree that no further action should be taken at this stage (paragraph 15);
- 6) endorse that no unified interpretation should be developed based on the understanding provided in paragraph 13.2 of document SSE 4/12/7 (paragraph 16);
- 7) note the Group's views on the existing practice explained in paragraph 13.2 of document SSE 4/12/7 (paragraph 17);
- 8) endorse two-step approach for the work on the review of SOLAS chapter II-2 and associated codes (paragraph 19);
- 9) endorse five main tasks to be addressed under the review of SOLAS chapter II-2 and associated codes (paragraph 24);
- 10) endorse the Group's view that the method of work should generally follow risk-based methodology, such as Formal Safety Assessment (FSA), or, where relevant, similar but simplified techniques, or by adoption of the existing best practice (paragraph 26);
- 11) endorse that the work on review of SOLAS chapter II-2 and associated codes could potentially lead to the development of amendments to SOLAS chapters II-2 and III, the FSS and 2010 FTP Codes, the STCW Convention and Code, and relevant guidelines (paragraph 26);
- 12) endorse the draft scope of the review of SOLAS and associated codes, for submission to MSC 98 with a view to approval (paragraph 27 and annex 1);
- 13) endorse the draft work plan on the review of SOLAS and associated codes, for submission to MSC 98 with a view to approval (paragraph 28 and annex 2); and
- 14) invite Members States and international organizations to submit proposals regarding the draft Interim Guidelines and draft amendments to SOLAS chapter II-2 and associated codes, for consideration at SSE 5 (annex 2).

7. Agenda Item 9 – Amendments to The Guidelines for Vessels with Dynamic Positioning (DP) Systems (MSC/Circ.645)

a. The report of the Correspondence Group (SSE 4/9 Norway), the Sub-Committee agreed to:

- i. endorse the recommendation that the application should be provided in the preamble of the draft guidelines, including the recommendation to apply the operational part of the guidelines to all vessels and units (paragraph 5);
- ii. endorse the recommendation to include the amendments related to the term "reliability" in the draft guidelines (paragraphs 9 and 10, and annex 2);
- iii. consider the options in square brackets in paragraph 5.1.1.3 of annex 1 concerning "Surveys, testing and Dynamic Positioning Verification Acceptance Document (DPVAD)" and take action as appropriate (annex 1);

- iv. endorse the draft guidelines (paragraphs 7 and 8, and annex 1); and
 - v. confirm the decision taken at SSE 3 that the guidelines should be issued as a new set of guidelines and not as amendments to MSC/Circ.645 (SSE 3/16, paragraph 9.4.4).
- b. The new Guidelines will be communicated to the IFSMA Membership after agreement by the MSC.
8. **Agenda Item 15** – SSE 4/15 reports on the main findings from SARex, an exercise that took place in Woodfjord, Spitzbergen with the aim to identify any gaps between the standard provided by SOLAS for life-saving appliances and the functional requirements defined in section 8.2.3 (Survival) of part I-A of the Polar Code.
- a. Working Group 1 on Life-Saving Appliances submitted their report and the Sub-Committee approved the report in general and, in particular, to:
 - 1) note the Group's deliberation on the development of new requirements for ventilation of survival crafts (paragraphs 29 to 34);
 - 2) endorse the work plan to address additional requirements related to life-saving appliances and arrangements on board ships operating in polar waters (paragraph 35); and
 - 3) consider the recommendation of the Group to establish the Correspondence Group on Life-Saving Appliances with the terms of reference prepared by the Group and take action, as appropriate (paragraph 36).