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**IMO MEETING REPORT**

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| DATE: 7th March 2025 | COMMITTEE: MSC |
| ATTENDEES: Andy Williams | SUB GROUP: SSE |

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| This was the 11th session of the Sub-Committee on Ship Systems and Equipment, held from the 24th to 28th February 2025. I attended remotely on 24th and 28th February.  ITEMS OF INTEREST TO THE LEISURE/SUPERYACHT INDUSTRY  **Comprehensive Review 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)) -** The Sub-Committee continued the work on this item which was begun at SSE 9. It may be recalled from the SSE 10 report that the Sub-Committee had identified the following issues for consideration when developing draft amendments to MSC.402(96):   * Definitions of various terms, in particular “make” and “type” * Authorisation of service providers, including equipment manufacturers * Manufacturer’s established certification programme * Clarification of the certification of personnel * Timing of annual servicing * Other issues   During this session, the definitions of “make” and “type” were further refined to include “model” and “series”. The Sub-Committee agreed in principle to the following definitions:   * Make - original manufacturer of the type, model and series of equipment, as referred to on the approval certificate and/or ID plate, as appropriate. * Type - category of equipment having common functional or design characteristics (non-exhaustive list of examples are listed in the annex). * Model - a specific version of a particular make and type, as referred to on the approval certificate and/or ID plate, as appropriate. * Series - a specific range of models from the same manufacturer that have equivalent design characteristics and maintenance requirements.   The Sub-Committee invited submissions to SSE 12 to try to resolve one of the main points of confusion, i.e. the ambiguity in the authorisation of service providers (ASP): do equipment manufacturers need to be authorized as ASP to undertake the servicing to their own equipment and/or the equipment not manufactured by themselves? By whom? This issue along with others requiring clarification is listed in annex 1 of the attached report of the working group on LSA in document SSE 11/WP.4.  **Draft unified interpretation of paragraphs 6.1.1.3 and 6.1.2.2 of the LSA Code – manual hoisting of a dedicated rescue boat -** It has long been a principle at sea that rescue boats must be launchable within five minutes from a standing start (normal stowed condition), as prescribed in SOLAS regulation III/14 and this applies to rescue boats carried on yachts. However, there has been some confusion regarding manual hoisting of the rescue boat and whether this activity should be considered part of the launching process. The Sub-Committee agreed that manual hoisting should be considered as part of launching *preparation* but not part of the launching *process.* For paragraph 6.1.1.3 of the LSA Code the following interpretation was agreed:  “For cargo ships, hoisting-up of a dedicated rescue boat from its stowed position should be considered as part of launching preparation, but not part of launching process. Therefore, manual hoisting up prior to embarkation may be acceptable for subsequent slewing out.”  With regard to paragraph 6.1.2.2 of the LSA Code, the following interpretations were agreed:  “For cargo ships not fitted with stored mechanical power in compliance with paragraph 6.1.1.3 of the LSA Code, as amended through resolution MSC.459(101), the manual hoisting from the stowed position and turning out to the embarkation position of the rescue boat does not need to be actuated from a position within the rescue boat.”  And:  “Launching mechanism is the means to control the launch of the lifeboat or rescue boat after the point of embarkation when all persons assigned have boarded. Therefore, for cargo ships, manual hoisting up of a dedicated rescue boat prior to embarkation may be acceptable for subsequent slewing out by stored mechanical power.”  **Amendments to SOLAS Chapter III and Chapter IV of the LSA Code to require the carriage of self-righting or canopied reversible liferafts for new ships -** SSE 11 considered amendments to SOLAS Chapter III and the LSA Code, mandating self-righting or equivalent capabilities for liferafts on new vessels. There was little progress on this item, other than an agreement that the new requirements should not apply to liferafts with a capacity of 12 persons or less, whether they are davit launched or not. The Sub-Committee agreed to progress the work intersessionally through a correspondence group which will report back to SSE 12 next year.  **Provisional Agenda for SSE 12 –** The Sub-Committee agreed to include the following on the provisional agenda for SSE 12, subject to agreement by MSC 110:   * Revision of the Revised guidelines for the maintenance and inspections of fixed carbon dioxide fire-extinguishing systems (MSC.1/Circ.1318/Rev.1) to clarify the testing and inspection provisions for CO2 cylinders * Proposal to include the output on “Revision of the Guidelines for the application of plastic pipes on ships (resolution A.753(18))”.   **Draft report**: The draft report of the Sub-Committee is contained in attached document SSE 11/WP.1.  PRINCIPAL ISSUES:  The meeting agenda was as follows:   1. Adoption of the agenda 2. Decisions of other IMO bodies 3. New requirements for ventilation of survival craft 4. Development of design and prototype test requirements for the arrangements used in the operational testing of free-fall lifeboat release systems without launching the lifeboat 5. Revision of SOLAS chapter III and the LSA Code 6. Amendments to SOLAS chapter III and chapter IV of the LSA Code to require the carriage of self-righting or canopied reversible liferafts for new ships. 7. Review and update of the Code of practice for atmospheric oil mist detectors (MSC.1/Circ.1086) 8. Revision of the 2010 FTP Code to allow for new fire protection systems and materials 9. Review and update SOLAS regulation II-2/9 on containment of fire to incorporate existing guidance and clarify requirements 10. Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation-related conventions 11. Validated model training courses 12. Development of amendments to SOLAS chapter II-2 and the FSS Code concerning detection and control of fires in cargo holds and on the cargo deck of containerships 13. Development of provisions to consider prohibiting the use of fire-fighting foams containing fluorinated substances, in addition to PFOS, for fire-fighting on board ships 14. Comprehensive review 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)) to address challenges with their implementation 15. Amendments to the LSA Code for thermal performance of immersion suits 16. Evaluation of adequacy of fire protection, detection and extinction arrangements in vehicle, special category and ro-ro spaces in order to reduce the fire risk of ships carrying new energy vehicles 17. Biennial status report and provisional agenda for SSE 12 18. Election of Chair and Vice-Chair for 2026 19. Any other business 20. Report to the Maritime Safety Committee   Three working groups and one drafting group were established as follows:   1. Working Group 1 on Life-saving appliances (LSA). The terms of reference of this group included:   With regard to agenda item 3:  If time permits:   1. Further develop the draft amendments to the LSA Code for partially enclosed lifeboats, based on the relevant part of annex 1 of document SSE 8/20, and taking into account documents SSE 9/3/5, SSE 9/3/6 (relevant part), as well as documents SSE 11/3 and SSE 11/INF.8, together with the draft associated MSC resolution. 2. Further develop the draft amendments to the Revised Recommendation (resolution MSC.81(70)) for partially enclosed lifeboats, based on the relevant part of annex 2 of document SSE 8/20, together with the draft associated MSC resolution. 3. Prepare consequential draft amendments to the Revised standardized life-saving appliance evaluation and test report forms (survival crafts) (MSC.1/Circ.1630/Rev.3), taking into account the relevant part of annex 1 of document SSE 9/3 for partially enclosed lifeboats, together with the associated draft MSC circular. 4. Revise the previous check/monitoring sheet and the record format to also include amendments for partially enclosed lifeboats, based on annex 1 of document SSE 8/20.   With regard to agenda item 4:  Also taking into account documents SSE 11/4/1 and SSE 11/4/2,   1. Consider further the draft amendments to:    * + 1. Paragraph 4.7.6.4 of the LSA Code, together with the associated draft MSC   resolution, based on annex 1 of document SSE 11/4.   * + - 1. SOLAS regulation III/19.3.4.4, together with the associated draft MSC resolution,   based on annex 3 of document SSE 11/4.   * + - 1. Paragraph 6.2.3 of resolution MSC.402(96), together with the associated draft MSC   resolution, based on annex 4 of document SSE 11/4, including check/monitoring  sheet and the record format, with a view to finalization, and subsequent approval by  MSC 110 and adoption by MSC 111.   1. Finalize the draft amendments to parts 1 and 2 of resolution MSC.81(70), together with the associated draft MSC resolution, based on annex 2 of document SSE 11/4, with a view to adoption by MSC 111, in conjunction with the adoption of the associated draft amendments to SOLAS chapter III, the LSA Code and resolution MSC.402(96). 2. Finalize the draft amendments to:    * + 1. MSC.1/Circ.1205/Rev.1, together with the associated draft MSC circular, based on   annex 5 of document SSE 11/4, with a view to approval by MSC 111 and  dissemination as MSC.1/Circ.1205/Rev.2.   * + - 1. MSC.1/Circ.1529, together with the associated draft MSC circular, based on annex   6 of document SSE 11/4, with a view to approval by MSC 111 and dissemination  as MSC.1/Circ.1529/Rev.1.   * + - 1. MSC.1/Circ.1578, together with the associated draft MSC circular, based on annex   7 of document SSE 11/4, with a view to approval by MSC 111 and dissemination  as MSC.1/Circ.1578/Rev.1.   * + - 1. MSC.1/Circ.1630/Rev.3, together with the associated draft MSC circular, based on   annex 8 of document SSE 11/4, with a view to approval by MSC 111 and  dissemination as MSC.1/Circ.1630/Rev.4  In conjunction with the adoption of the draft amendments listed in .1 above at MSC 111, as appropriate;  With regard to agenda item 5:  Also taking into account the road map set out in paragraph 5.9 of document SSE 10/20, and the hazard identification and ranking set out in annex 2 of document SSE 10/5, as well as documents III 10/4/3 and III 10/INF.17,   1. Consider further the draft functional requirements and expected performances for the "Alarm" phase, based on annexes 1 to 3 of document SSE 11/5. 2. Draft the necessary functional requirements and expected performances, for the remaining phases, taking into account annex 4 of document SSE 11/5. 3. Start drafting a list of definitions to cover functional requirements for all phases; with a view to refining and expanding the definitions as the work evolves.   With regard to agenda item 6:   1. Further develop the draft amendments to SOLAS and the LSA Code, based on annexes 1 and 2 of document SSE 10/6, and taking into account documents SSE 11/6 and SSE 10/6/1. 2. Working Group 2 on Life-saving appliances (LSA). The terms of reference of the group were: 3. Further develop, validate and prioritize the list of issues for consistent implementation of the requirements contained in resolution MSC.402(96), based on annex 10 of document SSE 11/4; and identify specific areas of resolution MSC.402(96) that require amendments based on this list. 4. Consider further the definitions for "make", "type", "model" and "series", based on annex 11 of document SSE 11/4, taking into account documents SSE 11/14 and SSE 9/19/8. 5. Consider whether additional data addressing implementation issues would be necessary and if so, provide the type of data needed, and advise as appropriate. 6. If time permits, consider draft amendments to resolution MSC.402(96), taking into account the list of issues for consistent implementation of the requirements contained in resolution MSC.402(96) set out in annex 10 of document SSE 11/4. 7. Working Group on Fire protection. The terms of reference for this group included:   With regard to agenda item 7:     1. Finalize the draft revision of the Code of practice for atmospheric oil mist detectors (MSC/Circ.1086), based on the annex to document SSE 11/7 and taking into account document SSE 11/7/1. 2. If time permits, prepare an associated draft MSC circular.   With regard to agenda item 8:   1. Further consider document SSE 11/8 in conjunction with documents SSE 10/17/1, SSE 11/8/1, SSE 11/8/2 and SSE 11/8/3.   With regard to agenda item 9:   1. Prepare draft terms of reference for a fire protection correspondence group, if established, to further consider documents SSE 11/9/1 and SSE 11/INF.3, as well as document SSE 11/9/2, subject to the concurrence of MSC 110 pertaining to the scope of the output. 2. Further consider draft amendments for the revision of SOLAS regulation II-2/9, based on annex 2 of document SSE 10/17/1 and taking into account annex 1 thereof. 3. Prepare draft terms of reference for a fire protection correspondence group, if established, to further consider document SSE 11/9.   With regard to agenda item 10:   1. Further consider the draft unified interpretation based on annex 7 of document SSE 11/12, and advise whether the safeguards are satisfied and technical content is agreeable, with a view to finalization, as appropriate.   With regard to agenda item 12:   1. Further consider the draft amendments to SOLAS regulation II-2/7.11, based on annex 1 of document SSE 11/12. 2. Further consider the draft guidelines for the design, performance, testing and approval of water mist lances; and the draft amendments to SOLAS regulation II-2/10.7.3, based on annexes 2 and 4 of document SSE 11/12, respectively. 3. Taking into account document SSE 11/INF.10, further consider:    1. The draft amendments to MSC.1/Circ.1472 based on annex 3 of document SSE 11/12.    2. The draft amendments to SOLAS regulation II-2/10.7.3, based on annex 4 of document SSE 11/12. 4. Further consider active protection systems (SSE 10/WP.4, paragraphs 32 to 34), e.g. spraying water horizontally below the hatch coaming and deluge systems integrated into the pontoon hatches, as well as passive protection systems. 5. Further consider the potential impact of some measures on other systems or other parts of the existing requirements (SSE 10/20, paragraphs 10.37 and 10.38). 6. Further consider document SSE 11/12/1, with a view to providing input to the SDC Sub-Committee on bilge capacity, potential free surface effects and stability issues emanating from active fire-extinguishing measures on containerships for its consideration and advice to the SSE Sub-Committee. 7. further consider document SSE 11/12/2 on video fire detection systems, taking into account document SSE 11/INF.2, as well as documents SSE 9/10/1 and SSE 10/INF.12.   With regard to agenda item 16:    Also taking into account documents SSE 11/INF.5, SSE 11/INF.6, SSE 11/INF.7,  SSE 11/INF.9 and SSE 11/INF.11,   1. Develop a draft action plan, based on the road map (SSE 10/20, paragraph 16.15), indicating detailed actions to be taken within a defined timeframe and corresponding documents submitted so far, ensuring a more structured and systematic approach. 2. Further consider documents SSE 11/12 (relevant part), SSE 11/16/1, SSE 11/16/2 (except for the proposal on the cargo lashing issue) and SSE 11/16/3 (in particular with respect to definitions for an agreed terminology), taking into account the road map (SSE 10/20, paragraph 16.15), with a view to revisiting, as appropriate, in accordance with the action plan to be developed. 3. n accordance with the road map, review the list of relevant scientific reports and studies, new technologies, casualty reports and other available credible resources set out in annex 5 of document SSE 11/12, and further develop the list, as appropriate, including the relevant submissions made so far. 4. If time permits, identify hazards related to new energy vehicles, including BEVs, and risk control options. 5. Consider the necessity of continuing the work intersessionally on the tasks that have not been completed at this session, and if needed, prepare relevant draft terms of reference. 6. Drafting group on model courses. The terms of reference of this group were: 7. Finalize draft revised Model Course 3.05 on Survey of Fire Appliances and Provisions, based on document SSE 11/11, with a view to validation.   Based on the finalisation of the work on Model Course 3.05   1. Prepare the draft terms of reference for the course developer(s) and the review group for the revision of Model Course 3.06 on Survey of Life-Saving Appliances and Arrangements, with a view to reporting to SSE 12. |
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| ATTACHMENTS/SUPPORTING DOCUMENTATION: |