

# ROYAL INSTITUTION OF NAVAL ARCHITECTS

## REPORT OF SSE 4

The meeting was held from 20 to 24 March 2017 and attended by members of the IMO Committee

### SUMMARY.

The following matters of note were considered at SSE4:

- Objectives and functional requirements of Life Saving Appliances (LSA).
- Implementation of the LSA Code.
- New requirements for ventilation of survival craft.
- Consequential amendments to the Polar Code.
- Unified Interpretations.
- Requirements for Lifting Appliances and Winches.
- FSS Code matters relating to CO2 pipelines.

### MAIN REPORT

A number of Working Groups were set up to deal with some of these matters.

The Working Group on LSA matters dealt with these agenda items:-

- **Agenda item 3** –Safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (5.2.1.10)
- **Agenda item 4** - Making the provisions of MSC.1/Circ.1206/Rev.1 mandatory.
- **Agenda item 5** – Uniform implementation of 6.1.1..3 of the LSA Code.
- **Agenda item 14** – Developing new requirements for ventilation in survival craft.
- **Agenda item 15** – Work related to the Polar Code.

All the papers were presented in plenary and some guidance was provided to the WG. The terms of reference are provided in the WG report WP 3.

The following decisions were made:

- The draft functional requirements for SOLAS III were agreed and will be forwarded to MSC 98 for consideration and improvement. Associated with this is MSC.1/Circ. 1394/rev.1 – experience gained on its application, and MSC 98 were requested to review and consider this. (annex 1 and 2 of WP 3).
- Guidelines on safety using lifeboats during abandon ship drills were agreed and will be sent to MSC 98 for approval; this included Guidelines for simulated launching of free fall lifeboats, but further work will be done on this..
- Amendments were made to the Guidelines for lifeboat systems and will be sent to MSC 98 for approval.
- Amendment to 6.1.1.3 of the LSA Code – Rescue boat launching. It was agreed that this applies to Cargo ships only and further consideration will be given.

- A Unified Interpretation was proposed for the release mechanism for launching lifeboats and rescue boats. It was decided that this has an effect on other requirements and will be further debated at SSE 5.
- The item relating to ventilation of survival craft needs further consideration and was not completed. Submissions were requested for SSE 5.
- The Polar Code debate showed that more work is needed and will be further considered.

A Correspondence Group was formed to consider all outstanding matters.

**Agenda item 8** – Measures for Onboard Lifting Appliances and Winches.

All papers were presented. Plenary debated where the requirements should be placed in regulations. The majority of delegates wanted them placed in SOLAS II-1, although it was pointed out that this would involve the safety construction certificate and other requirements. No agreement was made except that for the purpose of further debate SOLAS II-1 would be assumed. The matter will be decided at a later date.

Plenary came to a consensus on the following:

- that the design life of a lifting appliance need not be the same as that of a ship
- that inspection and testing was to be included in the functional requirements
- that Anchor Handling Winches were to be included as this had already been decided by MSC
- not to have a list of industry standards included in the Guidelines

A WG was set up on this agenda item.

The discussion also included whether the requirements should be based upon the gross tonnage of the ship i.e. SOLAS, or on the Safe Working Load of the equipment. The majority appeared to want SWL but no final decision has been made.

The WG have produced some amendments to SOLAS II-1 including definitions, application and functional requirements. These were endorsed in principle.

There was further debate on the title of this work programme item and it was considered to use the title Lifting Appliances and Anchor handling winches. It was agreed that all other winches are included under the title ‘lifting appliances’. No decision was made. This will not be the end of the debate as some strong views were evident.

No further progress was made on the guidelines at this meeting. The WG discussed many other matters and will continue to do so in the re-established Correspondence Group.

**Agenda item 7** – CO2 pipelines in underdeck passages – FSS Code.

The matter was raised in plenary but questions were asked as to why this should only apply to underdeck passages. The WG established to deal with Fire related matters reviewed the proposal but found no need to pursue it.

**Agenda item 12** – Unified Interpretations –fire related.

**Agenda item 13** – Review of SOLAS Ch II-2.

Agenda items 7, 12 and 13 were considered by the WG on Fire related matters (not attended by RINA) and their conclusions listed below were all agreed in plenary (WP 5 refers):

- 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);
- 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);
- 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);
- 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);
- 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);
- agree that no unified interpretation could be developed based on the understanding provided in paragraph 13.2 of document SSE 4/12/7 (paragraph 16);
- note the Group's views on the existing practice explained in paragraph 13.2 of document SSE 4/12/7 (paragraph 17);
- endorse two-step approach for the work on the review of SOLAS chapter II-2 and associated codes (paragraph 19);
- endorse five main tasks to be addressed under the review of SOLAS chapter II-2 and associated codes (paragraph 24);
- 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);
- note 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);
- 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);
- 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
- 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).

### **Arrangements for SSE 5**

The next meeting will be held from 12<sup>th</sup> to 16<sup>th</sup> March 2018.

The sub-committee agreed to set up WG's and DG's on:-

- Life saving appliances
- Fire Protection
- Onboard lifting appliances and winches.
- Anti-crushing protection devices for WT doors.

This list will be subject to revision closer to the next meeting and subject to MSC approval.

The following CG's were agreed:

- LSA
- Lifting Appliances

31 March 2017