



Briefings of IMO Meeting

SSE 1 (10-14 Mar. 2014)

BRIEFING STATUS

Flash

Highlight

Final

Briefings of IMO Meeting are sequentially released by 3 steps as *Flash* - *Highlight* - *Final*.

Ref.: IMO-0019-2014

Subject : News Final of SSE 1

The Sub-Committee on Ship System and Equipment(hereinafter 'SSE') held its first session at IMO HQ from 10 to 14 March 2014. Having issued SSE 1 - News Flash and News Highlight containing information of the main and summarized outputs from the Sub-Committee, we now release SSE 1 - News Final as the last step containing further detail information of those, including implications to the industries concerned.

In reviewing this briefing, readers should be assured that the outputs written herein are not legally effective until they are adopted as mandatory instruments by MSC or MEPC.

1. REVISION OF THE RECOMMENDATION ON CONDITIONS FOR THE APPROVAL OF SERVICING STATIONS FOR INFLATABLE LIFERAFTS (RESOLUTION A.761(18))

- **Relevant Provisions** : Res.A.761(18) - RECOMMENDATION ON CONDITIONS FOR THE APPROVAL OF SERVICING STATIONS FOR INFLATABLE LIFERAFTS

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- **Background** : ILAMA(The International life-Saving Appliances Manufacturers' Association) proposed the development of amendments to Resolution A.761(18) so as to ensure that the use of date-expired items does not prejudice the safety and survival and to keep consistency with the related instrument MSC.1/Circ.1328.

- **Discussion and Outcome** :

The International life-Saving Appliances Manufacturers' Association(ILAMA) proposed that the Sub-Committee consider to amend resolutionA.761(18), paragraph 5.11, to be the same as paragraph 6.1.5 of MSC.1/Circ.1328 so as to ensure that the use of date-expired items does not prejudice the safety and survival of liferaft users :

"Items of equipment should be checked to ensure that all are in good condition and dated items should be replaced in cases where the expiry date falls before the next service date of the liferaft."



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The majority of member states supported the ILAMA's proposal and after discussion, the Sub-Committee agreed to the draft amendment. The draft amendment will be submitted for adoption by MSC 94(Nov. 2014).

Application : All ships provided with inflatable liferafts according to the SOLAS Implications

Shipowners, Service Providers : Take note of the result of MSC 94 because replacement time of the expiry date of dated items of liferafts may be advanced according to the approval of the Committee.

2. DEVELOPMENT OF REQUIREMENTS FOR ONBOARD LIFTING APPLIANCES AND WINCHES

- **Relevant Provisions** : Development of new measures
- **Background** : The lack of international mandatory requirements for on-board lifting appliances and winches causes lots of problems referring to maintenance and casualties.
- **Discussion and Outcome** :

This is to develop requirements for onboard lifting appliances and winches to ensure the design, certification, testing and examination of them. A Working Group on Development of Requirements for Onboard Lifting Appliances and Winches was established and the Sub-Committee endorsed the following results made by the Working Group:

- the group's discussion regarding the mandatory or non-mandatory status of potential measures for onboard lifting appliances and winches
- the view that initial consideration of the scope of potential measures for onboard lifting appliances and winches should be broad, and not limited to cargo-handling lifting appliances
- the view that personnel/passenger elevators (lifts) and escalators on board ships should not be included in the scope of potential measures
- the view that equipment regulated by the LSA Code should not be included in the scope of potential measures, unless such equipment has dual or multiple purpose, and the alternate uses are not covered by existing regulations
- the view that potential measures for onboard lifting appliances and winches should be considered for application to all ships to which SOLAS applies



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- the view that MOUs certified under the MODU Code should not be included in the scope of potential measures
- the view that fishing vessels should be left out of the scope of potential measures at this stage, and note the group's view that these vessels may need to be addressed in the future

And the Sub-committee agreed to establish a Correspondence Group and extend the target completion year for this output to 2017.

Implications

Shipowners, Ship builders and Manufacturers : Take note of that the IMO decided to develop new measures for on-board lifting appliances and winches.

3. CONSIDERATION OF IACS UNIFIED INTERPRETATIONS - Implementation of the FSS Code, chapter 14 – Fixed Deck Foam Systems

- **Relevant Provisions** : FSS Code Reg.14/14.2.3.2.3, MSC.1/Circ.1120
- **Background** : This is to amend MSC/Circ.1120 to seek clarification on the implementation of paragraph 14.2.3.2.3 of the International Code for Fire Safety Systems (FSS Code) with regard to the acceptable location of foam monitors, as amended by resolution MSC.339(91). The new text introduced by resolution MSC.339(91) omits mention of oil bunker tanks, and it could therefore be concluded that it is no longer permissible to locate the aftermost monitors over them. Therefore, IACS proposed to amend MSC/Circ.1120 in order to facilitate consistent implementation of these provisions upon entry into force of resolution MSC.339(91) from 1 July 2014

- **Discussion and Outcome** :

Foam systems positions of aft monitors

The port and starboard monitors required by this paragraph may also be located in the cargo area above oil bunker tanks adjacent to cargo tanks if capable of protecting the deck below and aft of each other.



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Following consideration, the Sub-Committee agreed to the proposal on amendments to MSC/Circ.1120 and in addition to the need to revise MSC/Circ.1120, agreed that a review of the definition for "cargo area" in SOLAS regulation II-2/3 should also be undertaken. The draft MSC Circular will be submitted for approval by MSC 94(Nov. 2014).

Application : Tankers of 20,000 tonnes deadweight and upwards provided with a fixed deck foam systems in accordance with SOLAS Reg.II-2/10.8

Implications

Shipowners and Ship builders : Take note of the result of MSC 94 because it become clearly permissible to locate the aftermost monitors of a fixed deck foam systems above oil bunker tanks when the Committee approves the amendment of MSC/Circ.1120.

4. CONSIDERATION OF IACS UNIFIED INTERPRETATIONS - Proposed amendments to MARPOL regulation I/12

- **Relevant Provisions** : MARPOL Reg.I/12 - Tanks for oil residues (sludge)

- **Background** : This is to develop requirements for onboard lifting appliances and winches to ensure the design, certification, testing and examination of them. A Working Group on Development of IACS submitted their paper to amend MARPOL Reg. I/12 which was previously discussed at MEPC 63('12.2) and DE 57('13.3). A drafting group was established at this Sub-Committee.

- **Discussion and Outcome** :
 - the scope of application to existing ships specified in the MEPC.1/Circ.753/Rev.1, the group, noting that, due to the delay of the work, the draft amendments are now expected to enter into force on 1 January 2017, agreed to replace the date "1 January 2014" with "1 January 2017".
 - In light of the retroactive application to existing ships, the group agreed to apply the same retroactive implementation scheme to new regulations 12.3.3.1 and 12.3.3.2 – which are to be applied to the ships constructed before 31 December 1990.
 - In considering the draft new regulation 12.3.2, the group was of the view that the text inadvertently requires all sludge tanks to have a dedicated discharge pump for disposing to the standard discharge connection referred to in regulation 13 of MARPOL Annex I. However, sludge tanks primarily serving other approved means



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of disposal of sludge, such as incinerator service tanks and sludge mixing tanks for boilers are presently exempt from this requirement via MARPOL UI 19.4.

The Sub-Committee agreed to the revised Unified interpretation to regulations 12.3.3 of MARPOL Annex I, for submission to MEPC for consideration, with a view to approval by MEPC 70. And the Sub-Committee also agreed to the draft amendments to MARPOL regulation I/12, for submission to MEPC 67 for approval.

Application : Ship of 400 gross tonnage and above provided with tanks for oil residues (sludge) in accordance with MARPOL Reg.I/12.

Implications

Shipowners : Take note of the result of MEPC 70 because some requirements will be retroactively applied to the existing ships.

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