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### **Subject : News flash of SSE 2**

The Sub-Committee on Ship System and Equipment (hereinafter 'SSE') held its second session at IMO HQ from 23 March to 27 March 2015. In this regard, please be informed of the main issues and summary of SSE 2 as below. In reviewing this flash, readers should be assured that the outputs written herein are not legally effective until they are adopted as mandatory instruments by MSC.

#### **1. Exemption of the arrangement of 135 l foam-type extinguishers**

- Background : The exemption of application of SOLAS regulation II-2/10 regarding an arrangement of 135 l foam-type extinguishers has been discussed as the 135 l foam-type extinguishers is ineffectiveness in the case of domestic boilers protected by both fixed local water-based firefighting systems and 135 l foam-type extinguishers.
- Discussion & Outcome : The Sub-Committee supported to the exemption of the 135 l foam-type extinguishers in the case of domestic boilers protected by both fixed local water-based firefighting systems and 135 l foam-type extinguishers, and agreed to forward the draft amendments to SOLAS regulations II-2/10 for submission to MSC 96 with a view to approval.

#### **2. Requirements for periodic servicing and maintenance of lifeboats and rescue boats, launching appliances and release gear**

- Background : The mandatory application of MSC resolution on Requirements for periodic servicing and maintenance of lifeboats and rescue boats, launching appliances and release gear has been discussed through the amendments to SOLAS regulations III/3 and III/20 and the draft MSC resolution\* on Requirements for periodic servicing and maintenance of lifeboats and rescue boats, launching appliances and release gear.

\* providing requirements of qualification levels and certification to the personnel or service provider and specific procedure for maintenance and servicing

- Discussion & Outcome : Some problems had been recognized on the draft amendment to regulations III/3 and III/20 and the draft MSC resolution which further considered by working group in this session especially for the acceptance of annual

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examinations and operational testing by ship personnel.

In this regard, the Sub-Committee agreed to ask MSC 95 on the relevant instruction and future work plan, and decided to discuss this matter at SSE 3 after receiving the instruction from MSC 95.

### 3. Review of flashpoint requirements for oil fuel in SOLAS Chapter II-2

- Background : The proposed amendment to lower the allowable minimum flashpoint for oil fuel in SOLAS chapter II-2 from 60°C to 52°C and relevant consideration on the safety of the vessel has been discussed.
- Discussion & Outcome : The proposed amendment on the relaxation received no support as the safety measures on this relaxation have not yet been decided. And, the Sub-Committee agreed to submit comments and proposals directly to the IGF Correspondence Group or to CCC 2 as this issue is within the scope of the IGF Code.

### 4. Development of measures for onboard lifting appliances and winches

- Background : The development of SOLAS requirements and associated guidelines for onboard lifting appliances and winches stem from continuously occurred accidents related to onboard lifting appliances and winches has been discussed. This is because, onboard lifting appliances and winches are not subjects of a mandatory inspection under the regime of IMO conventions, and rather they are voluntarily inspected under each flag State's own requirements or regulations of IACS classification societies by the decision of the ship owner.
- Discussion & Outcome : While some delegations agreed to develop mandatory SOLAS requirement for onboard lifting appliances and winches, other delegations objected to develop mandatory requirements as the incident data and analysis provided to date was not sufficient to justify a compelling need to develop mandatory requirements. The Sub-Committee agreed to discuss this matter after receiving comments and decisions regarding the mandatory requirement for onboard lifting appliances and winches from MSC 95.

### 5. Guidelines for the approval of helicopter facility foam fire-fighting appliances

- Background : The SOLAS amendment for mandatory application of Guidelines for the



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approval of helicopter facility foam fire-fighting appliances (MSC.1/Circ.1431) has been discussed.

- Discussion & Outcome : The Sub-Committee agreed to develop new chapter 17 of the FSS Code in lieu of developing new resolution for the mandatory application, and decided to forward the draft amendment to SOLAS regulation II-2/18 and new chapter 17 of the FSS Code to MSC 95 for approval.

## 6. IACS Unified interpretation

### .1 General emergency alarms and public address systems in ro-ro spaces and vehicle spaces

With regard to the installation of general emergency alarms and public address systems in ro-ro spaces and vehicle spaces for Cargo ships, the Sub-Committee agreed to submit a draft of Unified Interpretation (MSC Circular) states that a public address system is not required in spaces used for the carriage of vehicles on cargo ships, but an emergency alarm is required in these space on cargo ships to MSC 96 for approval.

### .2 Additional indicating unit of fire detection and fire alarm systems in the cargo control room

The Sub-Committee agreed to submit a draft of Unified Interpretation (MSC Circular) regarding the mandatory installation of an additional indicating unit in a space in which a cargo control console is installed, but does not serve as a dedicated cargo control room (e.g. ship's office, machinery control room) according to the paragraph 2.5.1.3 of chapter 9 of the FSS Code to MSC 96 for approval.

### .3 Implementation of the requirements related to lifeboat release and retrieval systems (paragraph 4.4.7.6 of the LSA Code)

All components of lifeboat release and retrieval systems shall be of material corrosion resistant in the marine environment according to paragraph 4.4.7.6.9 of the LSA Code, but amended LSA Code makes no reference to the appropriate corrosion tests to be applied to components identified in this paragraph of the LSA Code.



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*SSE 2 (23 – 27 March, 2015)*

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In this regard, the Sub-Committee agreed to submit a draft of Unified Interpretation (MSC Circular) including the specific standard and test requirement\* on such materials to MSC 96 for approval.

\*The Pitting Resistance Equivalent Number (PREN) is provided as an appropriate corrosion resistance test standard, and grades of stainless steel that had a PREN 25 or more did not need to be subjected to a corrosion resistance test, but those that were below PREN 25 would be required to demonstrate compliance against the standard (ISO standard 9227:2012) (But, austenitic stainless steels 201, 304, 321, 347 are susceptible to pitting and crevice corrosion, and therefore unsuitable for these applications). <End>

P.I.C:

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