

IMO SUB-COMMITTEE ON SHIP SYSTEMS AND EQUIPMENT, 8TH SESSION 28 February – 4 March 2022

The IMO Sub-Committee on Ship Safety, Systems and Equipment held its 8th Session, remotely, from Monday 28 February through Friday 4 March 2022 under the chairmanship of Mr Umut Senturk (Turkey), assisted by Vice-Chair, Vice-Admiral C. Aliperta (Palau), both of whom were re-elected for 2023. The meeting was attended by representatives from Member States, Associate Members, Intergovernmental organisations and Non-Governmental organisations.

Three Working Groups (WG) and one Expert Group (EG) were formed and chaired as follows:

WG1 Life-Saving Appliances (LSA), Mr G. Grills (United States).

WG2 Fire Protection (FP), Mr A. Tosseviken (Norway).

WG3 On board Lifting Appliances and Anchor Handling Winches, Mr H. Eguro (Japan).

EG1 Revision of the Code of Safety for Diving Systems, Mr G. Hussain (Bahamas).

ADDRESS BY THE IMO SECRETARY-GENERAL. Mr Kitack Lim welcomed delegates to the eighth session of SSE, and wasting no time, expressed his concern on behalf of the global maritime community, about the impact on shipping operation, safety of ships and welfare of seafarers in the wake of the security situation in the Ukraine. He felt that ships, seafarers and port workers engaged in legitimate trade should not be adversely impacted by the growing crisis and that they should not be collateral victims in a larger political and military crisis. With this in mind, he has set up an IMO internal emergency task force to monitor the situation, coordinated by the head of the Maritime Safety Division.

Mr Lim went on to express deep concern regarding the fire onboard the ro-ro Euroferry **Olympia**, on 18 February near the Island of Corfu in the Ionian Sea whilst sailing from Greece to Italy. He applauded the efforts of Greece SAR authorities and merchant ships for the rescue of 281 persons but understood that there are 8 confirmed fatalities and 3 persons missing. With regard to the fire on the car carrier **Felicity Ace**, whilst there were no casualties reported, the two fire incidents demonstrated the importance of SSE's work on the fire safety of merchant ships and he looked forward to receiving the relevant investigation reports.

He spoke of the need to keep up intensive efforts to support seafarers by facilitating crew changes to ensure their access to work, as well as repatriation, and to recognise them as essential key workers, ensuring continuity of the global supply chains. In this regard, IMO is actively pursuing the transition of the shipping sector into a sustainable greener future by showcasing maritime innovation, also research and development. Such commitment is reflected in this year's World Maritime Theme: "New technologies for greener shipping". The S-G reminded delegates that it has been two years since their last SSE session but noted that four correspondence groups had continued work throughout the period.

He remarked on the ambitious agenda for the forthcoming week, expecting to complete a number of important issues, including:

- Finalisation of the review into SOLAS chapter II-2 and associated guidelines;
- Minimising the incidence and consequences of ro-ro passenger ship fires; and,
- Draft amendments to the LSA Code and associated instruments with respect to ventilation requirements for survival craft to increase the safety and comfort level of survivors in the case of an accident.

Other matters that await completion are the draft guidelines for anchor handling winches, in order to complement the associated draft SOLAS regulations; as well as the draft guidelines for lifting appliances already agreed in principle by the Committee. He urged the Sub-Committee to complete the whole work package which has been under consideration since 2011, at this session.

Further important work items for which he expected completion during the week included:

- The development of SOLAS amendments addressing fire protection of control stations on cargo ships;
- The development of provisions to prohibit the use of fire-fighting foams containing PFOS (perfluorooctane sulfonic acid); and,
- Revision of the guidelines for the approval of fixed dry chemical powder fire-extinguishing systems for the protection of ships carrying liquefied gases.

In concert with these items, work will continue on a number of other important matters, such as the revision of SOLAS chapter III and the LSA Code to address gaps and inconsistencies, based on a goal-based approach, as well as the revision of the Code of Safety for Diving Systems to enhance the safety of divers and hyperbaric evacuation systems by updating the Code in line with current industry best practices.

With that, Mr Lim wished the Sub-Committee every success in their deliberations.

STATEMENTS BY DELEGATIONS ON THE SITUATION IN UKRAINE. In support of a lengthy statement by Ukraine denouncing the unprovoked invasion of its country by the Soviet Federation, thirty one delegations (including one by France, representing 26 other EU members) also took the floor to express undisguised dismay and bewilderment at the Soviet Federation's actions. In a remarkably short response, the Russian Federation started by recalling that the SSE is a Technical Sub-Committee and called on all delegations not to politicise the Sub-Committee's work and the organisation as a whole. [This would be] In order to achieve a true picture and to get correct responses to issues which absolutely are not part of the IMO mandate. He referred back to many statements made by representatives of the Russian Federation including that of the President of the Russian Federation, the Minister of Foreign Affairs of the Russian Federation and also the Permanent Representative of the Russian Federation to the United Nations, each of whom have provided detailed answers to the many issues explaining the reasons behind the current situation.

All delegations who spoke, condemned the actions of the Russian Federation whilst no-one spoke in support.

NEW REQUIREMENTS FOR VENTILATION OF SURVIVAL CRAFT.

Background. It was recalled that SSE 7 finalised the draft amendments to the LSA Code for liferafts and partially enclosed lifeboats, thereby complementing the draft amendments

for totally enclosed lifeboats previously agreed by SSE 5 with a view to consideration by the Committee once the draft amendments to the Revised recommendation were finalised. It was also recalled that, with regard to the draft amendments to the *Revised recommendation on testing of life-saving appliances* on new ventilation requirements, SSE 7 had:

- Finalised the draft amendments with respect to paragraphs 6.10 (Lifeboat operational test) and 6.14 (Additional tests for totally enclosed lifeboats);
- Agreed to wait completion of the Revised recommendations, so that they could be considered as a package with the draft amendments to the LSA Code; and,
- Not been able to finalise the draft amendments for liferafts and partially enclosed lifeboats, but invited proposals regarding test methods for the ventilation requirements and long-term time-weighted average CO₂ concentration to this session.

In order to develop the draft amendments to the Revised recommendation regarding the ventilation of partially enclosed lifeboats, SSE 7 established a Correspondence Group (CG) on Life-Saving Appliances (LSA) with instructions to report to this session. MSC 104 subsequently considered the draft amendments proposed by the CG following which it agreed to an ad hoc midterm amendment cycle for entry into force on 1 January 2026, also applicable to the draft amendments on new ventilation requirements, and instructed the Sub-Committee to finalise its work on the draft amendments with a view to approval by MSC 106 and recommend the most suitable date of application, in consultation with the industry representatives.

Report of the LSA Correspondence Group and related documents. The Sub-Committee considered the relevant part of the LSA CG report dealing with this item and approved it in general. Following discussion, it was agreed to establish the Working Group on LSA to finalise the draft amendments to the Revised recommendation for partially enclosed lifeboats, taking into account the modification proposals in document SSE 8/3/5.

Amendments to the LSA Code for liferafts. Three documents were considered, the main one proposing to modify the draft requirement with respect to the criterion for weather condition but following discussion, the proposal was not supported.

Amendments to the Revised recommendation for liferafts. Four documents were submitted for consideration, two of which were Information papers, that by Japan discussing the need to develop a new test procedure for evaluating natural ventilation performance of liferafts, and that by China providing proposals on the test methods and related matters for the ventilation requirements of liferafts based on research results. Following discussion, the LSA WG was instructed to consider the proposals in these documents, with a view to finalising the draft amendments to the Revised recommendation for liferafts.

Establishment of the LSA Working Group. The Sub-Committee established the WG on LSA and instructed it accordingly. Having considered the relevant part of the WG's report dealing with this item, the Sub-Committee:

- Agreed the Group's view that the draft amendments to the LSA Code should be adopted before 1 July 2024, for entry-into-force on 1 January 2026;
- Agreed that the draft new ventilation requirements in the LSA Code should be applied to liferafts, totally enclosed lifeboats, and partially enclosed lifeboats installed on or after 1 January 2029;

- Noted the discussion on the draft amendments to the Revised recommendation on testing of life-saving appliances;
- Agreed the draft amendments to the Revised recommendation on testing of life-saving appliances for adoption, in conjunction with the adoption of the associated LSA Code amendments; and,
- Agreed to keep the output on “New requirements for ventilation of survival craft” on the provisional agenda for SSE 9 to allow for research reports which may indicate the need for adjustments to the agreed draft amendments to resolution MSC.81 (70).

CONSEQUENTIAL WORK RELATED TO THE NEW INTERNATIONAL CODE FOR SHIPS OPERATING IN POLAR WATERS.

Background. Having considered matters with respect to expected time of rescue and anticipated performance of life-saving appliances; estimating exposure time or maximum expected time of rescue; and estimating energy demands, hydration requirements and nutritional needs, SSE 7 concluded that more time, experience and research were needed before amending the *Interim guidelines on life-saving appliances and arrangements for ships operating in polar waters*. Towards this end, Canada submitted document SSE 8/4 proposing a methodology for estimating exposure time in polar regions and also, considering the impact of vessels of opportunity (VOO) on estimated exposure time. Following discussion, the LSA WG was invited to consider the methodology for the calculation of the exposure time required and if appropriate, to prepare draft amendments for incorporation into the Interim Guidelines. This was carried out by the WG and their draft amendments to the *Interim guidelines on life-saving appliances and arrangements for ships operating in polar waters* duly endorsed for approval by the Committee.

REVISION OF SOLAS CHAPTER III AND THE LSA CODE.

Background. It was recalled that SSE 7, in order to progress revision work, had tasked the Correspondence Group on Life-Saving Appliances to submit a report to this session, on completion of its deliberations.

Report of the LSA Correspondence Group and related documents. The Sub-Committee considered the report of the Group dealing with this agenda item and, having approved it in general, noted the progress made, including reviewing the previous work, identification of goals and associated hazards, preparation of a high-level event sequence and a preliminary risk index.

Technical submissions. SSE 7 decided to postpone technical submissions that are not directly related to the scope of the output, taking into account the Action Plan on the revision of SOLAS chapter III and the LSA Code. There were two documents for consideration, one by Bahamas et al proposing amendments to remove ambiguity in the requirements for free fall lifeboat safety harnesses; and the other by China, to add a requirement on the immersion suit donning training in SOLAS regulation III/9.

Methodology on how to handle technical submissions. Before discussing the substance of the above documents, the Sub-Committee decided to first consider the methodology of how technical documents containing draft amendments to SOLAS chapter III and the LSA Code that are not directly related to the ongoing work should be addressed. Following discussion, the need to define a method on how to handle technical

documents providing valuable inputs to enhance safety was noted and therefore the LSA Group was instructed to examine the issue thoroughly.

Report of the LSA Working Group. Having considered the relevant part of the LSA Working Group report dealing with this agenda item, the Sub-Committee approved it in general, and in particular:

- Noted that due to time constraints, the Group was unable to consider all the terms of reference for the Revision of SOLAS chapter III and the LSA Code;
- Agreed to the establishment of an in-person intersessional experts' group and invited MSC 105 to consider the establishment of such a group as an urgent matter, subject to subsequent endorsement by the Council and its decision to open the IMO Headquarters building for physical meetings;
- Noted that the Group, due to time constraints, was not able to consider the terms of reference for the item on 'Development of amendments to the LSA Code' to address the in-water performance of SOLAS lifejackets; and,
- Endorsed the Group's recommendation to re-establish the Correspondence Group on Life-Saving Appliances, with the associated terms of reference.

REVIEW OF SOLAS CHAPTER II-2 AND ASSOCIATED CODES TO MINIMISE THE INCIDENCE AND CONSEQUENCES OF FIRES ON RO-RO SPACES AND SPECIAL CATEGORY SPACES OF NEW AND EXISTING RO-RO PASSENGER SHIPS.

Background. It was recalled that SSE 7 had considered the report of the Experts Group on Formal Safety Assessment (FSA), which had been tasked by MSC 101 to review FRESAFE I and II studies addressing fire safety on ro-ro passenger ships, agreeing that the conclusions were credible and required immediate action for improving fire safety on ro-pax ships, to be considered by the Sub-Committee. SSE 7 was unable to discuss the draft amendments in detail but agreed to the items identified for further consideration by the FP Correspondence Group and agreed also that a new output to address safety concerns on new types of vehicles, such as battery-powered vehicles and alternatively fuelled vehicles would be required.

The Sub-Committee further recalled that SSE 7 had:

- Prepared draft amendments to the *Revised guidelines for the design and approval of fixed water-based fire-fighting systems for ro-ro spaces and special category spaces*, with a view to approval by MSC 102; and,
- Re-established the Correspondence Group on Fire Protection (FP) to progress the work on drafting amendments to relevant IMO instruments regarding fire safety on new and existing ro-ro passenger ships, instructing the Group to submit a report to this session.

Report of the FP Correspondence Group and related documents. A number of documents commenting on the Group's report were submitted; Austria et al, suggesting further technical discussions on certain issues; Japan, providing technical comments and modifications to the draft new regulations; and, ICS/INTERFERRY, providing modifications to SOLAS regulations on safety distances.

In relation to this matter, the delegation of Panama made a statement about the recent fire (16 February 2022) on board the car-carrier **Felicity Ace**, carrying electric vehicles at the time of the incident, underlining the compelling need to adopt pertinent provisions to minimise the risks on these types of ships.

In the ensuing discussion, the following views were expressed:

- All documents should be referred to the FP Working Group, except for modifications to draft SOLAS regulations already discussed in the past;
- Draft amendments should be finalised at this session without waiting for any inputs emanating from new research studies;
- Deletion of the word “permanent” in draft new SOLAS regulation II-2/20.5.2.1 could cause severe problems in implementation and ship design;
- More consideration regarding the safety distance from openings is necessary;
- Careful consideration should be given to the implementation of new requirements on existing ships;
- Developing sound and well-balanced regulations is more important than the finalisation of draft amendments at this session as it would not impact on the entry into force, even if finalised at SSE 9; and,
- Consistency should be observed between the Interim Guidelines and new draft regulations, in particular, regarding safety distances to essential equipment.

Establishment of the FP Working Group. Subsequently, the Sub-Committee established the Working Group on Fire Protection (FP) and instructed it to further develop the draft amendments to SOLAS chapter II-2 and the FSS Code for new and existing ro-ro passenger ships; and, to consider draft amendments on the definition of the term “free height”.

Report of the FP Working Group. Having considered the report of the Group, the Sub Committee:

- Noted the FP WG discussion on the proposed amendments to SOLAS chapter II-2 for fire safety of new ro-ro passenger ships, and agreed to refer the issue of safety distance to the Correspondence Group;
- Agreed in principle to the draft amendments to SOLAS chapter II-2 for fire safety of new ro-ro passenger ships, noting that these will be further considered by the CG;
- Noted the discussion on the proposed amendments to SOLAS chapter II-2 for fire safety of existing passenger ships and agreed to refer the issue of extending the scope of application of the requirements for a fixed water-based extinguishing system to existing ships to the CG plus finalisation of relevant draft amendments to SOLAS chapter II-2;
- Agreed in principle to the draft amendments to SOLAS chapter II-2 for fire safety of existing ro-ro passenger ships noting that the CG will further consider extending the scope of application of the requirements for a fixed water-based extinguishing system to existing ships;
- Noted the discussion on linear heat detection systems, and agreed to refer the issue of additional requirements in the FSS Code to the CG for further consideration and finalisation of the draft amendments to FSS Code chapters 7 and 9;
- Agreed, in principle, to the draft FSS Code amendments; and,
- Noted the discussion on the definition of the term “free height” and referred the draft amendments contained in document SSE 8/6/1 to the CG.

AMENDMENTS TO GUIDELINES FOR THE APPROVAL OF FIXED DRY CHEMICAL POWDER FIRE-EXTINGUISHING SYSTEMS FOR THE PROTECTION OF SHIPS CARRYING LIQUEFIED GASES IN BULK.

Instructions to the FP Working Group. The FP Working Group was instructed, taking into account comments made and decisions taken, to finalise the draft revision of the guidelines in MSC.1/Circ.1315, based on annex 3 to SSE 8 Working Paper 4 with a view to approval at MSC 106.

Report of the Working Group. The Sub-Committee agreed to the draft Revised guidelines for the approval of fixed dry chemical powder fire-extinguishing systems for the protection of ships carrying liquefied gases in bulk, and the associated draft MSC Circular, with a view to approval by MSC 106.

DEVELOPMENT OF AMENDMENTS TO THE LSA CODE AND RESOLUTION MSC.81(70) TO ADDRESS THE IN-WATER PERFORMANCE OF SOLAS LIFEJACKETS.

Background. The Sub-Committee recalled that SSE 7 had agreed to include an input in the provisional agenda of this session which was then approved by MSC 102 and which aims to enhance the in-water performance of SOLAS lifejackets to mitigate the risks associated with seafarers becoming immersed in water.

Marking requirements. Regarding proposed additional marking requirements for lifejackets, a commenting document (SSE 8/8) by Japan and the United States was discussed. Of note were the views that a mandatory requirement was considered necessary for a marking which would give the expiry date according to the manufacturer; and, since there is limited space available on the lifejacket, as proposed in the draft amendment to the LSA Code in annex 2 to document MSC 101/21/6, additional markings could create confusion in an emergency. The matter was passed to the LSA Group.

Righting test requirements. Document SSE 8/8/1 by Japan pointed out some problems as a consequence of draft amendments to the LSA Code and resolution MSC.81(70) with regard to the righting test for lifejackets and provided a progress report on the development of a new righting test in document SSE 8/INF.5. Following discussion, the LSA WG was instructed to further consider Japan's proposals.

Spray hood requirements. A further submission by Japan in document SSE 8/8/2 pointed out the issues to be considered when discussing the necessity of spray hoods for SOLAS lifejackets and this, too, was passed to the LSA WG for consideration.

Report of the LSA Working Group. It was noted that the Group, due to time constraints, was unable to meet the terms of reference for this agenda item. However, the Group's recommendation to re-establish the Correspondence Group on Life-Saving Appliances with the associated terms of reference was duly endorsed by the Sub-Committee.

REQUIREMENTS FOR ONBOARD LIFTING APPLIANCES AND ANCHOR HANDLING WINCHES.

Background. It was recalled that SSE 6 had agreed to split the guidance provisions into two separate guidelines in acknowledgement that those for anchor handling winches and those for lifting appliances were at different stages of maturity, the latter requiring more

work. SSE 6 was unable to further develop either set of guidelines and therefore re-established the CG on Onboard Lifting Appliances and Anchor Handling winches (OLAW). SSE 7 considered the CG report, approved it in general and noted the progress made on the two sets of guidelines. A number of comments and proposals were made in SSE 8 Plenary, all of which were referred to the OLAW WG for further consideration.

Report of the OLAW Working Group. Having considered the OLAW report, the Sub-Committee approved it in general and in particular:

- Agreed that the application provisions in draft SOLAS regulation II-1/3-13.1.2.1 for exclusion of “lifting appliances on ships certified as MODUs were in line with the applicable IMO instruments for drafting SOLAS amendments, thus no further action is required;
- Agreed a draft new SOLAS regulation II-1/3-13, for approval at MSC 103 and subsequent adoption in conjunction with the associated draft Guidelines for Lifting Appliances and the draft Guidelines for Anchor Handling Winches, respectively;
- Endorsed the check/monitoring sheet and the record format for SOLAS regulation II-2-1/2 and draft new SOLAS regulation II-1/3-13 for consideration by MSC 103;
- Agreed that the draft provisions for shipboard personnel operating lifting appliances and loose gear requirements in the draft Guidelines does not require input and advice from the HTW Sub-Committee;
- Referred the matter of training, familiarisation and qualifications of shore-based personnel to the FAL committee;
- Agreed the draft Guidelines for lifting appliances and the associated MSC circular, with a view to submission to MSC for approval , in conjunction with the adoption of the draft amendments to SOLAS regulation II-1/3-13;
- Noted that the Group was not able to finalise the draft Guidelines for anchor-handling winches; and,
- Re-established the CG on OLAW.

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.

Background. MSC 103 agreed a new output to evaluate the adequacy of fire protection, detection and extinction arrangements on board containerships to fight container fires, with a view to amending SOLAS and the FSS Code, as required with a target completion year of 2025, in association with the CCC Sub-Committee.

Proposals on containership fires. In relation to this matter, three documents were submitted, most notably SSE 8/10 by Bahamas et al (including InterManager as co-signatory) outlining a road map to provide a basis for future work and providing an initial assessment of gaps and regulations which are considered neither practicable or workable for fire detection and fire-fighting capabilities on board containerships.

Following discussion, the Sub-Committee:

- Agreed to a road map in accordance with the IMO’s Revised FSA guidelines under the headings: identification of hazards; risk analysis; risk control options; cost-benefit analysis; and, recommendations for decision-making;
- Taking into account the road map and the information submitted on an EMSA study entitled “Investigating Cost Efficient measures for Reducing the Risk from Cargo

Fires on Container Vessels (CARGOSAFE)”, invited MSC 105 to consider establishing an FSA Experts Group;

- Requested the Secretariat to submit a working paper to MSC 105 containing terms of reference for such a group; and,
- Deferred consideration of document SSE 8/10/1 by China proposing enhancement of containership capabilities for early fire detection in cargo holds/decks using portable infrared thermal imagers and thermometers, to a future session in order to combine it with the expected FSA EG deliberations.

DEVELOPMENT OF AMENDMENTS TO SOLAS CHAPTER II-2 AND MSC.1/CIRC.1456 ADDRESSING FIRE PROTECTION OF CONTROL STATIONS ON CARGO SHIPS.

Background. Two documents were submitted for consideration. The first by Belgium et al proposed amendments to SOLAS chapter II-2, relevant UIs, also the FSS and FTP Codes to introduce a requirement for fire detection and alarm systems in control stations on cargo ships, including tankers. The second, by China provided draft amendments to SOLAS on the protection requirements for fixed fire protection and fire alarm system of service spaces and control stations on cargo ships, clarifying different fire risks on cargo ships built with various protection methods.

Recognising the merit of the content in both documents, the FP WG was instructed to further consider the proposals therein.

Report of the Working Group. Having considered the relevant part of the FP WG report dealing with this item, the Sub-Committee agreed in principle to the draft amendments to SOLAS chapter II-2 and referred the matter to the CG for further consideration.

DEVELOPMENT OF PROVISIONS TO PROHIBIT THE USE OF FIRE-FIGHTING FOAMS CONTAINING PERFLUOROCTANE SULFONIC ACID (PFOS) FOR FIRE FIGHTING ON BOARD SHIPS.

Background. The Sub-Committee recalled that MSC 101 agreed to include an output on “Development of provisions to prohibit the use of PFOS for fire fighting on board ships” and that the amendments should apply to new ships, also to new installations on existing ships, and a phase-out scheme for existing ships should be considered.

Proposals on the prohibition of PFOS. Two documents were considered:

- SSE 8/12 (Canada et al), containing proposed draft amendments to SOLAS chapter II-2 and the HSC Codes to introduce the prohibition of use of fire-fighting foams containing PFOS for fire fighting on board ships; and,
- SSE 8/12/1 (China), providing amendments to SOLAS regulation II-2/10 to prohibit the use of fire-fighting foams containing PFOS in marine fire fighting.

Following discussion, the Sub-Committee instructed the FP WG to further consider the proposals put forward in SSE 8/12 and 8/12/1 with regard to shore reception facilities.

Report of the Working Group. Having considered the relevant part of the FP WGs report, the Sub-Committee:

- Considered the recommendation of the Group on circulation of information available on PFOS disposal banking and reception facilities, taking action, as appropriate; and,

- Agreed the draft amendments to SOLAS chapter II-2, and the 1994 and 2000 HSC Codes on the prohibition of PFOS for submission to MSC 106 for approval and subsequent adoption.

The Committee was then invited to note that the work on this output has been completed.

VALIDATED MODEL TRAINING COURSES.

Background. Following instructions from MSC 100 to consider whether certain model courses under its purview (namely model courses 3.03 to 3.06) might need to be revised, the Sub-Committee agreed that this was indeed the case since none of them have been updated since 2004. It was agreed that the revision of Model Course 3.03 on Survey of Machinery Installations would be given priority and to establish a DG at the next session to prepare draft terms of reference for course developers undertaking the revision.

Revision of Model Course 3.03. Document SSE 8/1/2/Add.1 by the Secretariat setting out the draft TORs for the course developers and the review group for the revision of 3.03, was considered by the Sub-Committee. Following this, the Sub-Committee:

- Approved the draft TORs for the course developers and the review group, with a view to validation of the revision at SSE 9;
- Established a 3.03 review group to work between sessions by correspondence; and,
- Authorised the Secretariat to take the necessary action for the hiring of developer(s) for the revision work noting with pleasure that IACS has volunteered to undertake the role of course developer.

REVISION OF THE CODE OF SAFETY FOR DIVING SYSTEMS (RESOLUTION A.831(19)) AND THE GUIDELINES AND SPECIFICATIONS FOR HYPERBARIC EVACUATION SYSTEMS (RESOLUTION A.692(17)).

Background. The Sub-Committee recalled that SSE 7 established a CG on the Revision of the 1995 Code of Safety for Diving Systems, instructing the Group to submit a report to this session. It was further recalled that MSC 102 authorised SSE 8 to establish an experts group to progress the work on the safety of diving systems.

Report of the Correspondence Group. The CG report was approved in general, noting that progress had been made in developing the draft international code of safety for diving operations (draft revised Diving Code), whilst recognising that the work is unfinished.

Establishment of the Experts Group. Having considered the actions requested in paragraph 34 of the CG's report, the EG was established, and given very precise terms of reference.

Report of the Experts Group. Having considered the EG's report on the Revision of the Code of Safety for Diving Systems, the Sub-Committee approved the report, and:

- Noted the progress made by the Group while recognising that further work needs to be done before finalisation of the draft revised Code; and,
- Re-established the CG to finalise the draft revised Diving Code based on the approved terms of reference drafted by the EG at this session.

REVIEW OF THE 2014 STANDARD SPECIFICATION FOR SHIPBOARD INCINERATORS (RESOLUTION MEPC.244(66)) ON FIRE PROTECTION REQUIREMENTS FOR INCINERATORS AND WASTE STOWAGE SPACES.

Background. In document SSE 7/20/7, IACS identified several discrepancies between annex 2 to the 2014 *Standard specification for shipboard incinerators* and SOLAS chapter II-2 concerning the fire protection requirements for incinerator spaces and waste stowage spaces, proposing a course of action to remove them. Given the need to resolve this situation, the Sub-Committee had invited a new relevant output proposal to MEPC for amending or deleting annex 2 to resolution MEPC.244(66), as appropriate. China et al proposed a new output to develop amendments to the same resolution by revising the provisions of its annex 2 on fire protection requirements for incinerators and waste stowage spaces in order to remove the discrepancies between the resolution and SOLAS chapter II-2, subsequently agreed by MEPC 77.

Amendments to resolution MEPC.244(66). The Sub-Committee considered document SSE 8/19 by IACS proposing amendments to the resolution by removing the discrepancies between it and SOLAS chapter II-2.

Subsequently, the Sub-Committee:

- Agreed to delete annex 2 to resolution MEPC.244(66), so that the requirements in SOLAS are implemented to alleviate possible inconsistencies or misunderstandings in the application of the fire safety provisions to incinerator and waste stowage spaces;
- Requested the Secretariat to prepare draft amendments to the resolution, based on the annex to document SSE 8/19, together with the associated draft MEPC resolution, with a view to adoption by MEPC 79; and,
- Invited interested Member States and organisations to make relevant proposals to MSC or MEPC relating to the comment by Liberia that “although the proposed deletion of annex 2 to resolution MEPC.244(66) is supported, it would leave the status of non-SOLAS ships unsecured and therefore, an MSC circular should be developed to recapture the fire safety issue, which recommends meeting the SOLAS requirements unless applicable national requirements exist”.

DATE OF NEXT MEETING.

The next meeting has been provisionally scheduled to take place from 27 February through 3 March 2023.

End

Captain Paddy McKnight