



Türk Loydu Summary Report -SSE 11

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TLR /SSE 11

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summary report

The 11th session of the IMO Sub-Committee on Ship Systems and Equipment (SSE) was held from 24 to 28 February 2025 in London. Decisions and discussions have been summarized hereunder.

New Requirements for Ventilation of Survival Craft

The Sub-Committee considered the need for ventilation requirements for partially enclosed lifeboats and liferafts, similar to those already adopted for totally enclosed lifeboats at MSC 107. The Sub-Committee reviewed submissions highlighting the risks of high CO₂ levels in partially enclosed lifeboats during adverse conditions.

A new paragraph (4.5.5) was proposed in the LSA Code, requiring partially enclosed lifeboats to maintain CO₂ levels below 5,000 ppm through mechanical or natural ventilation.

The draft amendments will be further discussed in a Correspondence Group (CG) and finalized at SSE 12.

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

SSE 10 prepared draft amendments to the LSA Code to include requirements for the design of the arrangement for the simulated testing of free-fall lifeboat release systems without launching the lifeboat into the water.

SSE 11 agreed to introduce a new paragraph 4.7.7 to LSA Code requires that;

- the arrangement to test the release system without launching the lifeboat is designed with a safety factor of at least 6,
- components of this arrangement that are exposed to the marine environment, other than falls and temporarily installed equipment, to be constructed from corrosion resistant materials without the need for coatings or galvanizing.

Consequently, draft amendments to the following instruments were agreed:

- SOLAS Ch. III Reg. 19.3.4.4
- Res. MSC.402(96)-Requirements for the maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear (Paragraph 6.2.3 and 6.2.7)
- Res. MSC.81(70)-Revised recommendation on the testing of life-saving appliances (Parts 1 and 2)

- MSC.1/Circ.1205/Rev.1 Guidelines for developing operation and maintenance manuals for lifeboat systems
- MSC.1/Circ.1529 on UI of paragraph 4.4.7.6 of the LSA Code
- MSC.1/Circ.1578 on Revised guidelines on safety during abandon ship drills using lifeboats
- MSC.1/Circ.1630/Rev.3 on Revised standardized LSA evaluation and test report forms (survival craft)

The draft amendments will apply to free-fall lifeboats installed on or after 1 January 2031.

The draft amendments will be submitted to MSC 110 for approval and subsequent adoption by MSC 111.

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

SSE 11 agreed on draft definitions for "Make," "Type," "Model," and "Series" to clarify the authorization of service providers. The ISO was invited to update ISO 23678:2022 to align with these definitions.

- Make: Original manufacturer of the type, model and series of equipment, as referred to on the approval certificate and/or ID plate
- Type: Category of equipment having common functional or design characteristics
- Model: A specific version of a particular make and type, as referred to on the approval certificate and/or ID plate
- Series: A specific range of models from the same manufacturer that have equivalent design characteristics and maintenance requirements

The work will continue in a Correspondence Group, with further proposals expected at SSE 12.

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 reviewed and agreed on proposed amendments to SOLAS Chapter III and the LSA Code to mandate the carriage of automatically self-righting or canopied reversible liferafts not only for ro-ro passenger ships but also for all new passenger and cargo ships. Liferafts with a capacity of up to 12 persons will be exempt from this requirement.

A transition period of 3 years for passenger ships and 5 years for cargo ships was agreed upon to allow shipbuilders and operators sufficient time to comply with the new regulations.

Further development of the amendments will continue through a Correspondence Group and will be reviewed at SSE 12 in 2026, with the goal of finalizing the amendments by 2028.

Review and Update of The Code Of Practice For Atmospheric Oil Mist Detectors (MSC.1/Circ.1086)

SSE 11 finalized the draft revision of Code of Practice for Atmospheric Oil Mist Detectors (MSC/Circ.1086), which includes updated approval criteria, inspection, and maintenance requirements.

The revised code will be submitted to MSC 110 for approval and is expected to enter into force immediately after approval by MSC 110.

Notably, alternative fuels are excluded from the scope of this revision, and the revised Code remains a non-mandatory guideline.

Revision of the 2010 FTP Code to Allow for New Fire Protection Systems and Materials

Several documents were submitted including proposals on revising the 2010 FTP Code to clarify certain ambiguous terminology and test standards, incorporate guidelines for the use of plastic piping (A.753(18)), and discuss H-class test procedures.

Due to time constraints, detailed discussions were not held. The draft amendments to the 2010 FTP Code will be prepared by a Correspondance Group and discussed at SSE 12.

Review and Update SOLAS Regulation II-2/9 on Containment of Fire to Incorporate Existing Guidance and Clarify Requirements

SSE 11 received proposals for the revision of SOLAS regulation II-2/9 to incorporate existing guidance documents (MSC circulars, IACS Unified Interpretations) into the regulatory text to ensure consistent implementation and provide a single source of applicable requirements.

Due to time constraints, SSE 11 did not consider the matters. A Correspondence Group will consider draft amendments to SOLAS Regulation II-2/9 and discussions will continue at SSE 12 in 2026.

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

SSE 11 progressed on measures to enhance fire detection and control in the cargo areas of container ships, focusing on:

- Requirements for portable infrared thermal imagers, suitable for screening containers and detecting hot areas,
- Requirements and performance standards for water mist lances,
- Requirements and performance standards for mobile water monitors and fixed water monitors.

Draft amendments to SOLAS Regulation II-2/10.7.3 were prepared, requiring at least one water mist lance on ships constructed on or after 1 January 2032.

Guidelines for the design, performance, and testing of water mist lances were also developed.

The draft amendments and guidelines will be further discussed in a Correspondence Group and finalized at SSE 12.

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

SSE 10 had established a roadmap to address fire risks associated with ships carrying electric vehicles and other new energy vehicles.

Based on the road map developed last year, SSE 11 developed an action plan for enhancing fire safety on ships carrying new energy vehicles, including:

- Review of scientific reports, studies, new technologies and casualty reports
- Identification of hazards related to new energy vehicles compared to ICEVs
- Consideration of a goal-based approach
- Identification of gaps in existing regulations and consideration of the way forward
- Identification of placeholders for possible future amendments

The use of video fire detection systems (VFDS) in vehicle and ro-ro spaces was also discussed.

The work will continue in a Correspondence Group, with further proposals expected at SSE 12.

Validated model training courses

The Sub-Committee validated the revised Model Course 3.05 on Survey of Fire Appliances and Provisions. A revision of Model Course 3.06 on Survey of Life-Saving Appliances and Arrangements is planned for SSE 12.

Unified interpretation of provisions of IMO safety, security and environment-related conventions

Following unified interpretations were agreed by Sub-Committee and submitted to MSC 110 for approval:

- Unified Interpretation of Paragraph 2.4.2.2 of Chapter 9 of the Fire Safety Systems (FSS) Code Regarding the Spacing of Combined Smoke and Heat Detectors
- Unified Interpretation of Paragraphs 6.1.1.3 and 6.1.2.2 of the LSA Code Regarding the Manual Hoisting of Dedicated Rescue Boats on Cargo Ships
- Unified interpretation of SOLAS regulation II-2/10.11 and regulation 7.9.4 of 1994/2000 HSC Codes on extinguishing media containing PFOS

- Unified interpretation of SOLAS regulation II-1/3-13.2.4 to facilitate uniform documentation of load testing and thorough examination for existing non-certified lifting appliances

Following unified interpretation was decided to be reconsidered at Correspondence group:

- Unified Interpretation of SOLAS regulation II- 2/4.2.4 on sounding pipes of tanks for flammable oils other than oil fuel and lubricating oil

Following unified interpretations were noted by SSE 11:

- Unified Interpretation of SOLAS regulations II-2/3.6 and II-2/4.5.1.1 and paragraphs 1.3.6 and 3.2.1 of the IBC Code regarding protection of fuel oil tanks and designation of fore peak spaces
- Unified Interpretation of SOLAS regulation II-2/4.5.10 regarding protection of cargo pump-rooms
- Unified Interpretation of SOLAS regulation II-2/13.4.2 on means of escape from steering gear spaces in cargo ships
- Unified Interpretation of SOLAS regulation II-1/45.5.3 on routing of cables and wiring serving essential/emergency power, lighting, etc. away from high fire risk areas
- Unified Interpretation of SOLAS regulation II- 1/26.2 on reliability of single essential propulsion components

Following unified interpretations were not agreed by Sub-Committee:

- Unified Interpretation of paragraph 2.1.3.3 of FSS Code Chapter 5 on positions of means of control for fixed gas fire-extinguishing systems

Any Other Business

SSE 11 agreed on the following items;

- Minor corrections to Res. MSC.81(70) and MSC.1/Circ.1628/Rev.1 on the procedure for lifejacket buoyancy tests and acceptance criteria for consistency with the LSA Code,
- Minor correction to the LSA Code to reflect the latest version of the ISO 18813:2022 standard.

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