**SSE6 – 4 to 8 March 2019**

**SUB-COMMITTEE ON SHIP SYSTEMS AND EQUIPMENT**

**Safety objectives and functional requirements of the guidelines on alternative design and arrangements for SOLAS chapters II-1 and III**

Referring to the draft functional requirements and expected performance criteria for SOLAS chapter III and the draft MSCcircular on amendments to MSC.1/Circ.1212 elaborated by the Correspondence group established by SSE5, some delegates at SSE6 noted that the current approach in drafting the expected performances and functional requirements was not in line with the Generic guidelines for developing IMO goal-based standards (MSC.1/Circ.1394/Rev.1).

The main goal of this work item was to complete the draft amendments to MSC.1/Circ.1212 firstly, based on the existing IMO instruments but not on a hazard study.

SSE6 agreed that a hazard identification study approach would not be appropriate at the time, given that the scope of the work was to develop functional requirements based on the existing IMO instruments.

SSE6 agreed to the draft amendments to the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (MSC.1/Circ.1212) and the associated MSCcircular, for submission to MSC101 for approval.

**Develop new requirements for ventilation of survival craft**

MSC97 had instructed it to develop the requirements related to the ventilation of totally enclosed lifeboats as high priority and consider requirements for other survival craft with a view to developing amendments to the LSA Code and the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)).

SSE5 agreed to the draft amendments to the LSA Code for eventual submission to MSCfor approval once the related amendments to the LSA Code regarding ventilation of survival craft other than totally enclosed lifeboats had been finalized. SSE5, in order to progress the work intersessionally, established a Correspondence group.

In addition to the report of the Correspondence group, SSE6 had for its consideration:

* proposal of amendments to the ventilation rate criteria in the LSA Code and resolution MSC.81 (70), which was based on the verification of the criteria through comparison between lifeboat test and model calculation;
* additional measures to supplement the draft amendments to the LSA Code on ventilation requirements of survival craft i.e. sufficient CO2 monitors with audible and visual alarm which would activate at a 5,000 ppm high limit.

***Draft amendments to the LSA Code regarding ventilation on totally enclosed lifeboats***

SSE6 noted the concerns expressed by the delegations of the United States, Canada, the United Kingdom and the observer from ICS that the agreed performance standard of 5 m3/hr/person might not maintain a long-term CO2 concentration limit of 5,000 ppm as a performance standard for establishing a habitable atmosphere in totally enclosed lifeboats.

They believed that the 5,000 ppm CO2 concentration limit was a better criterion for establishing a performance standard inside totally enclosed lifeboats. It would provide the necessary design flexibility for manufacturers to determine the best means of maintaining a habitable environment in not only totally enclosed lifeboats

However, the Sub-Committee could not reach an agreement on the proposed amendments to ventilation rate criteria.

Similarly, several delegations supported that the addition of a CO2 monitor would be an efficient measure to warn the survival craft occupants of CO2 accumulation. But SSE6 was unable to reach consensus on the need for such a CO2 monitor.

SSE6 agreed to retain the draft amendments to the LSA Code as prepared by SSE5.

***Draft amendments to resolution MSC.81(70) revised recommendation on testing of life-saving appliances***

SSE6 prepared the draft amendments to resolution MSC.81(70) and agreed to invite the Sub-Committee to establish a correspondence group to further progress these draft amendments intersessionally, with a view towards finalization at SSE7.

***Draft amendments to the LSA Code on the ventilation requirement for survival craft other than totally enclosed lifeboats***

Due to time constraints, the Sub-Committee was not able to consider the draft amendments to the LSA Code on the ventilation requirement for survival craft other than totally enclosed lifeboats. It agreed to establish a correspondence group to further progress this issue intersessionally, with a view towards finalization at SSE7.

**Consequential work related to the new code for ships operating in Polar waters (Polar Code)**

MSC97 had instructed SSEto review the LSA Code and the relevant IMO resolutions to adapt current testing and performance standards to the Polar Code provisions.

SSE5 agreed that the Interim guidelines on life-saving appliances and arrangements for ships operating in polar waters had to be developed as a matter of priority. Therefore, it established Correspondence Group which was instructed to further develop, with a view towards finalization, the draft interim guidelines on life-saving appliances and arrangements for ships operating in polar waters, and to consider suitable regulatory options to address future new test and performance criteria.

SSE6 agreed to the draft interim guidelines on life-saving appliances and arrangements for ships operating in polar waters and instruct the IMO Secretariat to prepare the draft associated circular, for submission to MSC101 for approval.

SSE6 concurred with the understanding that chapter 8 of part I-A of the Polar Code (Life-saving appliances and arrangements) applies equally to new and existing ships, and that any differences in application would require an amendment to the Code.

In-depth discussion occurred regarding food rations. CLIA considered that for a 150-person lifeboat under the SOLAS Convention, a combined 1.2 tons of additional food and water rations were added. For liferafts, this added weight would also be very significant. This was an enormous increase from the requirements of the LSA Code and would have a significant impact to existing survival craft and launching appliances, which had not been designed to accommodate this increase in weight.

With regards to the capacity of survival craft, SSE6 agreed that the seating capacity of each survival craft should be adjusted taking into account polar clothing, additional equipment including all persons carrying their intended personal survival equipment and space for occupants to stand and move in turns.

Due to time constraints, SSE6 was not able to consider options to develop guidelines on how to determine the "maximum expected time of rescue" and how to address new guidelines for testing and evaluation of life-saving appliances and arrangements for ships operating in polar waters.

Guidelines for testing and evaluation are needed for the following areas in relation to life-saving appliances:

* Tests of all life-saving appliances to prove that they are operational at the polar service temperature;
* Reliability of survival craft equipment;
* Immersion suits for children: regulation 8.3.3.1.1 of part I-A of the Polar Code requires an insulated immersion suit or thermal protective aid for all "persons", including children, while the LSA Code has no special requirements for immersion suits for children;
* Operation of survival craft and rescue craft in the worst ice conditions in which the ship is intended to operate: the draft interim guidelines require the survival craft and rescue craft to withstand the impact of being towed in icy waters. However, no ice load assumptions have been agreed upon.

**Review SOLAS chapter II-2 and associated codes to minimize the incidence and consequences of fires on ro-ro spaces and special category spaces of new and existing ro-ro passenger ships**

SSE5 re-established the Correspondence Group on Fire Protection (FP) to:

* Develop draft interim guidelines for minimizing the incidence and consequences of fires on ro-ro spaces and special category spaces of new and existing ro-ro passenger ships;
* Develop draft amendments to the 1974 SOLAS Convention and associated codes, taking into account their application to existing ships;
* Identify other related instruments, which need to be consequentially amended.

***Draft interim guidelines***

SSE6 agreed to the draft interim guidelines for minimizing the incidence and consequences of fires on ro-ro spaces and special category spaces of new and existing ro-ro passenger ships, and the associated draft MSCcircular, with a view to approval by MSC101.

Noting the views expressed in the report of the correspondence group as well as FIRESAFE II outcome, the Sub-Committee condensed provisions relating to inspection and maintenance of ship's electrical cables and sockets by using goal based language.

It is decided to simplify:

* The provisions related to the protection of power cable sockets from faults and overloads by using condensed goal based language;
* The provisions related to augmented fire patrols and accepting the use of portable thermal imaging devices;
* The provisions related to the elimination of the sources of ignition while addressing the different hazards of alternative powered vehicles.

Added provisions to ro-ro space openings and the protection of life-saving appliances and embarkation stations from these openings and promoting the early activation of drencher systems.

In addition, it also decided to organize the draft interim guidelines such that section 1 on prevention and ignition is recommended for all ships, whereas, the rest of the guidelines are recommended for new ships unless specifically stating otherwise.

***Draft amendments to the 1974 SOLAS Convention and associated codes***

SSE6, due to lack of time, was not able to consider all draft amendments to the SOLAS Convention and suggested amendments based on the casualty reports and summary of the FIRESAFE II study.

It was of the view that further consideration of the FIRESAFE II report would be needed at SSE7, particularly in light of the proposed analysis of the report by the FSA experts group to be established at MSC101.

***Identification of other related instruments that need to be consequentially amended***

SSE6 estimated that the MSC.1/Circ.1430/Rev.1 Revised guidelines for the design and approval of fixed water-based fire-fighting systems for ro-ro spaces and special category spaces may need to be revised.

***Draft amendment to the Revised Guidelines for the Maintenance and Inspection of Fire Protection Systems and Appliances (MSC.1/Circ.1432)***

SOLAS regulation II-2/20.6.1 provides requirements with regard to fixed water-based fire-extinguishing systems fitted on board ro-ro passenger ships.

In 2018, China conducted fixed water-based fire-extinguishing system tests on board over 20 ro-ro passenger ships engaged on international voyages and 40 ro-ro passenger ships engaged on domestic voyages.

The tests indicate that nearly 30% of the nozzles failed to flow water, generally caused by rust blocks formed by rust and gravel.

SSE6 noted that as the revised guidelines would apply to all ships, the proposed draft amendments to the revised guidelines go beyond the scope of the output, which is to minimize the incidence and consequences of fires on ro-ro passenger ships.

These amendments should be more universally applied and thus a new output would be needed to address this matter.

***Main topics and structure of the FIRESAFE II study - EU***

The FIRESAFE II study consisted of two main parts which followed the Formal Safety Assessment (FSA) methodology and two parts which were dedicated to testing, namely of alternative detection systems for open ro-ro spaces and weather decks, as well as for alternative fixed fire-extinguishing systems.

The main topics of the FIRESAFE II study were detection, decision, containment and evacuation concerning the fire safety of ro-ro, special category and vehicle spaces, as well as a combined assessment (with FIRESAFE I) at the end of the study.

It should be highlighted that specific proposals for amendments to or for inclusion in the interim guidelines will be developed, especially for the RCOs proven to be cost-effective.

SSE6 agreed that the study be reviewed by the FSA Experts Group (FSA EG) intersessionaly and that the Group report directly to SSE7.

**Amendments to MSC.1/Circ.1315**

SSE5, in considering draft amendments to the Guidelines for the approval of fixed dry chemical powder fire-extinguishing systems for the protection of ships carrying liquefied gases in bulk (MSC.1/Circ.1315), agreed that sodium bicarbonate should be excluded as an acceptable dry chemical powder on ships carrying liquefied gases in bulk

SSE5 had noted that it would be necessary to further develop criteria according to which a dry powder could be considered as a sodium bicarbonate powder (e.g. mass percentage of the main compound), as opposed to a sodium-based dry powder.

SSE6 improved draft amendments to the revised guidelines for the approval of fixed dry chemical powder fire-extinguishing systems for the protection of ships carrying liquefied gases in bulk (MSC.1/CIRC.1315) for further consideration at coming meetings.

The Sub-Committee considered sodium bicarbonate to be banned as a main component of dry chemical compound, but did not reach a consensus on total prohibition. While potassium-based salts should be the main component of the dry chemical powder, it is considered that the use of a new dry chemical powder in which the majority of the components are chemicals with either a similar or superior performance to potassium salts in all aspects should not be precluded, subject to compliance with the test requirements.

It also agreed that alternative agents approved in accordance with all performance criteria outlined in the draft revised guidelines should be accepted as dry chemical compounds whether or not they are potassium based.

**Fault isolation requirements for individually identifiable fire detector systems installed in lieu of section identifiable fire detector systems on cargo ships and passenger ship cabin balconies**

A new output was agreed about fault isolation requirements for individually identifiable fire detector systems installed in lieu of section identifiable fire detector systems on cargo ships and passenger ship cabin balconies.

The amendments to the FSS Code, as adopted at MSC88, place more onerous fault isolation requirements on individually identifiable systems than on section identifiable systems.

When a decision is being made on the type of fire detection system that is to be fitted on a cargo ship or in passenger ship cabin balconies, the cost and complexity of providing individually identifiable fault isolation compared to section identifiable fault isolation; is weighed against the enhanced safety afforded by individually identifiable fire detection compared to section identifiable fire detection.

There are, however, systems that are available that combine the enhanced safety of individually identifiable fire detectors, which are required for passenger ships; with the less complex and less costly section identifiable fault isolation functionality.

To facilitate the use of such systems on a global and consistent basis, there is a need for amendments to the fault isolation requirements for individually identifiable fire detector systems, which are installed in lieu of section identifiable fire detector systems on cargo ships and passenger ship cabin balconies.

SSE6 agreed to invite interested Member States and international organizations to submit comments and proposals to the next session on the draft amendment prepared at MSC98.

**Requirements for onboard lifting appliances and anchor handling winches**

SSE5 had considered the goal- and function-based SOLAS regulations concerning onboard lifting appliances and anchor handling winches (OLAW), with a particular emphasis on types of equipment, safe working load (SWL), the scope of application, inspection and testing, training and qualification of the ship's crew and shore-based personnel, loose gear brought from the shore-side, and the draft guidelines supporting the goals and functional requirements.

MSC100 had agreed that a "list of inclusions with some exclusions" approach should be taken when drafting the relevant SOLAS amendments in relation to OLAW; and that onboard lifting appliances installed on offshore construction ships should be excluded from the new requirements. Subsequently, MSC instructed SSE6 to further consider which lifting appliances and winches should be indicated in the draft amendments.

Some delegations were of the view that, recalling the difficulties faced in relation to the GBS approach and despite the risk of setting a precedence for future new SOLAS regulations, the proposed SOLAS regulations with prescriptive requirements should be used to resolve the longstanding issues that need a practical and pragmatic approach. Recalling the conclusion of MSC100 on the experience gained in the application of the Generic guidelines for developing IMO goal-based standards (MSC.1/Circ.1394/Rev.1), it should be the prerogative of the concerned organ of the Organization to use any approach considered suitable

Following discussion, SSE6 agreed to take a prescriptive approach.

***Draft SOLAS regulation II-1/3-13***

SSE6 agreed to the draft SOLAS regulation II-1/3-13 with a view to submission to MSCin conjunction with the associated Guidelines, once finalized.

SSE6 amended draft SOLAS regulation II-1/3-13.3, including its title, containing provisions for loose gear and addressing equipment not covered in draft SOLAS regulations II-1/3-13.1 and II-1/3-13.2 so as to require Administrations to set criteria for testing, thorough examination, inspection, operation and maintenance of OLAW, while providing for flexibility as to how this was to be achieved.

The Sub-Committee had a lengthy discussion on whether or not to include "personnel handling cranes" in the definition of "lifting appliance" and agreed that, regardless of the fact that there was no evidence that these constituted a particular concern, the direct risk to safety of life and the consequences resulting from incidents warranted their inclusion.

In line with the decision of MSC100 to maintain the principle of inclusions with some exclusions, agreed to include all equipment to which the regulation applies in the definition of "Lifting appliance" (inclusions) and to develop the list of exclusions under regulation II-1/3-13.1.2 (Application).

***Threshold value for OLAW and list of inclusions and exclusions***

At SSE5, there were mixed views on the respective options for the SWL threshold and the Group could not reach a consensus on this issue.

An alternative approach was proposed, as follows:

* The application of the survey and certification regime for the appliances, as appropriate, should be established in accordance with an SWL threshold of 1,000 kg;
* The remaining functional requirements should apply to all appliances, irrespective of their SWLs.

However, there were mixed views on this approach and the Group could not clearly identify which regulations were related to "survey and certification regime" and which regulations could be applied to all appliances irrespective of their SWLs.

SSE6 agreed that an SWL threshold for anchor handling winches might not be necessary for the reason that it was highly unlikely that there would be any anchor handling winches on SOLAS ships (500 gross tons and above) that had a maximum line pull of 1,000 kg or 500 kg, since such a line pull would be inadequate to handle anchors on these ships.

SSE6 was invited to note that the design requirements for lifting appliances by ILO (ILO C152, e.g. articles 21, 22, 23, 24 and 27), state authorities (e.g. European Directive on Machinery), recognized organizations and industry standards (e.g. EN 13001) are applicable to all lifting appliances regardless of their SWL.

SSE6 agreed to remove any threshold limit in draft regulation II-1/3-13.1.1 and to address, through drafting provisions of "exclusions", those smaller lifting appliances which would not be part of the mandatory ship survey and certification system under SOLAS chapter I.

After a lengthy discussion, SSE6 agreed to include draft regulation II-1/3-13.1.3 which provided flexibility to an Administration to apply draft SOLAS regulations II-1/3-13.2.1 and II-1/3-13.2.4 to lifting appliances with a SWL of less than 1,000 kg.

After agreeing that anchor handling winches should not have a lower application threshold for the application of the new draft SOLAS regulation, SSE6 agreed to limit to lifting appliances the application of draft SOLAS regulation II-1/3-13.1.3, which allowed flexibility for equipment with a SWL of less than 1,000kg.

The threshold issue under an "exclusions" paragraph, enables the differentiation among respective types of requirements, e.g. for operational or design.

***Marking of lifting appliances and loose gear***

SSE6 agreed that existing and new lifting appliances should be required to be marked with their SWL, as reflected in draft regulations II-1/3-13.2.3 and the associated Guidelines, whereas the marking of anchor handling winches was a more complex issue and better addressed in the Guidelines for anchor handling winches.

***Design and construction of anchor handling winches***

The Sub-Committee had a lengthy discussion on whether the design and construction requirements for anchor handling winches should be in accordance to class society rules but concluded that it was aware of only very few class societies that had rules for anchor handling winches in place and subsequently decided to refer solely to Administrations, as set out in draft SOLAS regulation II-1/3-13.2.2.

***Harmonization and potential duplicative requirements between ILO C152 and new draft SOLAS regulation II-1/3-13***

Several delegations raised concerns with respect to possible duplication of requirements for ships that had to comply with ILO C152 and new draft SOLAS regulation II-1/3-13, especially with respect to thorough examination and load testing requirements.

After discussion, SSE6 agreed that the existing requirements under ILO C152 should not lead to additional requirements under SOLAS for the same equipment but that the detailed explanations and clarifications should be included in the Guidelines.

***Out-of-service / inoperative lifting appliances and anchor handling winches***

It was discussed the circumstances and conditions when inoperative OLAW would render a ship unseaworthy and what actions needed to be taken by the master to establish seaworthiness before proceeding to the next port.

SSE6 agreed that no exhaustive list of actions by the master could be drafted that foresaw all possible circumstances and to include them in the draft guidelines for lifting appliances and the guidelines for anchor handling winches.

***Draft guidelines for the safety of onboard lifting appliances and anchor handling winches***

Owing to time constraints, SSE6 was unable to consider and further develop the two sets of draft guidelines for the safety of onboard lifting appliances and anchor handling winches, respectively, and agreed that these tasks could be carried out by the Correspondence Group.

**Development of guidelines for cold ironing of ships and of amendments to SOLAS chapters II-1 and II-2**

Owing to the outcome of the correspondence group established at SSE5, SSE6 considered premature to task a drafting group for further developing the draft guidelines and, therefore, the work should continue to be progressed by means of a correspondence group.

Those guidelines should not mix standardization and operational aspects so as to avoid duplication with existing international standards.

Therefore, only operational aspects should be under focus instead of developing technical requirements

SSE6 decided to establish an Intersessional Correspondence Group which was instructed to further develop the draft guidelines on safe operation of onshore power supply (OPS) service in port for ships engaged on international voyages,

During the discussion, a concern was expressed that making the guidelines mandatory under SOLAS should be avoided, as ships had many measures to reduce the air pollution emission, not limited to onshore power supply only.

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

SSE6 had for its consideration a draft unified interpretation of SOLAS regulation II-2/10.10.4 on the requirements for two-way portable radiotelephone apparatus for fire-fighter's communication, in particular, regarding the term "explosion-proof type or intrinsically safe", intended to specify the certified safe type and essential particulars defined in International Electrotechnical Commission (IEC) Standards.

Amendments to SOLAS regulation II-2/10 that were adopted by resolution MSC.338(91) require, inter alia, two two-way portable radiotelephone apparatuses per fire party to be carried on board.

IACS considers that the requirement in SOLAS regulation II-2/10.10.4 on mitigating the explosion hazard is rather vague and open to interpretation. IACS has further witnessed some inconsistencies in the implementation of this requirement, in particular, with respect to the term "explosion-proof type or intrinsically safe".

IACS understands that specifying "intrinsically safe" type equipment is in some ways meaningless without also specifying the need for the certified safe type and further the essential particulars defined in IEC Standards 60079 and 60092-502.

Taking account of the above analysis, including the clarification provided in MSC/Circ.1120 and with a view to facilitating the global and consistent implementation of the requirements of SOLAS regulation II-2/10.10.4, IACS has developed a draft IACS Unified Interpretation (UI).

SSE6 agreed to the draft UI on ChapterII-2 and forwarded it to MSC101 for approval.

***Draft unified interpretation of the footnote to SOLAS regulation II-2/9.7.5***

SSE6 considered proposal of a draft unified interpretation of SOLAS regulation II-2/9.7.5, as amended by resolution MSC.365(93), intended to clarify that the footnote to this regulation did not prohibit the use of fixed CO2 fire-extinguishing systems that had not been designed or tested to ISO 15371, and the minimum quantity required for the protection of galley exhaust ducts.

SSE6 agreed to the draft UI of the footnote to SOLAS regulation II-2/9.7.5 and forwarded it to MSC101 for approval.

***Application of the design temperature for piping, fittings and related components***

SSE6 agreed to the draft unified interpretation in the application of the design temperature for piping, fittings and related components and the associated draft MSC circular, for submission to MSC101 for approval.

IACS provided a draft IACS unified interpretation on the application of the design temperature for piping, fittings and related components, as required by paragraph 11.3.6 of the IGC Code which intended to bring clarity as to whether the weather deck areas above "F.O. tanks" were regarded as part of the "cargo area" and whether the piping, fittings and related components of a water-spray system in such an area were to be designed to withstand 925°C.

IACS sought clarification on the application of the design temperature for piping, fittings and related components of water-spray systems as required by paragraph 11.3.6 of the IGC Code, as amended by resolution MSC.370(93) (hereafter referred to as the IGC Code), taking into account paragraph 11.1.4 of the Code.

***Draft unified interpretation regarding the onboard discharge test of a dry chemical powder fire-extinguishing system***

IACS and SIGTTO proposed a new draft unified interpretation regarding the onboard discharge test of a dry chemical powder fire-extinguishing system, as required by paragraph 11.4.8 of the IGC Code (resolution MSC.370(93)), intended to clarify the term "sufficient amounts of dry chemical powder".

SSE6 agreed to the draft unified interpretation regarding the onboard discharge test of a dry chemical powder fire-extinguishing system and the associated draft MSC circular, for submission to MSC101 for approval.

***Unified interpretation on lifebuoy arrangements for means of embarkation/disembarkation***

IACS proposed a draft unified interpretation on "Lifebuoy arrangements for means of embarkation/disembarkation", in the context of SOLAS regulations III/22.1.1 (lifebuoys for passenger ships), III/32.1.1 (lifebuoys for cargo ships) and SOLAS regulation II-1/3-9 (Means of embarkation and disembarkation from ships), intended to clarify that a lifebuoy fitted with both a light and a lifeline as per MSC.1/Circ.1331 for compliance with SOLAS regulation II-1/3-9 should not to be taken into account when considering the minimum number and distribution of lifebuoys, as required by SOLAS regulation III/22.1.1 or III/32.1.1, as applicable.

SSE6 agreed to the draft unified interpretation on lifebuoy arrangements and the associated draft MSC circular, for submission to MSC101, for approval.

***Draft revision of IACS unified interpretation SC242 relating to SOLAS regulations II-1/28, II-1/29 and II-1/30***

IACS provided a revised version of UI SC242, which offered draft unified interpretations of the relevant elements of SOLAS regulations II-1/28, II-1/29 and II-1/30.

SOLAS adequately addresses steering gear arrangements having a traditional propulsion system and a rudder-type steering system.

However, IACS considers that the Convention does not adequately provide for modern combined propulsion/steering systems such as azimuth thrusters, podded propulsors, waterjets, cycloidal propellers, etc.

IACS developed Unified Interpretation (UI) SC242 regarding the steering capability of these systems. A copy of UI SC242 was provided in the annex to document DE 55/3 and MSC90 subsequently approved MSC.1/Circ.1416 on Unified Interpretation of SOLAS regulations II-1/28 and II-1/29 (MSC90/28, paragraph 9.2).

Experience in the application of UI SC242 and feedback from the industry indicated that further clarification was needed, in particular with respect to the implementation of SOLAS regulations II-1/29.1 and II-1/29.6.1. Consequently, IACS submitted a revised version of UI SC242 to SSE4.

SSE6, having concurred with the content of the draft revised version of UI SC242 and that a revised version of MSC.1/Circ.1416 should be issued as a new circular, agreed to draft unified interpretation of SOLAS regulation II-1/28, II-1/29 and II-1/30 and the associated MSC Circular, for submission to MSC101 for approval.

Having agreed that the latest version of this IACS UI was considered acceptable as an interim measure, SSE6 decided a new output proposal with a holistic approach encompassing all types of modern steering systems would be necessary.

***Draft unified interpretation relating to SOLAS regulation III/20.11***

IACS submitted a draft unified interpretation relating to SOLAS regulation III/20.11 (UI SC144) intended to clarify that examinations, overhauls and operational tests carried out at intervals of at least once every five years should be done in the presence of the surveyor in order to verify that the relevant equipment had been maintained and tested satisfactorily

SSE6 agreed to the draft unified interpretation relating to SOLAS regulation III/20.11 and the associated draft MSC circular, for submission to MSC101 for approval.

**Any other business**

Discrepancy between chapter VI of the LSA Code and the testing provisions in resolution MSC.81(70)

MSC98 adopted, by resolutions MSC.425(98) and MSC.427(98), amendments to the LSA Code and resolution MSC.81(70) on Revised recommendation on testing of life-saving appliances to correct the discrepancy regarding the testing of winches and winch brakes.

There is an omission in the amendments to chapter VI of the LSA Code and the testing requirements in resolution MSC.81(70), as adopted at MSC98.

SSE6 agreed to the draft amendments to resolution MSC.81(70), for consideration by MSC101 as a minor correction