***The Sub-Committee on Ship Systems and Equipment (SSE-3) had its third session from 14 to 18 March 2016, in IMO headquarters in London.***

**The Sub-Committee:**

- further progressed on matters related to the draft functional requirements for SOLAS chapter III;

- agreed to draft amendments to SOLAS regulations III/3 and III/20, on operational readiness, maintenance and inspections, to make the provisions of MSC.1/Circ.1206/Rev.1 mandatory;

- agreed to the draft MSC resolution on Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear, for submission to MSC 96 for adoption, in conjunction with the a.m. associated SOLAS amendments;

- In that respect the SC endorsed its WG views, as reflected in the draft resolution, that:

*1. Weekly and monthly inspections and routine maintenance as specified in the equipment maintenance manual(s), shall be conducted by authorized service providers, or by shipboard personnel under the direction of a senior ship's officer in accordance with the maintenance manual(s).*

*2. Annual thorough examinations and operational tests, as described in section 6.2, shall be conducted by certified personnel of either the equipment manufacturer or an authorized service provider in accordance with section 7 and section 8. The service provider may be the ship operator provided that it is authorized in accordance with section 3 and section 7.*

*3. Five-year thorough examination, any overhaul, overload operational tests2, as described in section 6.3, and repair shall be conducted by certified personnel of either the equipment manufacturer or an authorized service provider in accordance with section 7 and section 8.*

- agreed to draft amendments to the 2009 MODU Code on LSA requirements, where the standard mass of the lifeboat occupant should be 95kg (still in square brackets);

- agreed to draft amendments to the Guidelines on alternative design and arrangements for fire safety (MSC/Circ.1002)which add an appendix on Guidelines for the selection of life safety performance criteria;

- agreed in principle to the draft amendments to chapters 1, 6, 9 and 14 of the 2009 MODU Code, which, inter alia, introduce H60 class fire boundaries;

- agreed to draft amendments to SOLAS regulation II-2/9.4.1.3, i.e. For ships carrying not more than 36 passengers, windows facing survival craft and escape slide, embarkation areas and windows situated below such areas shall have fire integrity at least equal to "A-0" class (apply to new ships only);

- agreed to a draft Unified interpretation of chapter 8 of the FSS Code and the Revised guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS regulation II-2/12 (resolution A.800(19)), as amended by resolution MSC.265(84), which confirms the existing nominal method of pump sizing for calculating the sprinkler systems capacities;

- agreed to a draft MSC circular on Shipboard escape route signs and emergency equipment location markings, recommending the use of ISO standard 24409 series, pending the incorporation the symbols of the ISO standard 24409 series in a revision of resolution A.760(18);

- agreed that no fire rating is required for bulkheads between the wheelhouse and a toilet that is installed completely within the wheelhouse;

- agreed that only "pure car and truck carriers" should comply with SOLAS regulation II-2/20-1;

- was of the opinion that a navigation locker that can only be accessed from the wheelhouse should not be considered as part of the control station with respect to the requirements in tables 9.3, 9.5 and 9.7 of SOLAS regulation II-2/9 and the division separating the wheelhouse and such a locker should have a "B-0" fire rating;

- having endorsed the text of the draft unified interpretation of SOLAS regulations II-2/5 and II-2/7 (revision of UI SC 148 on control of fan coil units), agreed to the draft MSC circular on Unified interpretations of SOLAS chapter II-2;

- endorsed that SOLAS regulation II-2/9.2.4 should apply to all the individual spaces within the cargo area of tankers;

- agreed to the revision of the UI SC213 on the Arrangements for remotely located liferafts;

- agreed to the UI SC272 on Inert gas supply for double-hull spaces of tankers;

- agreed to the UI SC79 on Sources of ignition on board ships carrying dangerous goods;

- agreed to the UI SC275 on suitable number of spare cylinders for fire-fighter equipment;

- agreed to draft amendments to the 1994 and 2000 HSC Codes, that confirms that high-speed craft of less than 30 m (2000 HSC Code) and 20 m (1994 HSC Code) in length may be exempted from carrying a rescue boat;

- recommended to develop a draft MSC circular urging early implementation of these amendments to the 1994 and 2000 HSC Codes.

***SSE-4 is tentatively scheduled to take place from 20 to 24 March 2017***

The SSE4 Sub-Committee will be invited to agree to establish at its third session working and/or drafting groups on subjects to be selected from the following list:

.1 life-saving appliances (LSA);

.2 review the MODU Code, LSA Code and MSC.1/Circ.1206/Rev.1;

.3 onboard lifting appliances and winches;

.4 dynamic positioning (DP) systems;

.5 fire protection.

CORRESPONDENCE GROUPS ESTABLISHED AT SSE 3 reporting at SSE 4:

 .1 life-saving appliances (LSA);

.2 onboard lifting appliances and winches;

.3 dynamic positioning (DP) systems;

.4 anti-crushing protection to watertight doors.