



SUB-COMMITTEE ON FIRE PROTECTION
52nd session
Agenda item 21

FP 52/WP.5
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DRAFT REPORT TO THE MARITIME SAFETY COMMITTEE

1 GENERAL

Introduction

1.1 The Sub-Committee held its fifty-second session from 14 to 18 January 2008 under the chairmanship of Mr. J.C. Cubisino (Argentina). The Vice-Chairman, Mr. C. Abbate (Italy), was also present.

[1.2 The session was attended by delegations from the following Member Governments:

ANGOLA	ITALY
ARGENTINA	JAPAN
BAHAMAS	KENYA
BELGIUM	LATVIA
BOLIVIA	LIBERIA
BRAZIL	MALAYSIA
CANADA	MARSHALL ISLANDS
CHILE	MEXICO
CHINA	MOROCCO
CROATIA	NETHERLANDS
CUBA	NIGERIA
CYPRUS	NORWAY
DEMOCRATIC PEOPLE'S	PANAMA
REPUBLIC OF KOREA	PAPUA NEW GUINEA
DENMARK	PERU
DOMINICAN REPUBLIC	PHILIPPINES
ECUADOR	POLAND
EGYPT	PORTUGAL
FINLAND	REPUBLIC OF KOREA
FRANCE	RUSSIAN FEDERATION
GERMANY	SINGAPORE
GREECE	SLOVENIA
ICELAND	SPAIN
INDONESIA	SWEDEN
IRAN (ISLAMIC REPUBLIC OF)	SYRIAN ARAB REPUBLIC
IRELAND	THAILAND

TURKEY
TUVALU
UKRAINE
UNITED KINGDOM

UNITED STATES
URUGUAY
VENEZUELA

by the following Associate Member of IMO:

HONG KONG, CHINA

and the following State not Member of IMO:

COOK ISLANDS

1.3 The session was also attended by observers from the following intergovernmental organizations:

EUROPEAN COMMISSION (EC)
MARITIME ORGANISATION FOR WEST AND CENTRAL AFRICA (MOWCA)

and by observers from the following non-governmental organizations:

INTERNATIONAL CHAMBER OF SHIPPING (ICS)
INTERNATIONAL ORGANIZATION FOR STANDARDIZATION (ISO)
INTERNATIONAL TRANSPORT WORKERS' FEDERATION (ITF)
INTERNATIONAL RADIO MARITIME COMMITTEE (CIRM)
INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS (IAPH)
INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (IACS)
OIL COMPANIES INTERNATIONAL MARINE FORUM (OCIMF)
INTERNATIONAL ASSOCIATION OF DRILLING CONTRACTORS (IADC)
INTERNATIONAL FEDERATION OF SHIPMASTERS' ASSOCIATION (IFSMA)
INTERNATIONAL ASSOCIATION OF INDEPENDENT TANKER OWNERS
(INTERTANKO)
SOCIETY OF INTERNATIONAL GAS TANKER AND TERMINAL OPERATORS
LIMITED (SIGTTO)
CRUISE LINES INTERNATIONAL ASSOCIATION (CLIA)
INTERNATIONAL ASSOCIATION OF DRY CARGO SHIPOWNERS (INTERCARGO)
INSTITUTE OF MARINE ENGINEERING, SCIENCE AND TECHNOLOGY (IMAREST)
INTERNATIONAL PARCEL TANKERS ASSOCIATION (IPTA)
THE INTERNATIONAL MARINE CONTRACTORS ASSOCIATION (IMCA)
THE ROYAL INSTITUTION OF NAVAL ARCHITECTS (RINA)]

Secretary-General's opening address

1.4 In welcoming the participants, the Secretary-General wished all present and the maritime community at large, a happy, healthy, successful and accident-free New Year and urged all associated with the work of IMO to keep working, throughout the year, individually and collectively, to create a safer, more secure, efficient and environmentally-friendly maritime world.

Referring to this session of the Sub-Committee being held again away from the Headquarters building, the Secretary-General emphasized that this was one of the final challenges to be faced during the extended refurbishment period and that he sincerely hoped that the meeting at the Methodist Central Hall, which had hosted the inaugural session of the General Assembly of the United Nations in 1946, would be successful and enjoyable.

The Secretary-General drew the Sub-Committee's attention to the theme for this year's World Maritime Day: **IMO: 60 years in the service of shipping** and pointed out that this theme would give the opportunity to pay due tribute to the sterling work delivered by the Organization since its inception in 1948 as a specialized agency of the United Nations; as an institution serving the common public good; and as the regulator and partner of an industry. He emphasized that the choice of this year's theme would also provide an appropriate way to celebrate the Organization's return to the refurbished Headquarters building, where history affecting international shipping has been made since 1982 and that this would also give the opportunity to remember all those indefatigable servants of IMO's objectives and ideals, whose hard work, commitment and dedication have helped create the solid edifice of the Organization's regulatory regime.

Referring to the approval, by MSC 83, of the amendments to SOLAS chapter II-2 on carbon dioxide systems and a number of technical circulars dealing with fire-fighting systems and means of escape, he emphasized that these were important achievements in endeavours to update fire safety standards for both passenger and cargo ships and expressed his confidence that they would provide useful advice to ship owners, operators and designers.

With regard to items of significance on the agenda, the Secretary-General, having noted the progress made on the review of fire safety of external areas on passenger ships, which was undertaken in light of the fire on the **Star Princess**, acknowledged that the Sub-Committee had always played an important role in the development of passenger ship safety regulations and urged it to work diligently on the supporting guidelines referred to in the recently approved SOLAS amendments related to the drainage of fire-fighting water from the vehicle decks of ro-ro ships, which were approved by MSC 83 in response to the tragic loss of life caused by the sinking of the passenger ferry **Al-Salam Boccaccio 98**.

Turning to the Sub-Committee's work on the comprehensive review of the performance testing and approval standards for fire safety systems, the Secretary-General considered it essential that these standards are kept up-to-date with all new developments, and for consistent implementation of relevant SOLAS chapter II-2 requirements; and urged the Sub-Committee, in the context of this work, to also reconsider, as a matter of urgency and as instructed by MSC 83, the draft Guidelines for the approval of fixed fire-detection and fire alarm systems for cabin balconies, for approval by MSC 84, taking into account that the associated SOLAS amendments are due to enter into force on 1 July of this year.

In highlighting the work on the comprehensive review of the Fire Test Procedures Code, aiming at enhancing its user-friendliness and providing a more uniform application of the Code through the inclusion of appropriate interpretations approved by the Committee, he noted the progress made to date and emphasized that this work is essential for accommodating developments in fire protection technologies into the various fire test standards.

With regard to measures to prevent explosions on oil and chemical tankers transporting low-flash point cargoes, the Secretary-General recalled that the work to be undertaken was based on the recommendations of the Sub-Committee and the Inter-Industry Working Group established to study incidents of fires and explosions on chemical and product tankers. Recognizing the complexity of the subject and noting the relevant instructions of MSC 83, the Secretary-General pointed out that this task would not be easy to accomplish, but expressed his sincere hope and strong desire that the Sub-Committee would overcome any challenges which might be encountered on the way and, with the usual spirit of co-operation, reach consensus decisions.

On general issues, the Secretary-General stressed that there should be no complacency about security at the various venues where IMO meetings may be held during the remaining part of refurbishment period. In this context, he recalled the atrocious terrorist attack last month in Algiers, which cost the life of many UN workers and stressed that their sacrifice in the pursuit of the noblest of all causes, that of peace and reconciliation, is the latest addition to the long list of UN staff paying the ultimate price in the line of duty, including those lost at the 2003 bombing at the UN Headquarters in Baghdad. The Secretary-General, therefore, appealed to all delegates to abide by the general security measures in place.

With regard to the implementation of the Voluntary IMO Member State Audit Scheme, he encouraged Member States to continue the commendable efforts already made, so that the

benefits could be expanded to the Organization's entire membership, thereby promoting the global, consistent and effective implementation and enforcement of IMO instruments, and encouraged Member States to volunteer for audit and to nominate qualified auditors.

Chairman's remarks

1.5 In responding, the Chairman thanked the Secretary-General for his words of encouragement and stated that his advice and requests would be given every consideration in the deliberations of the Sub-Committee.

Statement by the delegation of Republic of Korea

1.6 The delegation of Republic of Korea made a brief statement on an oil pollution accident involving the oil tanker **Hebei Spirit** which took place on 7 December 2007, off the west coast of the Republic of Korea. The accident also presented serious risks of explosion at the scene, besides the actual spillage of approximately 10,000 tons of oil. The delegation of Republic of Korea took the opportunity to express its deep appreciation to all those international organizations who contributed their enormous assistance and support for clean-up and emergency operations, in particular, to the Secretary-General of the IMO, UNEP, the United States, Japan, China, Canada, Singapore, ITOPF and the IOPC Funds. They informed the Sub-Committee that a detailed casualty report will be submitted to IMO for the further necessary consideration.

Statement by the delegation of Greece

1.7 The delegation of Greece made a brief statement on accident involving the Greek flag vessel **Ice Prince** sailing in the English Channel. They informed the Sub-Committee that the vessel was abandoned by its crew and that search and rescue operations by the United Kingdom were immediate and successful. All the crew were reported to be in good health and were transferred ashore by helicopter and rescue vessels. The delegation of Greece expressed its sincere gratitude to the United Kingdom for its successful rescue operations.

Adoption of the agenda and related matters

1.8 The Sub-Committee adopted the agenda (FP 52/1/Rev.1) and agreed to be guided in its work, in general, by the annotations contained in documents FP 52/1/1 and Add.1. The agenda, as adopted, with the list of documents considered under each agenda item, is set out in document FP 52/INF....

2 DECISIONS OF OTHER IMO BODIES

General

2.1 The Sub-Committee noted the decisions and comments pertaining to its work made by COMSAR 11, DE 50, BLG 11, SLF 50, FSI 15, MEPC 56, NAV 53, DSC 12 and MSC 83, as reported in documents FP 52/2 and FP 52/2/1, and took them into account in its deliberations when dealing with relevant agenda items.

2.2 The Sub-Committee further noted an oral information by the Secretariat with regard to the outcome of C/ES.24 and A 25, in particular the approval the Strategic Plan for the Organization for the six-year period 2008 to 2013, as adopted by resolution A.989(25), and the approval of the High-level Action Plan and priorities for the 2008-2009 biennium, as adopted by resolution A.990(25).

Guidelines on the organization and method of work

2.3 The Sub-Committee noted that MSC 83, when considering the Guidelines on the organization and method of work of the MSC and the MEPC and their subsidiary bodies, had agreed that the Guidelines should be strictly adhered to, but having recognized that at the same time flexibility was needed in certain circumstances, agreed that:

- .1 intersessional working groups and technical groups should not be held at the same time as Committee or sub-committee meetings; and
- .2 splinter groups of a working group, if established, should meet outside normal working hours.

2.4 MSC 83 also agreed to extend the deadline for submission of bulky information documents from 13 weeks to 9 weeks if they are submitted in electronic format and to amend the Committees' Guidelines accordingly.

Status of implementation of codes, recommendations, guidelines and other safety and security-related non-mandatory instruments

2.5 The Sub-Committee noted that MSC 83, when considering the list of codes, recommendations, guidelines and other safety- and security-related non-mandatory instruments relating to the work of the Committee, had referred the detailed consideration of the

aforementioned list to the relevant sub-committees for the identification of those instruments which might be relevant in the context of the collection of information on the implementation of such instruments, also requesting them to provide an input on potential users and requirements of the data scheme to be established. In this context, the Sub-Committee noted that a document on the above matter would be issued by the Secretariat in due course, for consideration at FP 53.

3 PERFORMANCE TESTING AND APPROVAL STANDARDS FOR FIRE SAFETY SYSTEMS

General

3.1 The Sub-Committee recalled that, at FP 51, it had approved the revised action plan identifying the priorities, timeframes and objectives for each priority category prepared by the working group established on the matter (FP 51/WP.1, annex 9).

3.2 The Sub-Committee also recalled that, at FP 51, it had re-established the Correspondence Group on Performance Testing and Approval Standards for Fire Safety Systems and approved terms of reference, as set out in paragraphs 3.26 and 3.27 of document FP 51/19, and had instructed the group to submit a report to FP 52.

3.3 With regard to the outcome of MSC 83, the Sub-Committee noted that the Committee had instructed it to:

- .1 prepare a composite set of draft amendments to the Revised Guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS regulation II-2/12 (resolution A.800(19)) on the basis of the draft amendments prepared by FP 50 and FP 51; and
- .2 revise draft Guidelines for the approval of fixed pressure water spraying and water based fire-extinguishing systems for cabin balconies prepared at FP 51, taking into account results of testing conducted by Finland on the matter (MSC 83/28, paragraph 8.17),

both for submission to MSC 84 for approval.

3.4 The Sub-Committee had for its consideration under this agenda item documents submitted by China (FP 52/3/7), Finland (FP 52/3/6 and FP 52/INF.6), Japan (FP 52/3/5), Norway (FP 52/3/3), Republic of Korea (FP 52/INF.4), the United States (FP 52/3, FP 52/3/1, FP 52/3/2, FP 52/3/4 and FP 52/INF.3). In the context of this item, the Sub-Committee also considered documents submitted by Japan (FP 52/12/7) and IACS (FP 52/12/2, FP 52/12/3 and FP 52/12/4).

Report of the working group (part 2) established at FP 51

3.5 The Sub-Committee considered part 2 of the report of the Working Group on Performance Testing and Approval Standards for Fire Safety Systems established at FP 51 (FP 52/3) and, having approved it in general, discussed the group's recommendation to amend the structural fire protection tables 9.5 and 9.6 in SOLAS regulation II-2/9 to require A-60 fire integrity for decks separating adjacent ro-ro spaces and, taking into account that amendments to the structural fire protection regulations in SOLAS chapter II-2 are considered outside the scope of this work programme item, invited interested Member Governments to submit, to the Committee, a proposal for a new work programme item on this matter, in accordance with the Guidelines on the organization and method of work (MSC-MEPC.1/Circ.1).

Report of the correspondence group

3.6 The Sub-Committee considered the report of the Correspondence Group on Performance Testing and Approval Standards for Fire Safety Systems (FP 52/3/1 and FP 52/3/2) together with the documents referred to in paragraph 3.4 and, having approved it in general:

- .1 noted that the correspondence group had taken no further actions on the Revised Guidelines for the approval of equivalent fixed gas fire-extinguishing systems, as referred to in SOLAS 74, for machinery spaces and cargo pump-rooms (MSC/Circ.848) (see also paragraphs 3.7 to 3.9);
- .2 agreed, with minor modifications, the draft MSC circular on Unified interpretation for the protection of pipe trunks within the cargo tanks deck area, set out in annex ..., for submission to MSC 84 for approval;
- .3 endorsed the group's decision that reference standards for laboratory test fuels should not be developed;

- .4 noted the group's views on matters related to agenda item 14 (Clarification of SOLAS chapter II-2 requirements regarding interrelation between central control station and safety centre); and
- .5 referred the draft editorial corrections to MSC/Circ.1165 (annex 7 to FP 52/3/2) to the working group for further consideration (see paragraph ...).

Revised Guidelines for the approval of equivalent fixed gas fire-extinguishing systems

3.7 In considering document FP 52/3/4 (United States), proposing that the draft amendments to the Revised Guidelines for the approval of equivalent fixed gas fire-extinguishing systems, as referred to in SOLAS 74, for machinery spaces and cargo pump-rooms (MSC/Circ.848) prepared by the working group established at FP 51 (FP 51/WP.1, annex 6) be agreed without further consideration by a working group, the Sub-Committee noted that the working group at FP 51 had extensively discussed the significant differences in hazards between carbon dioxide (an asphyxiant) and halon/halocarbon agents (potential cardiac and on neurological toxic effects) and, taking these differences into account, a substantial plurality of the aforementioned group had agreed with the draft amendments, which applied more stringent controls to halon/halocarbon agents than to carbon dioxide. The Sub-Committee also noted that FP 51 had agreed, in principle, to the above draft amendments for finalization at FP 52.

3.8 After an extensive discussion, the Sub-Committee agreed that the controls for carbon dioxide and halon/halocarbon fire-extinguishing systems should not be treated as equivalent from a toxicity point of view and, taking into account that no formal proposals for amendments to the aforementioned guidelines were submitted to this session, agreed to the draft amendments to the Revised Guidelines (MSC/Circ.848) and the associated draft MSC circular, as set out in annex ..., for submission to MSC 84 for approval.

3.9 In noting the above decision, the delegation of Italy expressed its views that the systems required by circulars MSC/Circ.848 and MSC/Circ.1007 should be considered equivalent to carbon dioxide systems (FSS Code, chapter 5, paragraph 2.5). In referring to annex 1 of document FP 52/3/1 (part 1 of the report of the correspondence group), the delegation of Italy pointed out that if the revised circular MSC/Circ.1007 harmonized with circular MSC/Circ.848,

concerning toxicity criteria (i.e., if the amendments to MSC/Circ.848 are approved as they stand), the following situation will happen:

- .1 carbon dioxide systems will still be permitted despite the well known possible lethal consequences; but
- .2 halocarbon and inert gases systems, when at unsafe concentration for human exposure, will not be allowed.

For the above reasons, in order to avoid discrepancies within the regulations on this issue, the same provisions on controls for carbon dioxide systems should be applied for all the aforementioned systems because of their equivalency (FSS Code, chapter 5, paragraph 2.5). On this basis, the delegation of Italy was concerned that the objections put forward by some delegations to the Italian comments were not technically sound, but expressions of opposition towards a principle of equivalence which should harmonize different circulars on the very same topic. In light of the above, the delegation of Italy reserved its position on the decision taken by the Sub-Committee (paragraph 3... above) and informed the Sub-Committee that it would raise the matter at MSC 84 in an appropriate document to be submitted to the Committee.

Establishment of the working group

3.10 Recalling its relevant decision at FP 51 regarding a working group, the Sub-Committee established the Working Group on Performance Testing and Approval Standards and, taking into account the comments and decisions made in plenary, instructed it to:

- .1 finalize, as a high priority, the draft MSC circular on Guidelines for the approval of fixed pressure water spraying and water based fire-extinguishing systems for cabin balconies, taking into account document FP 52/3/6;
- .2 finalize, as a high priority, the draft amendments to the Revised Guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS regulation II-2/12 (resolution A.800(19), taking into account documents FP 50/4 (annex 3), FP 50/WP.2 (annex 1) and FP 51/19 (annex 4);

- .3 continue work on the short-term priorities identified in annex 9 of document FP 51/WP.1, taking into account the report of the working group established at FP 51(FP 52/3), the report of the correspondence group (FP 52/3/1) and documents FP 52/12/2, FP 52/12/3 and FP 52/12/4 (IACS), FP 52/12/7 (Japan), FP 52/3/4 and FP 52/INF.3 (United States) and, in particular, finalize the draft amendments to the Guidelines for the approval of fixed aerosol fire-extinguishing systems equivalent to fixed gas fire-extinguishing systems, as referred to in SOLAS 74, for machinery spaces (MSC/Circ.1007) (FP 52/3/1, annex 1);
- .4 continue work on the medium- and long-term priorities identified in annex 9 of document FP 51/WP.1, taking into account the report of the working group established at FP 51(FP 52/3), the report of the correspondence group (FP52/3/2) and documents FP 52/3/3 (Norway), FP 52/3/5 (Japan), FP 52/3/7 (China) and FP 52/INF.6 (Finland);
- .5 update the Revised plan for the harmonization, or new development of, performance testing and approval standards for fire safety systems contained in annex 9 of document FP 51/WP.1, taking into account the progress made to date, and prepare a revised plan identifying the priorities, timeframes and objectives for each category; and
- .6 consider whether there is a need to re-establish the correspondence group and, if so, prepare the terms of reference for consideration by the Sub-Committee.

[Report of the working group]

3.11 Having received the report of the working group (FP 52/WP.2), the Sub-Committee approved it in general and took action as outlined hereunder.

Guidelines for the approval of fixed pressure water-spraying and water-based fire-extinguishing systems for cabin balconies

3.12 The Sub-Committee noted that the group, having considered documents FP 51/3/1 (annex 1) and FP 52/3/6 (Finland), changed the table top material in the test arrangement from plywood to steel, based on modifications to the required pre-burn time and acceptance criteria.

3.13 The Sub-Committee agreed to the draft Guidelines for the approval of fixed pressure water-spraying and water based fire-extinguishing systems for cabin balconies and the associated draft MSC circular, set out in annex ..., for submission to MSC 84 for approval (annex ...).

Amendments to the Revised Guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS regulation II-2/12 (resolution A.800(19))

3.14 The Sub-Committee noted that the group had considered editorial modifications to amendments to the Revised Guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS regulation II-2/12 (resolution A.800(19)), taking into account documents FP 50/4 (annex 3), FP 50/WP.2 (annex 1) and FP 51/19 (annex 4).

3.15 The Sub-Committee agreed to the draft amendments to the Revised Guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS regulation II-2/12 (resolution A.800(19)) and the associated draft MSC resolution set out in annex ..., for submission to MSC 84 for adoption.

3.16 The Sub-Committee decided that the amendments should apply only to new approvals for equivalent sprinkler systems and that approvals already conducted in accordance with the present Revised Guidelines (resolution A.800(19)) should remain valid for six years after the revised guidelines enter into force.

Consideration of editorial corrections to the Revised Guidelines for the approval of equivalent water-based fire-extinguishing systems for machinery spaces and cargo pump-rooms (MSC/Circ.1165)

3.17 The Sub-Committee noted that the group had considered the proposed editorial corrections to MSC/Circ.1165 (FP 52/3/2, annex 7) and that, with regard to documents FP 52/12/4 (IACS Unified Interpretations SC 218 and SC 219) relating to the total flooding water mist system fire test procedure, the group had agreed with the proposed unified interpretations and decided to incorporate the contents into MSC/Circ.1165.

3.18 The Sub-Committee also noted that, while the group did not concur with the proposal in document FP 52/INF.6 with regard to scaling from the maximum tested volume at this time, it had agreed to consider the matter as a long-term topic.

3.19 Subsequently, the Sub-Committee agreed to the draft amendments to the Revised Guidelines for the approval of equivalent water-based fire-extinguishing systems for machinery spaces and cargo pump-rooms (MSC/Circ.1165) and the associated draft MSC circular set out in annex ..., for submission to MSC 84 for approval.

Amendments to the Guidelines for the approval of fixed aerosol fire-extinguishing systems equivalent to fixed gas fire-extinguishing systems, as referred to in SOLAS 74, for machinery spaces (MSC/Circ.1007)

3.20 Having considered documents FP 52/3/1 (annex 1) and FP 52/3/7 (China), the Sub-Committee noted that the group had kept the polymeric sheet and the use of three wood crib fuel source in the test method and agreed to retain the wood crib fuel source, but agreed to modifications on the acceptance criteria.

3.21 The Sub-Committee agreed to the draft Revised Guidelines for the approval of fixed aerosol fire-extinguishing systems equivalent to fixed gas fire-extinguishing systems, as referred to in SOLAS 74, for machinery spaces and the associated draft MSC circular set out in annex ..., for submission to MSC 84 for approval.

3.22 In this context, the Sub-Committee, having recalled that the Guidelines had been amended to clearly indicate that all spaces protected by fixed aerosol systems be designed to allow evacuation of the space prior to discharge, agreed on the need for applying this requirement to MSC/Circ.848 as well.

Guidelines for high expansion foam using inside air for the protection of machinery spaces and cargo pump-rooms

3.23 The Sub-Committee noted that the group had agreed that all foam concentrates should be tested in accordance with MSC/Circ.670, and that the small scale test in appendix 4 of annex 2 to FP 52/3/1 should be regarded as an optional test to be used to evaluate the suitability of foam concentrates. In regard to the foam generator capacity tests, the Sub-Committee also noted that the group had revised the requirements to include a range of pressures from 50 to 150% of the nominal operating pressure.

3.24 The Sub-Committee agreed to the draft Guidelines for high expansion foam using inside air for the protection of machinery spaces and cargo pump-rooms and the associated draft MSC circular set out in annex ..., for submission to MSC 84 for approval and also agreed that the Guidelines should be effective on 1 July 2009.

Amendments to Guidelines for the approval of alternate fixed water-based fire-fighting systems for special category spaces (resolution A.123(V)) and Guidelines for the approval of alternative fixed water-based fire-fighting systems for special category spaces (MSC/Circ.914)

3.25 The Sub-Committee noted that the group, in considering document FP 52/3/1 (annex 3), had clarified that the new guidelines were intended for water-based systems that are considered equivalent to those referred to in resolution A.123(V) and agreed that automatic systems are not acceptable for installation on open ro-ro spaces.

3.26 The Sub-Committee agreed to the draft Guidelines for the approval of fixed water-based fire-fighting systems for ro-ro spaces and special category spaces equivalent to that referred to in resolution A.123(V) and the associated draft MSC circular, set out in annex ..., for submission to MSC 84 for approval, and also agreed that the Guidelines should be implemented as soon as possible to allow the industry to begin installing such systems.

Installation guidelines for water-based fire-extinguishing systems for class III machinery spaces of category A (sectioned type systems)

3.27 The Sub-Committee noted that the group had considered document FP 52/3/1 (annex 4), but agreed to refrain from further consideration of the draft Installation guidelines for water-based fire-extinguishing systems for class III machinery spaces of category A (sectioned type systems) until data from the research programme being performed by Sweden becomes available.

Guidelines for the testing of alcohol resistant foam concentrates

3.28 With regard to the revision of the Guidelines for the performance and testing criteria and surveys of expansion foam concentrates for fire-extinguishing systems for chemical tankers (MSC/Circ.799), the Sub-Committee noted that the group, having considered documents FP 52/3/2 (annex 3) and FP 52/3/3, deemed that the foam testing procedures currently contained in MSC/Circ.582 and MSC/Circ.799 have been superseded by advances in the technology of foam fire-fighting agents and agreed to refer the issue to an intersessional correspondence group to

further develop the guidelines incorporating more current information available in accepted relevant standards such as ISO/EN standards.

Amendments to SOLAS regulation II-2/10.10.2.5 regarding appropriate number of spare charges for the required breathing apparatus

3.29 The Sub-Committee noted that the group had considered draft amendments to SOLAS regulation II-2/10 regarding recharging requirements and the appropriate number of spare charges for the required breathing apparatus (FP 52/3/2, annex 4) and agreed not to amend paragraph 10.2.5 of the above regulation, but to prepare a new paragraph 10.2.6 to be applicable to new passenger ships carrying more than 36 passengers.

3.30 The Sub-Committee agreed to the draft amendments to SOLAS regulation II-2/10 regarding recharging requirements and the appropriate number of spare charges for the required breathing apparatus set out in annex ..., for submission to MSC 84 for approval and subsequent adoption.

Consideration of FSS Code chapter 9 on fixed fire detection and fire alarm systems and chapter 10 on sample extraction smoke detection systems

3.31 The Sub-Committee noted that the group, in its deliberations of the revised criteria for fire detection and fire alarm systems in FP 52/3/2 (annex 1), and sample extraction smoke detection systems in FP 52/3/2 (annex 2), had agreed that, on passenger ships, fire detection control panels should be located in the onboard safety centre, with an indicating unit on the navigation bridge since onboard safety centres are not required to be continuously manned, and on cargo ships, the control panel should be located in the fire control room on the navigation bridge with an indicating unit on the navigation bridge if the panel is located in the fire control room.

Consideration of IACS unified interpretations

UI SC 216 on water-based fire-extinguishing systems

3.32 The Sub-Committee noted that the group, having considered document FP 52/12/2, presenting the UI SC 216 on water-based fire-extinguishing systems where spaces having different fire risk are protected by a single pump unit, had not agreed with the interpretation, since the requirements for redundancy could be subject to varying interpretations and agreed to the group's recommendation that IACS be asked to further clarify the intent of the interpretation.

UI SC 217 on nozzles installation for fixed water based local application fire-fighting systems for use in category A machinery spaces (MSC/Circ.913)

3.33 The Sub-Committee noted that the group considered document FP 52/12/3, presenting UI SC 217 on nozzle spacing of water-based fire-extinguishing systems with nozzles in a single row arrangement, and document FP 52/12/7 (Japan), commenting on IACS Unified Interpretation SC 217, and agreed to the group's recommendation that the proposed areas of coverage in the UI SC 217 are correct.

Revised plan of action

3.34 The Sub-Committee approved the revised work plan, updated by the group, for the development of performance testing and approval standards for fire-safety systems set out in annex

Establishment of a correspondence group

3.35 The Sub-Committee re-established the correspondence group, under the co-ordination of the United States^{*}, to progress the work on this issue and instructed the group, taking into account the relevant information contained in documents FP 52/3/1, FP 52/3/2 and FP 52/3/3 and the outcome of the working group outlined in its reports part 1 (FP 52/WP.2) and part 2, to:

- .1 further consider the draft Installation guidelines for water-based fire-extinguishing systems for class III machinery spaces of category A (sectioned type systems), based on annex 4 to document FP 52/3/1;
- .2 further consider the draft Guidelines for the performance and testing criteria and surveys of expansion foam concentrates for fire-extinguishing systems for chemical tankers (MSC/Circ.799), based on annex 3 to document FP 52/3/2;

*

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- .3 further consider the draft amendments to chapter 9 of the FSS Code concerning fixed fire detection and fire alarm systems, based on annex 1 to document FP 52/3/2;
- .4 further consider the draft amendments to chapter 10 of the FSS Code concerning sample extraction smoke detection systems, based on annex 2 to document FP 52/3/2;
- .5 further consider the draft guidelines for high expansion foam for the protection of machinery spaces, cargo pump-rooms, cargo spaces and vehicle, special category and ro-ro spaces, based on annex 5 to document FP 52/3/2;
- .6 further consider the draft guidelines for the testing and approval of inert gas fixed fire-extinguishing systems for general cargo as required by SOLAS regulation II-2/10.7.1, based on annex 6 to document FP 52/3/2;
- .7 commence consideration of medium-term priority systems other than topics referred to in the aforementioned subparagraphs and the long-term priority systems; and
- .8 submit a report to FP 53.]

4 COMPREHENSIVE REVIEW OF THE FIRE TEST PROCEDURES CODE

General

4.1 The Sub-Committee recalled that, at FP 51, it established the Working Group on Comprehensive Review of the Fire Test Procedures Code and, having approved the first part of its report, agreed to consider part 2 of the group's report at this session.

4.2 It was also recalled that, at FP 51, the Sub-Committee had re-established the Correspondence Group on Comprehensive Review of the Fire Test Procedures Code and approved terms of reference, as set out in paragraphs 4.17 and 4.18 of document FP 51/19, and instructed the group to submit a report to FP 52.

Report of the working group (part 2) established at FP 51

4.3 The Sub-Committee considered part 2 of the report of the Working Group on Comprehensive Review on the Fire Test Procedures Code established at FP 51 (FP 52/4) and, having approved it in general, noted that the correspondence group referred to in paragraph 4.2 had considered the matters identified in the report of the working group during its deliberations.

Report of the correspondence group

4.4 The Sub-Committee considered the report of the Correspondence Group on Comprehensive review on the Fire Test Procedures Code (FP 52/4/1 to FP 52/4/12), together with documents FP 52/4/13 and FP 52/4/14 (Japan), FP 52/4/15 (Finland) and FP 52/INF.9 (ISO) and, having approved it in general agreed that the above documents should be forwarded to the working group for detailed consideration, taking into account the comments made in plenary.

IACS unified interpretation on the testing of fire doors

4.5 In considering the test for enlarged fire door (FP 52/4/1 and FP 51/9/2), the Sub-Committee, noting that some members of the above group had proposed the use of engineering analysis to extrapolate the tests results for the full-size door, and that the group could not reach conclusion on this matter, agreed to instruct the working group to further consider this issue in detail, taking into consideration comments by the observer from IACS that the Unified Interpretation FTP 3, contained in document FP 51/9/2, is used by the industry, and therefore the analysis would be an extra burden (see also paragraph 4.15).

Calibration of heat fluxmeters

4.6 The Sub-Committee noted that, pursuant to its decision at FP 51, the Secretariat had contacted ISO/TC 8, as the ISO liaison with IMO, concerning the need for more precise procedures for calibration and maintenance of heat fluxmeters. ISO/TC 8 then communicated the request to ISO/TC 92/SC 1 through their established liaison, and was informed that as the original drafters of the standard, ISO/TC 92/SC 1 has initiated a revision to ISO 14934-3:2006 Fire tests – Calibration and use of heat fluxmeters – Part 3: Secondary calibration method, with a view to completion in 2009.

Other ISO projects of interest to the Sub-Committee

4.7 Further to the above, the Sub-Committee was also informed by the observer from ISO of the status of the relevant standards, as follows:

- .1 ISO 23269-1 Ships and marine technology – Breathing apparatus for ships - Part 1: Emergency Escape Breathing Devices (EEBD) for shipboard use has been submitted to the ISO Central Secretariat (ISO/CS) for publication;
- .2 ISO 24409-1 Design, location, and use of shipboard signs for fire protection, life-saving appliances, and means of escape; Part 1: Design principles has been submitted to ISO/CS for ballot as a Draft International Standard (DIS); and
- .3 ISO 7240-26 Oil Mist Detectors has been submitted to ISO/CS for ballot as a Committee Draft (CD).

Establishment of the working group

4.8 Recalling its relevant decision at FP 51 regarding a working group, the Sub-Committee established the Working Group on Comprehensive Review on the Fire Test Procedures Code and instructed it, taking into account the comments and decisions made in plenary, to finalize the draft revised FTP Code based on the text prepared by the correspondence group (FP 52/4/1 to FP 52/4/12), taking into consideration documents FP 52/4, FP 52/4/13, FP 52/4/14, FP 52/4/15, FP 52/INF.9 and FP 50/11/6 (see also paragraph 9....).

[Report of the working group]

4.9 Having received the report of the working group (FP 52/WP.1), the Sub-Committee approved it in general and took action as outlined hereunder.

Guidelines for the application of plastic pipes on ships (resolution A.753(18))

4.10 The Sub-Committee noted that, following a discussion of the issues raised in the report of the correspondence group (FP 52/4/1, paragraphs 6 to 10) with regard to the Guidelines, e.g., inclusion of synthetic rubber pipes in the scope of the Guidelines; application of the Guidelines to all synthetic materials; and negligible leakage, the group had developed draft amendments to the Guidelines as set out in annex 1 to FP 52/WP.1 and had agreed to keep this draft text for further discussion and subsequent finalization at the next session.

Draft SOLAS requirements for the control of the installation of fire doors with three-sided frames

4.11 The Sub-Committee considered draft SOLAS requirements concerning the control of the installation of fire doors with three-sided frames, as proposed by the correspondence group (FP 52/4/1, paragraphs 11 to 15 and appendix 1 to the annex), and agreed on draft amendments to SOLAS regulation II-2/9 (Containment of fire) as set out in annex ..., for submission to MSC 84 for approval with a view to adoption, noting that these amendments apply to new ships only.

Review of the FTP Code***Numbering system***

4.12 The Sub-Committee noted that the group, noting that the numbering of the parts in annex 1 of the Code had been changed as compared to the FTP Code in force due to the merging of parts 5 and 6 into one part, had realized that a renumbering of the parts may lead to confusion and therefore proposed to keep part 6 in the Code as a blank section so that the numbers of the parts would stay the same.

Referencing of ISO standards

4.13 The Sub-Committee noted that, in discussing whether to include in the Code references to ISO standards or rather the relevant text parts of the standards, the group had reiterated its previous agreement, reached at the last session (FP 51/WP.2, paragraph 4), that related ISO standards should be incorporated by reference into the revised FTP Code to make it more user-friendly and agreed that the reference should include the date of publication of the standard.

Re-issue of certificate

4.14 The Sub-Committee noted that the group, noting the need for clear specifications for the re-issue of type approval certificates for products which had been type-approved based on the fire tests in the existing FTP Code, had prepared draft provisions for this case as modified paragraph 8.2 of the main body of the draft revised FTP Code (FP 52/WP.1, annex 3), for further consideration at the next session.

Large fire doors

4.15 The Sub-Committee noted that the group had discussed the first part of the IACS Unified Interpretation (UI) FTP 3 Fire Door (FP 51/9/2), which had not been accepted at FP 51 due to the

vague term “comfortable margins” not being fully defined (FP 51/19, paragraph 4.12). A new proposal to define the term by use of an overrun test as described in European Standard EN 1634-1 was discussed and the group had agreed in principle to the proposal and accepted the first part of the UI (FP 52/WP.1, paragraph 10).

The Sub-Committee invited IACS to revise the complete UI FTP 3 Fire Door for submission to FP 53 for consideration.

4.16 The Sub-Committee noted that the group had discussed, as a matter of principle, how to deal with large doors which could not be accommodated in the fire test specimen specified in part 3 of annex 1 of the draft revised FTP Code and, recognizing that there would be a great variety of large doors, such as two- or four-leaf fire doors, very high (two or more deck height) and wide (equal to the width of a large atrium) fire doors and wide shutter-type fire doors used in car carriers, had agreed that it would be necessary to establish a fundamental requirement for testing and evaluation of such doors.

4.17 Noting the lack of sufficient information on engineering analysis and method of testing for fire safety of such doors, the Sub-Committee instructed the correspondence group (paragraph ...) to consider fundamental requirements for testing and evaluation of large doors (larger than those discussed in paragraph 4.15 above), taking into account the second part of the IACS UI as contained in document FP 51/9/2.

Toxicity

4.18 The Sub-Committee noted that the group had agreed to keep using ISO 5659-2 for the smoke test method and Fourier transform infrared spectroscopy (FTIR) for gas measurement. Noting the ongoing activities of ISO/TC92.SC1 on the development of an ISO standard for gas measurement during smoke test (ISO/DIS 21489), the group had further agreed to await the results of the ISO activities (finalization of the standard) by the next session of the Sub-Committee, in view of the incorporation of the standard into part 2 of the draft revised FTP Code.

4.19 The Sub-Committee noted that the group had reviewed the outcome of the correspondence group, in particular the proposed model and criteria for analysis of toxicity and evaluation in the annex of document FP 52/4/1, and had recognized that toxicity analysis and criteria in part 2 of the draft revised FTP Code should have a scientific and technological

background, as proposed in the document. However, the contents of the proposal would need thorough technical review. Some delegations had expressed concern that the proposed method and criteria might bring a major change of the toxicity test results and preferred to keep the existing criteria. In this connection, it was suggested that some trial analysis could be done using existing toxicity test results to compare the analysis results of the existing method with those of the proposed new one.

4.20 The Sub-Committee agreed that the correspondence group should monitor the ISO activities with regard to the development of standard ISO/DIS 21489 and consider the proposed analysis and criteria and invited Members to provide relevant data on toxicity test results in order to consolidate the existing database for further analysis in the correspondence group (see also paragraph 4.19). These data are kept anonymous for confidentiality reasons. Both materials that have passed and materials that have failed under current IMO criteria are required, so that an unbiased analysis can be carried out. The generic type of material (e.g., floor covering, etc.) should also be provided.

Light-weight constructions

4.21 The Sub-Committee noted that the group had considered a proposal by Finland (FP 52/4/15) for light-weight constructions (bulkheads, doors and ceilings/decks) and had agreed in principle with the proposal. Therefore, the Sub-Committee agreed that the correspondence group should be instructed to provide draft text for part 3 of the draft revised FTP Code to accommodate the proposal.

Non-combustibility and low-flame spread characteristics

4.22 The Sub-Committee noted that, due to the lack of time, the group had agreed to refer the consideration of the requirement of non-combustibility and low-flame spread characteristics in part 3 of the draft revised FTP Code to the correspondence group.

Water and organic content in the insulation materials for fire division specimen

4.23 The Sub-Committee noted that the group had considered proposals for the test and evaluation method for water and organic contents in the insulation materials used in fire division test specimen, as contained in document FP 52/4/5, and had agreed in principle that the evaluation was necessary to make sure that materials used in the test specimen represent the actual product and that this did not constitute a quality control of the insulation materials. It was

pointed out that, if organic content is introduced as part of the evaluation, this should be specified in the certificate for non-combustible materials (possibly part 1 of the draft revised FTP Code should specify such scheme), and parts 1 and 3 should be harmonized. Consequently, the Sub-Committee agreed to instruct the correspondence group to consider the requirements for a test method and the relevant paragraphs in parts 1 and 3 of the draft revised FTP Code for water and organic content in the insulation materials for fire division specimen.

Use of plate thermometers

4.24 The Sub-Committee noted that the group had considered the outcome of the correspondence group on this issue (FP 52/4/1 and FP 52/4/5) and that there was support for the use of plate thermometers for controlling the fire test furnace, because this would increase the reproducibility of fire resistance tests among the testing laboratories and improve harmonization of the tests, noting that the measurement of the plate thermometer would well represent the heat input to the specimen. However, some delegations had expressed concern that furnace control by plate thermometer would require an increased heat input to the test furnace and so would result in increased heat input to the specimen at the beginning of the test, and that this would result in more severe test conditions for, in particular, B-15 class divisions. These delegations proposed to keep the existing furnace control scheme as an option in part 3 of annex 1 of the draft revised FTP Code.

4.25 The Sub-Committee further noted that, in this connection, the group had considered document FP 52/4/13 (Japan) which showed, in comparing the furnace condition under the control of existing thermo-couple systems, that a greater heat input would be required at the beginning of the test (up to 5 minutes) but that the heat input may decrease in the remainder of the testing period and that there were minor differences between the test results of temperature measurements on the unexposed surface of the well insulated “A” class division tested. Since the group did not reach consensus on the use of plate thermometers, the Sub-Committee agreed to instruct the correspondence group to further consider this issue and provide relevant draft text for inclusion in part 3 of the draft revised FTP Code.

Damper issues

4.26 The Sub-Committee noted that the group had agreed in principle to a proposal by Finland that steel coaming of specimen for dampers should be extended 50 mm on its unexposed side in order to fit a thermo-couple to measure the temperature and had invited the delegation of Finland

to provide a written proposal to the correspondence group so that the group could develop relevant text to accommodate the proposal.

Colour of specimen

4.27 The Sub-Committee noted that the group had agreed in principle to a proposal by Japan (FP 52/4/14) on the method of selection of colour of the specimen for tests in part 5 of the draft revised FTP Code and agreed that the correspondence group should be instructed to provide necessary text for part 5 to accommodate the proposal.

Modifications to the draft text of the FTP Code

4.28 The Sub-Committee agreed, in principle, on modifications to the draft revised FTP Code (FP 52/4), as set out in annex 3 to document FP 52/WP.1, taking into account the comments in the report of the correspondence group (FP 52/4/1 to FP 52/4/12), and documents FP 52/4/13, FP 52/4/14, FP 52/4/15 and FP 52/INF.9.

Part 2 of the report of the working group

4.29 The Sub-Committee noted that, due to the pending finalization of relevant ISO standards and also time constraints, the group was not able to finalize the text of the draft revised FTP Code at this session and, therefore, agreed that part 2 of the report of the working group, containing the consolidated text of the draft revised FTP Code, would be submitted to FP 53 by the Chairman of the group as soon as possible after the meeting.

Establishment of a correspondence group

4.30 The Sub-Committee agreed to re-establish the correspondence group under the co-ordination of Japan^{*} be re-established, with the following terms of reference:

*

Co-ordinator:

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- .1 to finalize the text of the draft revised FTP Code, on the basis of part 2 of the report of the working group and document FP 52/WP.1, paying special attention to the following issues:
 - .1.1 approval and test methods for much larger fire doors (FP 52/4/5);
 - .1.2 light-weight constructions (FP 52/4/15);
 - .1.3 use of plate thermometers (FP 52/4/5, FP 52/4/13);
 - .1.4 test arrangements in fire resistance tests of fire dampers;
 - .1.5 non-combustibility and low flame-spread characteristics (FP 52/4/5);
 - .1.6 organic content (FP 52/4/5);
 - .1.7 colour selection of specimen (FP 52/4/14);
 - .1.8 toxicity criteria; and
 - .1.9 harmonization of test procedures in the parts of the Code; and
- .2 to submit a report, containing the complete text of the draft revised FTP Code, to FP 53.

Extension of target completion date

4.31 In view of the above developments, the Sub-Committee invited the Committee to extend the target completion date for the item to 2009.]

5 REVIEW OF FIRE SAFETY OF EXTERNAL AREAS ON PASSENGER SHIPS

General

5.1 The Sub-Committee recalled that, at MSC 81, after having approved the draft amendments to SOLAS chapter II-2 related to the safety of cabin balconies in the light of the cabin balcony fire on board the **Star Princess**, the Committee had instructed the Sub-Committee to consider the safety of all external areas on passenger ships.

5.2 The Sub-Committee also recalled that, at FP 51, it had established a Correspondence Group on Review of Fire Safety of External Areas on Passenger Ships and approved terms of reference, as set out in paragraphs 14.4 of document FP 51/19, instructing the group to submit a report to FP 52.

Report of the correspondence group

5.3 The Sub-Committee considered the report of the Correspondence Group on the Review of Fire Safety of External Areas on Passenger Ships (FP 52/5) and, having approved it in general, agreed that the working group should further consider the draft Guidelines on the categorization of external areas on passenger ships (FP 52/5, annex 1) and the draft Guidelines for simplified risk assessments on external areas (FP 52/5, annex 2), with a view towards finalization. With regard to the draft amendments to SOLAS chapter II-2 (FP 52/5, annexes 3 and 4) prepared by the group, the Sub-Committee decided not to develop SOLAS amendments on this matter.

5.4 In considering the views expressed by some delegations that human element and security issues should be taken into account in the Guidelines, particularly in regard to passenger ships, the Sub-Committee agreed that the working group should take the above issues into account when considering the categorization of external areas.

Establishment of the working group

5.5 Recalling its relevant decision at FP 51 regarding a working group, the Sub-Committee, established the Working Group on the Review of Fire Safety of External Areas on Passenger Ships and instructed it, taking into account the above comments and decisions made in plenary, to finalize the draft Guidelines on categorization and risk assessments for external areas, prepared by the correspondence group (FP 52/5, annexes 1 and 2).

[Report of the working group]

5.6 Having received the report of the working group (FP 52/WP.3), the Sub-Committee approved it in general and, having considered the draft Guidelines prepared by the group and its views on the matter, agreed to the draft Guidelines for evaluation of fire risk of external areas on passenger ships and the associated draft MSC circular, set out in annex ..., for submission to MSC 84 for approval.

5.7 Having completed the work on this item, the Sub-Committee invited the Committee to delete this item from its work programme.]

6 MEASURES TO PREVENT FIRES IN ENGINE-ROOMS AND CARGO PUMP-ROOMS

General

6.1 The Sub-Committee recalled that, at FP 49, it had considered documents FP 49/16, FP 49/16/4 and FP 49/INF.6 (Republic of Korea), proposing that guidelines be developed on measures to prevent fire in engine-rooms and cargo pump-rooms, and noted that the goal of the proposal was to provide practical and comprehensive engine-room and cargo pump-room fire safety guidelines for shipbuilders, ship operators, recognized organizations and Administrations.

6.2 The Sub-Committee also recalled that FP 51 had established the correspondence group to progress the work on this matter, with the terms of reference, set out in paragraphs 8.9 and 8.10 of document FP 51/19 and instructed the group to submit a report to FP 52.

6.3 The Sub-Committee noted that matters related to the application of SOLAS regulation II-2/4.5.1.1 would be discussed under agenda item 12 (Consideration of IACS unified interpretations) and that matters related to fixed hydrocarbon gas detection systems on double-hull oil tankers would be dealt with under agenda item 13 (Fixed hydrocarbon gas detection systems on double-hull oil tankers) (see paragraphs 12... and 13...).

Report of the correspondence group

6.4 The Sub-Committee had for its consideration under this agenda item the report of the Correspondence Group on Measures to Prevent Fire in Engine-Rooms and Cargo Pump-Rooms (FP 52/6) and document FP 52/6/1 (Republic of Korea) and, having considered the report of the correspondence group (FP 52/6) together with document FP 52/6/1, approved the report in general and took action as outlined in paragraphs 6.5 to 6.8.

6.5 The Sub-Committee noted that the correspondence group agreed that the draft Guidelines should be applied to new ships only, however, that part VII (Human element) and document FP 52/6/1 addressed operational issues, such as training, which normally apply to all ships.

6.6 With regard to parts VI (Ergonomic arrangement) and VII (Human element) of the draft Guidelines, the Sub-Committee noted the views of several delegations that matters on human element and ergonomics should be considered carefully by other relevant IMO bodies, considering that these parts of the draft Guidelines may affect the Fire Training Manual and the

STCW Convention. In considering part V (Pump-rooms and other spaces adjacent to cargo tanks), the Sub-Committee noted the opinion of some delegations that part V was outside the scope of this work programme item and should be deleted.

6.7 The Sub-Committee also noted the views expressed by several delegations that seafarers are expected to be aware of an ever-increasing amount of regulations and guidelines and the Sub-Committee should be mindful of this when producing guidelines in order to avoid confusion.

6.8 Having considered the above views, the Sub-Committee agreed that the draft Guidelines should only apply to new ships and that parts V, VI and VII should be deleted. In addition, the Sub-Committee decided to delete paragraph 1.2.1 of chapter 4 of part III, concerning clarification of SOLAS regulation II-2/4.2.2.3.2 on matters related to forward tank position, proposed by IACS (FP 51/8/3), taking into account that this matter was not directly relevant to the guidance under development (see paragraph 12..).

Establishment of the drafting group

6.9 Recalling its relevant decision at FP 51 regarding a drafting group, the Sub-Committee, recognizing the necessity to make progress on this item, established the Drafting Group on Measures to Prevent Fire in Engine-Rooms and Cargo Pump-Rooms and, taking into account the comments and decisions made in plenary, instructed it to:

- .1 further develop the draft Guidelines for measures to prevent fires in engine-rooms and cargo pump-rooms based on the draft text set out in the annex to document FP 52/6, taking into account document FP 52/6/1; and
- .2 prepare the terms of reference for the correspondence group for consideration by the Sub-Committee.

[Report of the drafting group]

6.10 Having received the report of the drafting group (FP 52/WP.6), the Sub-Committee approved it in general and took the following action:

- .1 noted the group's view that parts V, VI and VII should be included in the correspondence group's terms of reference, or be addressed by a sub-committee(s) with appropriate competence;

- .2 noted the progress made on the draft Guidelines for measures to prevent fires in engine-rooms and cargo pump-rooms;
- .3 agreed to re-establish the correspondence group under the co-ordination of(....)* with the following terms of reference:
 - .1 to further develop the draft Guidelines for measures to prevent fires in engine-rooms and cargo pump-rooms, based on the draft text set out in the annex to document FP 52/WP.6; and
 - .2 submit a report to FP 53; and
- .4 noted the group's opinion that the current guidelines should be expanded to include pump-rooms and similar spaces.]

7 FIRE RESISTANCE OF VENTILATION DUCTS

7.1 The Sub-Committee recalled that, at MSC 81, the Committee, having considered a proposal by the United Kingdom (MSC 81/23/1) to amend SOLAS chapter II-2 to require ventilation system ducts to be of steel or equivalent material where the current requirement is for non-combustibility; and to amend both SOLAS chapter II-2 and the HSC Code, to specify a suitable limit on the calorific potential per unit area, in respect of the parts of ventilation ducts which are permitted to be combustible but of low flame spread, had agreed to a new item on "Fire resistance of ventilation ducts", with a target completion date of 2007, for inclusion in the Sub-Committee's work programme and the provisional agenda for FP 51.

* **Co-ordinator:**

7.2 The Sub-Committee also recalled that, at FP 51, it had agreed to instruct the Correspondence Group on Comprehensive Review of the Fire Test Procedures Code to consider the above matter, taking into account documents FP 51/11 and MSC 81/23/1 (United Kingdom) and submit a report to FP 52.

7.3 The Sub-Committee noted that, at MSC 83, the Committee had considered document MSC 83/25/11 (Denmark) and had agreed to expand the existing work on this item to cover all SOLAS regulations for ventilation systems and extended the target completion date to 2009.

7.4 The Sub-Committee considered the relevant part of the report of the correspondence group (FP 52/4/1, annex, paragraphs 15 to 17) and noted the group's views regarding editorial amendments to the proposal contained in document MSC 81/23/1 (United Kingdom) and that further consideration of the matter was necessary at this session of the Sub-Committee.

7.5 Following discussion on the proposals made in the above documents, the Sub-Committee agreed to the draft amendments to SOLAS chapter II-2 on matters related to fire resistance of ventilation ducts, as set out in annex ..., for submission to MSC 84 with a view to approval and subsequent adoption. In this context, the Sub-Committee agreed that the above amendments should be applied to new ships only.

7.6 Having completed its work on this item, the Sub-Committee invited the Committee to delete this item from its work programme.

8 REVIEW OF THE SPS CODE

General

8.1 The Sub-Committee recalled that, at FP 51, it had decided to delay the work on this item until DE 50 (co-ordinator) had considered the report of its Correspondence Group on Review of the SPS Code (DE 50/9). In this regard, the Sub-Committee also recalled that FP 51 agreed to invite the Committee to extend the target completion date of the item to 2008 and invited Member Governments and international organizations to submit pertinent comments and proposals to FP 52, which should take into account the outcomes of DE 50, SLF 50 and DSC 12 on this matter.

8.2 In considering document FP 52/8 (Secretariat), containing information on the outcomes of DE 50, SLF 50 and DSC 12, the Sub-Committee noted that:

- .1 DE 50 had considered the draft amendments to the Code prepared by its correspondence group established on the matter (DE 50/9) and, having agreed that all references to class A ships and to “trainees” should be removed, had agreed to re-establish the correspondence group to further develop the amendments to the SPS Code for finalization at DE 51, the report of which has been issued as document DE 51/5;
- .2 SLF 50 had agreed to the draft amendments to chapter 2 (Stability and subdivision) of the SPS Code and forwarded it to DE 51 for inclusion in the draft revised SPS Code, having agreed that the square brackets concerning the figures and terminology for special personnel or persons in paragraph 2.2 should be decided on by the DE Sub-Committee; and
- .3 DSC 12 noted the relevant outcomes of MSC 82, DE 50 and SLF 50 and, having considered a proposal by the United Kingdom (DSC 12/7), which provided text for inclusion in chapter 7 of the SPS Code to address all classes of dangerous goods carried on special purpose ships, finalized the work under its purview and forwarded the draft text to DE 51 for inclusion in the revised SPS Code.

8.3 The Sub-Committee, having considered documents FP 52/8 and DE 51/5, agreed to chapter 6 of the draft SPS Code relating to fire protection, as developed by the correspondence group established at DE 50 (DE 51/5), and decided that the number of persons used as criterion for application of chapter 6 of the Code be agreed by the DE Sub-Committee, taking into account other parts of the Code.

8.4 In view of the above developments, the Sub-Committee agreed to invite the Committee to delete this item from its work programme and requested the Secretariat to inform DE 51 of the above outcome.

9 APPLICATION OF REQUIREMENTS FOR DANGEROUS GOODS IN PACKAGED FORM IN SOLAS AND THE 2000 HSC CODE

General

9.1 The Sub-Committee recalled that, at MSC 81, the Committee, having considered a proposal by Japan (MSC 81/23/5) to develop amendments to SOLAS regulation II-2/19 and chapter 7 of the 2000 HSC Code and to prepare guidance on matters related to the application of requirements for dangerous goods in packaged form for SOLAS and the 2000 HSC Code, had agreed to include, in the FP and DSC Sub-Committees' work programmes and the provisional agendas for FP 51 and DSC 11, a new item on "Application of requirements for dangerous goods in package form in SOLAS and the 2000 HSC Code", with a target completion date of 2007. The Committee, at MSC 82, assigned the Sub-Committee as co-ordinator on this matter.

9.2 The Sub-Committee also recalled that, as instructed by MSC 82, it had considered proposed amendments to SOLAS regulation II-2/19 and chapter 7 of the 2000 HSC Code and a draft MSC circular on Application of requirements for dangerous goods in packaged form for SOLAS and the 2000 HSC Code proposed by Japan in document MSC 81/23/5 and, having requested MSC 83 to extend the target completion date for the item, invited Member Governments and international organizations to submit relevant comments and proposals to FP 52.

9.3 In considering document FP 52/9/1 (Secretariat), containing information on the outcome of DSC 12, the Sub-Committee noted that:

- .1 DSC 12 had agreed to the deletion of 'X' in table 19.3 for the row relevant to SOLAS regulation II-2/19.3.4.2 and invited the Sub-Committee to examine, in the context of the aforementioned amendments, the application of the requirements for explosion proof mechanical ventilation; and
- .2 having agreed to prohibit under deck stowage of products UN 1082 and UN 3399 PG I and II, DSC 12 had agreed that appropriate amendments should be included in the IMDG Code to ensure that the aforementioned products are not allowed under deck stowage and instructed the E&T Group to prepare corresponding amendments to the IMDG Code.

9.4 The Sub-Committee, having considered document FP 52/9 (Japan), proposing modifications to the draft amendments to SOLAS chapter II-2 and the 2000 HSC Code prepared by DSC 12 (DSC 12/19, annexes 11 and 12), decided to instruct the Working Group on Comprehensive Review of the FTP Code established under agenda item 4 (Comprehensive review of the Fire Test Procedures Code) to finalize the draft amendments to SOLAS chapter II-2 and the 2000 HSC Code on the application of requirements for the carriage of dangerous goods, taking into account the proposed modifications contained in document FP 52/9.

[Report of the working group]

9.5 Having considered the part of the report of the working group (FP 52/WP....) relating to this item, the Sub-Committee took action as outlined in the following paragraphs.

9.6 The Sub-Committee, having considered modifications to the draft amendments prepared by DSC 12 (FP 52/WP.1, paragraph 33) proposed by the group, agreed to draft amendments to the SOLAS Convention and to the 2000 HSC Code, concerning the application of requirements for the carriage of dangerous goods, as set out in annexes ... and ... respectively, for submission to MSC 84 for approval with a view to adoption.

9.7 Noting that generic requirements on prohibition of under deck stowage of “class 2.3 having subsidiary risk class 2.1” and “class 4.3 liquids having a flashpoint less than 23°C” have not been incorporated in the draft 2008 amendments to the IMDG Code, the Sub-Committee agreed to invite the Committee to instruct the DSC Sub-Committee to consider incorporating such requirements in the IMDG Code.

Completion of the agenda item

9.8 Since work on the item has been completed, the Sub-Committee invited the Committee to delete it from its work programme.]

10 UNIFIED INTERPRETATION ON THE NUMBER AND ARRANGEMENT OF PORTABLE EXTINGUISHERS

10.1 The Sub-Committee recalled that MSC 81, having considered document MSC 81/23/15 (China) proposing to develop a unified interpretation or a guideline on the number and arrangement of portable fire extinguishers on board, had agreed to include a new item in the Sub-Committee’s work programme and agenda for FP 51.

10.2 The Sub-Committee also recalled that, at FP 51, it had agreed, in principle, to the draft unified interpretation of SOLAS chapter II-2 on the number and arrangement of portable fire extinguishers and the associated draft MSC circular, as set out in the annex to document FP 51/WP.6, for further consideration at FP 52.

10.3 Having considered the documents submitted by:

- .1 Japan (FP 52/10), containing proposed amendments to the draft unified interpretation on the number and arrangement of portable fire extinguishers on board ships (FP 51/WP.6);
- .2 China (FP 52/10/1), containing comments and proposals to the outstanding issues in the annex to document FP 51/WP.6; and
- .3 Sweden (FP 52/10/2), commenting on document FP 52/10 (Japan) and proposing few amendments that differ slightly from the amendments proposed by Japan,

the Sub-Committee instructed a drafting group to finalize the text of the draft unified interpretation of SOLAS chapter II-2 on the number and arrangement of portable fire extinguishers on board ships and the associated MSC circular, taking into account documents FP 52/10, FP 52/10/1 and FP 52/10/2 and comments made in plenary.

Report of the drafting group

10.4 Having received the report of the drafting group (FP 52/WP.7), the Sub-Committee approved it in general and, having made minor modifications to the text prepared by the group, agreed to the draft Unified interpretations of SOLAS chapter II-2 on the number and arrangement of portable fire extinguishers on board ships and the associated draft MSC circular, set out in annex ..., for submission to MSC 84 for approval.

11 DEVELOPMENT OF PROVISIONS FOR GAS-FUELLED SHIPS

11.1 The Sub-Committee recalled that FP 51 had noted that a draft Interim Guidelines would be prepared at BLG 11 for referral to DE 51, FP 52 and STW 39 for consideration of matters under their purview, and had decided to delay the work on this item until the aforementioned draft Interim Guidelines are available. In this regard, FP 51 invited the Committee to extend the target completion date of the item to 2009 and invited Member Governments and international

organizations to submit pertinent comments and proposals to FP 52, which should take into account the outcomes of DE 50 and BLG 11 (co-ordinator) on this matter, as appropriate.

11.2 In considering document FP 52/11 (Secretariat), containing information on the outcomes of DE 50 and BLG 11, the Sub-Committee noted that:

- .1 DE 50 had considered document DE 50/7/1 (Germany), proposing that provisions for gas-fuelled ships be based on the principles of goal-based standards, and agreed to refer the aforementioned document to BLG 11 for consideration;
- .2 BLG 11 had forwarded to FP 52 for consideration, those sections of the draft Interim Guidelines (BLG 11/6, annex 1) that fall under the purview of the Sub-Committee and agreed to a long-term action plan for the work on the provisions for gas-fuelled ships with a view to finalization of the draft Interim Guidelines at BLG 13 (2009), taking into account the input from the DE, FP and STW Sub-Committees; and
- .3 BLG 11 had further agreed to commence development of the draft International Code of Safety for Gas-fuelled Engine Installations in Ships (IGF Code) at BLG 13, using the Interim Guidelines as a base document and taking into account the work of the correspondence group, with a view to finalize the draft IGF Code at BLG 15.

11.3 The Sub-Committee, having also considered a document submitted by the United States (FP 52/11/1), containing a detailed review of the fire protection-related aspects of the draft Interim Guidelines on safety for gas-fuelled engine installations in ships, prepared by BLG 11 and proposing modifications to the draft text, agreed that further consideration of this matter was necessary.

11.4 Consequently, the Sub-Committee established the Correspondence Group on Development of Provisions for Gas-Fuelled Ships, under the co-ordination of Norway*, and instructed it, taking into account the comments and decisions made in plenary, to:

- .1 review the fire protection-related provisions of the draft Interim guidelines on safety for gas-fuelled engine installations in ships, as contained in the annex to document FP 52/11, taking into account document FP 52/11/1, and prepare modifications thereto, as appropriate, for consideration at FP 53; and
- .2 submit a report to FP 53.

11.5 Following the above decision, the Sub-Committee instructed the Secretariat to inform DE 51 and BLG 12 (co-ordinator) accordingly.

12 CONSIDERATION OF IACS UNIFIED INTERPRETATIONS

General

12.1 The Sub-Committee recalled that FP 51, in considering document FP 51/9/8 (IACS), which discussed the application of SOLAS regulations II-2/9.2.2.4.2.2 and II-2/9.6.3 relative to closed and open ro-ro spaces on passenger ships carrying not more than 36 passengers, had agreed that more detailed consideration was needed to resolve this matter and invited Member Governments and international organizations to submit comments and proposals to FP 52.

12.2 The Sub-Committee also recalled that, at FP 51, in considering document FP 51/9/9 (IACS), containing the revised unified interpretation SC 178 on emergency fire pumps on cargo ships, the Sub-Committee requested the Secretariat to refer the aforementioned document to SLF 50 for consideration for matters that fell under their purview.

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12.3 The Sub-Committee further recalled that documents FP 52/12/2, FP 52/12/3, FP 52/12/4 (IACS) and FP 52/12/7 (Japan) were forwarded to the working group established under agenda item 3 (Performance testing and approval standards for fire safety systems) for consideration (see paragraphs 3.32 and 3.33).

Arrangements for gaseous fuel for domestic purposes

12.4 The Sub-Committee considered IACS unified interpretation SC 214 on Portions of open decks utilized for the storage of gas bottles (FP 52/12), which was developed to clarify the criteria to be adopted by IACS members when determining the portions of open decks areas that can be utilized for the storage of gas bottles in accordance with SOLAS regulation II-2/4.3. In particular, the Sub-Committee noted that SC 214 permits recesses in deck structures, machinery casings, deck houses, etc., to be considered acceptable for the storage of gas bottles. Subsequently, the Sub-Committee agreed to prepare an appropriate unified interpretation (see paragraph 12.....).

Emergency fire pumps on cargo ships

12.5 The Sub-Committee considered document FP 52/12/1 (Secretariat), on the outcome of SLF 50 with regard to the revised IACS Unified Interpretation SC 178 on Emergency fire pumps in cargo ships, and noted that, as requested by FP 51, the SLF Sub-Committee considered the relevant parts of document FP 51/9/9 (IACS), containing the revised IACS Unified Interpretation SC 178, and agreed that the combination of heave and pitch, as well as heave and roll, contained in the revised IACS Unified Interpretation SC 178 were acceptable.

12.6 In this context, the Sub-Committee noted the views of several delegations that, although the IACS Unified Interpretation SC 178 was considered acceptable to SLF 50 for matters under their purview, the unified interpretation contained construction issues that should be further addressed in detail and agreed that further consideration was needed to resolve this matter. The Sub-Committee therefore invited Member Governments and international organizations to submit comments and proposals to FP 53.

Arrangement of ducts

12.7 In considering document FP 52/12/5, containing IACS Unified Interpretation SC 221 on Separation of galley exhaust ducts from spaces (SOLAS regulation II-2/9), which was developed

to provide a harmonized understanding of the term “passing through” for duct arrangements in cases that one or more boundaries are exposed, the Sub-Committee agreed to prepare an appropriate unified interpretation (see paragraph 12....).

Inconsistency between SOLAS regulations II-2/9.2.2.4.2.2 and II-2/9.6.3

12.8 The Sub-Committee considered document FP 52/12/6 (China), providing comments and proposals on document FP 51/9/8 (IACS), which discussed the application of SOLAS regulations II-2/9.2.2.4.2.2 and 9.6.3 relative to closed and open ro-ro spaces on passenger ships carrying not more than 36 passengers, and, having noted the views by some delegations on the proposed draft amendments to SOLAS regulation II-2/9.6, agreed that further consideration was necessary on this matter and decided to invited Member Governments and international organizations to submit comments and proposals to FP 53.

Unified interpretations of SOLAS chapter II-2

12.10 Having requested the Secretariat to prepare the final text of the unified interpretations referred to in paragraphs 12.4 and 12.7, the Sub-Committee considered document FP 52/WP.8 (Secretariat) and agreed to the draft Unified interpretations of SOLAS chapter II-2 and the associated draft MSC circular (FP 52/WP.8), as set out in annex ..., for submission to MSC 84 for approval.

13 FIXED HYDROCARBON GAS DETECTION SYSTEMS ON DOUBLE-HULL OIL TANKERS

General

13.1 The Sub-Committee recalled that at, MSC 82, the Committee, having agreed to include, in the Sub-Committee’s work programme, a high priority item on “Fixed hydrocarbon gas detection systems on double hull oil tankers”, had instructed FP 51 to give a preliminary consideration to the matter and to include the item in the provisional agenda for FP 52.

13.2 The Sub-Committee also recalled that FP 51, having considered document MSC 82/21/12 (Austria *et al*), agreed to instruct the Correspondence Group Measures to Prevent Fires in Engine-Rooms and Cargo-Pump Rooms to consider the proposal contained in the aforementioned document and to submit the results to FP 52.

Report of the correspondence group

13.3 In considering the part of the report of the correspondence group relating to the item, the Sub-Committee noted that the group was of the opinion that an FSA analysis should be carried out since there is no assurance of benefit from the installations of fixed hydrocarbon gas detection system at the moment.

13.4 The Sub-Committee, having considered the following documents:

- .1 MSC 82/21/12 (Austria, *et al*), containing detailed amendments to SOLAS regulation II-2/4.5.7, in order to make the installation of fixed hydrocarbon gas detection systems on board double hull tankers of 20,000 dwt and above mandatory, and to adopt a new chapter 16 of the FSS Code; and
- .2 FP 52/13 (Republic of Korea), containing a preliminary analysis to assess the effectiveness of fixed gas measurement system for double hull spaces and double bottom spaces of tankers and identifying 5 areas that should be addressed in considering this matter,

agreed, in principle, to document MSC 82/21/12 and noted the comments by the delegation of France that, in addition to the fixed hydrocarbon gas detection system on double hull oil tankers, it is necessary to consider the issue of inerting double-hull spaces after detection of hydrocarbon gas, taking into account that those are related matters.

13.5 In this context, several delegations expressed the view that inert gas is highly corrosive and could affect the double hull structure and, therefore, it would be necessary to have the consideration of experts from other bodies of IMO on this matter. Additionally, those delegations were also of the opinion that inerting double-hull spaces after detection of hydrocarbons was outside the scope of this work programme item.

13.6 Following the above debate, the Sub-Committee decided to invite the delegation of France and other interested delegations to submit a proposal to MSC 84 to expand the scope of the item in accordance with guidelines on the organization and method of work.

13.7 Having considered the above issues, the Sub-Committee established the Correspondence Group on Fixed Hydrocarbon Gas Detection Systems on Double-Hull Oil Tankers, under the co-ordination of INTERTANKO*, and instructed it, taking into account the comments and decisions made in plenary, to:

- .1 develop amendments to the SOLAS regulation II-2/4.5.7, taking into account documents MSC 82/21/12 and FP 52/13, in order to make the installation of fixed hydrocarbon gas detection systems on-board double hull tankers of 20,000 dwt and above mandatory and to adopt a new chapter 16 of the FSS Code, to detail the specifications for such systems as required by SOLAS chapter II-2; and
- .2 submit a report to FP 53.

14 CLARIFICATION OF SOLAS CHAPTER II-2 REQUIREMENTS REGARDING INTERRELATION BETWEEN CENTRAL CONTROL STATION AND SAFETY CENTRE

General

14.1 The Sub-Committee recalled that at MSC 82, the Committee considered document MSC 82/21/18 (Argentina and ICCL), proposing to clarify the definitions for control station, manned central control station and safety centres, the latter being introduced in the recently adopted SOLAS regulation II-2/23, which is expected to come into force on 1 July 2010, and agreed to include, in the Sub-Committee's work programme, a high priority item on "Clarification of SOLAS requirements regarding interrelation between central control station and safety centre", with two sessions needed to complete the item.

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14.2 The Sub-Committee considered a document by Argentina (FP 52/14), containing its views on the need to clarify the arrangements for the “safety centre” (new SOLAS regulation II-2/23) and central control station (SOLAS regulations II-2/7.9.3 and II-2/9.4.1.1.4.3), and, following the discussion, agreed to refer the matter to the Working Group on Review of Fire Safety of External Areas on Passenger Ships established under agenda item 5 to further consider the clarification of SOLAS chapter II-2 requirements regarding interrelation between central control station and safety centre, taking into account document FP 52/14 and decisions made in plenary.

[Report of the working group]

14.3 Having considered the part of the report of the working group (FP 52/WP.3) relating to this item, the Sub-Committee took action as outlined in the following paragraphs.

14.4 The Sub-Committee noted that the group, in discussing document FP 52/14 (Argentina), referring to the interrelation between central control station and safety centre, had agreed that the content of the aforementioned document was a valuable starting point for discussing the issue, but a number of aspects still need to be investigated in detail. In particular:

- .1 to consider whether SOLAS chapter II-2 should be revised as far as the requirements for continuously manned control stations are concerned and in relation to the presence of safety centre. In this context, it was also pointed out that the safety centre may not be normally manned;
- .2 verification of the existing requirements for power supply of systems listed in SOLAS regulation II-2/23.6 towards the proposal set out in paragraph 2.1 of the annex to document FP 52/14;
- .3 human factors related to the management of response from different centres of authority.

14.5 Taking into account the aspects, the Sub-Committee agreed to establish a correspondence group, under the co-ordination of Italy*, with the following terms of reference:

- .1 further consider document FP 52/14 together with the comments contained in paragraph 11 of document FP 52/WP.3 and prepare a draft unified interpretation for consideration by the Sub-Committee, taking into account:
 - .1.1 the interrelation between manned control stations and safety centres, in particular when the latter are manned;
 - .1.2 the hierarchy of control between continuously manned control stations and safety centres; and
 - .1.3 the individual systems listed under SOLAS regulation II-2/23.4 so as to identify to what extent the requirements in respect to alarm, control, monitoring and power supply are related to the navigation bridge, continuously manned control stations and safety centres; and
- .2 submit a report to FP 53.]

15 ANALYSIS OF FIRE CASUALTY RECORDS

15.1 The Sub-Committee recalled that it had noted, under agenda item 20 (Measures to prevent explosions on oil and chemical tankers transporting low-flash point cargoes) that, MSC 83, agreed to refer the reports of investigation into the **Chassiron**, **Panam Serena** and **Bow Mariner** casualties to the Sub-Committee for consideration in the context of the work on incidents of explosions on chemical and product tankers and that the above-referred analyses, as well as the full investigation reports, are available to Members in the GISIS module on Maritime Casualties and Incidents (see paragraph 20...).

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15.2 The Sub-Committee had for its consideration under this agenda item a document submitted by Japan (FP 52/INF.5), providing information on fire and explosion casualties in container cargo spaces to facilitate discussion on the above mentioned safety measures and requirements, and noted the information provided.

16 WORK PROGRAMME AND AGENDA FOR FP 53

Work programme and agenda for FP 53

16.1 The Sub-Committee revised its work programme (FP 52/WP.4) based on that approved by MSC 83 (FP 52/2/1, annex) and, taking into account the progress made during this session, prepared a draft revised work programme and draft provisional agenda for FP 53. While reviewing the work programme, the Sub-Committee agreed to invite the Committee to:

[to be prepared by the Secretariat after the session]

16.2 The Committee was invited to approve the draft revised work programme and draft provisional agenda for FP 53, as set out in annex

Arrangements for the next session

16.3 The Sub-Committee agreed to establish, at its next session, working groups on the following subjects:

- .1 Performance testing and approval standards for fire safety systems;
- .2 Comprehensive review of the Fire Test Procedures Code; and
- .3 Measures to prevent explosions on oil and chemical tankers transporting low-flash point cargoes,

and drafting groups on:

- .1 Review of fire safety of external areas on passenger ships; and

- .2 Development of provisions for gas-fuelled ships and amendments to the MODU Code.

16.4 The Sub-Committee noted that its fifty-third session had been tentatively scheduled to take place from 19 to 23 January 2009.

17 ELECTION OF CHAIRMAN AND VICE-CHAIRMAN FOR 2009

17.1 In accordance with the Rules of Procedure of the Maritime Safety Committee, the Sub-Committee unanimously re-elected Mr. J.C. Cubisino (Argentina) as Chairman and Mr. C. Abbate (Italy) as Vice-Chairman, both for 2009.

19 RECOMMENDATION ON EVACUATION ANALYSIS FOR NEW AND EXISTING PASSENGER SHIPS

General

19.1 The Sub-Committee recalled that at FP 51, having finalized the Guidelines on evacuation analysis for new and existing passenger ships for submission to MSC 83, it had invited MSC 83 to delete the item from the work programme.

19.2 The Sub-Committee noted that MSC 83, having approved the Guidelines for evacuation analysis for new and existing passenger ships, which were disseminated by means of MSC.1/Circ.1238 and having considered document MSC 83/8/2 (Germany), proposing that the item related to the aforementioned Guidelines be maintained in the Sub-Committee's work programme so that unresolved issues could still be further considered by the Sub-Committee, had agreed to retain the item on the Sub-Committee's work programme and included it in the provisional agenda for FP 52.

19.3 In considering documents FP 52/19 (Secretariat), FP 52/19/1, FP 52/INF.7 and FP 52/INF.8 (Germany), the Sub-Committee noted the proposal (FP 52/19/1) to develop a mandatory requirement to perform an evacuation analysis at an early stage of design for passenger ships, other than ro-ro passenger ships, and the assumptions that the evacuation analysis should assume that passengers proceed according to the evacuation procedures for the ship, and agreed that more time is necessary to collect relevant data on the issue before the Guidelines for evacuation analysis for new and existing passenger ships (MSC.1/Circ.1238) be considered for mandatory application.

19.4 Taking into account the above, the Sub-Committee established the Correspondence Group on Recommendation on Evacuation Analysis for New and Existing Passenger Ships, under the co-ordination of Germany*, and instructed it to:

- .1 review the Guidelines on evacuation analyses for new and existing passenger ships (MSC/Circ.1238) based on information and research which may be relevant for the necessary upgrading of the present Guidelines, taking into account documents FP 52/INF.7, FP 52/19/1 and FP 52/INF.8;
- .2 consider the “safe area” concept, including fire thresholds and habitability timeframes, taking into account document FP 52/19/1, and develop which additional scenarios should be included in the evacuation analysis to address these topics;
- .3 consider matters related to the various evacuation times used in different IMO instruments and guidelines with a view to making sure they are properly addressed in the review of the MSC/Circ.1238; and
- .4 submit a report to FP 53.

19.5 In view of the above developments, the Sub-Committee agreed to invite the Committee to extend the target completion date of the item to 2010.

[More to come]

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