

# INTERNATIONAL TRANSPORT WORKERS' FEDERATION

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IMO updates for maritime professionals



- Outcomes of the **Ship Systems and Equipment**  
9<sup>th</sup> Session, 27 February - 3 March 2023
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\* The purpose of this document is for international maritime professionals:

*first*, to have access to information on the work of high-level regulatory bodies in a user-friendly language;

*second*, to see how important the role that they have been playing is as a part of human element in 90 per cent of the world trades;

*third*, to utilise information provided in pursuing the safety, security and environmental protection at sea; and

*fourth*, to promote and disseminate information regarding achievements of the ITF delegates at the International Maritime Organization (IMO) at other fora.

The contents of this document have been selected by the interests and relevance of maritime professionals. Therefore, it should be noted that not all outcomes of the IMO meeting are addressed.

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# SSE 9

## Decisions to note

### Enhanced lifesaving appliances and equipment requirements

#### **“Totally enclosed Lifeboat” ventilation requirements: CO<sub>2</sub> concentrations**

In an emergency, the air condition inside a lifesaving appliance is vital for the survival of the persons inside. [The International Life-Saving Appliance \(LSA\) Code](#) provides safety requirements from how to manufacture and test an appliance to how to maintain and keep relevant records onboard a vessel. Therefore, all stakeholders – such as the manufacturers, authority, classification society- involved in the pre-installation on board should ensure a good quality of appliances are equipped. The industry can then expect seafarers to perform the same level of quality for maintenance and record keeping.

At this session, the ventilation requirements for a totally enclosed lifeboat were agreed to keep the CO<sub>2</sub> concentrations within survival conditions until rescue. From the 1<sup>st</sup> January 2026, all lifeboats on ships should be able to provide survivable ventilation conditions (from the 1<sup>st</sup> January 2029, these requirements becomes fully effective.).

#### **Lifeboat and rescuing boat lowering speed**

In an emergency, everyone’s wish is the same, for a “Quick rescue.” Thus, how to control the speed of a lifeboat and a rescue boat was discussed, specifically the maximum lowering speed was agreed to be 1.3m/s for a “safe and prompt rescue.” There is also flexibility for Administration to accept other options because of the varying dynamics between survival craft and rescue boats, also taking into account existing calculations and heights of the positioning of a boat.

It remains the same that the response time for the rescue should be less than 3 minutes.

#### **Lifejacket in-water testing requirements**

The in-water testing of lifejacket’s buoyancy by national authorities will become more stringent. From the 1<sup>st</sup> January 2026, the testing should include requirements for both the mouth and nose to be clear of the water, compared to the current requirement which only includes for mouth (from the 1<sup>st</sup> January 2029, these requirements becomes fully effective.).

#### **Draft amendments to chapter IV of the LSA Code on single fall and hook systems**



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As a part of the safety requirements, resetting a lifeboat which has been released for any purpose, such as drills and maintenance, is another safety issue onboard. It was agreed that lifeboats with single fall and hook systems – which are currently, widely used – should have automatic self-reset.

## **Fire protection of ro-ro pax**

Ro-ro passenger ships (ro-ro pax) have experienced a number of fire incidents and accidents. Therefore, fire protection, detection and response measures were urgent. At this session, provisions for ro-ro pax were agreed to be included (SOLAS Chapter II-2). The aim is for such ships to equip appropriate systems and equipment for the crew to be provided with safer working conditions as well as to be familiar with what to do in case of a fire.

### **Firefighting and detection equipment to be placed in ‘protected zone’**

It will be proposed that from the 1<sup>st</sup> January 2026, ro-ro pax should replace fixed water-based firefighting equipment in special areas with fire hazards, such as ro-ro cargo space and cargo deck where passenger vehicles are located.

Moreover, previously only manned control stations were defined a ‘protected zone’. However, it was agreed that all control stations onboard could be considered as so, with the same level of fire detection and fighting equipment provided.

For more stringent fire-detection measures, liner heat detectors could be installed in addition to smoke detectors.

### **Location of the Openings**

Arrangement of openings in ro-ro spaces and special category spaces was agreed for accommodation spaces, service spaces and control stations to be two decks above for A-60 ships. Also, opening arrangements should not be 6m below under the ro-ro space.

## **OPS interim guidelines: power supply to a ship from the shore**

Onshore power supply (OPS) operation is as important for the crew onboard a ship as it is for the shore-based personnel. The issue for the ITF is that the operation is conducted on? shore for ships. Who is involved in such operations and whose responsibility it is are essential questions to be answered for effective implementation ([see ITF report SSE 7](#)).

It was agreed that the person in charge (PIC) and other personnel involved on ship should have competencies according to the STCW Convention and Code and the personnel should be competent in handling high voltage. PIC should mean the electro technical officer (ETO) and chief engineer officer. It should be ensured that other personnel are fully familiarised with such operations.

The reference to ISM Code was included in noting the essence of the smooth communications in the relevant instrument.

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## 2023 Diving Code to be born

The current Code of Safety for Diving Systems was adopted in 1995. Noting the growing number of offshore divers engaged in wind turbines, offshore rigs, aquaculture industry, etc. as well as technological and operational developments, the current provisions needed higher levels of safety measures.

The previous Code only had provisions for divers, with no connections to crew onboard. The new Code reflects how crew onboard are deeply involved in the process before, during and after.

There will be two versions of Diving Codes 1995 and 2023 if the new version is adopted.

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