IMO FP 54 Agenda Preview
(Updated version)

The 54th session of IMO Sub-Committee on Fire Protection will be held on 12 – 16 April 2010

31st March, 2010

This publication, produced by Lloyd’s Register, provides an overview of the agenda for FP 54, and summarises all the documents submitted for discussion at this meeting.

It contains details of all papers submitted up to 31st March, 2010 updating the previous document released on 12th March, 2010.

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Opening of the session

1. Adoption of the agenda
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3. Performance testing and approvals standards for fire safety systems
5. Fire resistance of ventilation ducts
6. Measures to prevent explosions on oil and chemical tankers transporting low-flash point cargoes
7. Clarification of SOLAS chapter II-2 requirements regarding interrelation between central control station and safety centre
8. Explanatory notes for the application of the safe return to port requirements
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13. Amendments to SOLAS chapter II-2 related to the releasing controls and means of escape for spaces protected by fixed carbon dioxide systems
14. Means of escape from machinery spaces
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17. Revision of the Recommendations for entering enclosed spaces aboard ships
18. Fire integrity of bulkheads and decks of ro-ro spaces on passenger and cargo ships
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Working and Drafting Groups:

WG 1 Performance testing and approval standards for fire safety systems
WG 2 Measures to prevent explosions on oil and chemical tankers transporting low-flashpoint cargoes
WG 3 Explanatory notes for the application of the safe return to port requirements
DG 1 Fixed hydrocarbon gas detection systems on double-hull oil tankers
DG 2 Comprehensive review of the Fire Test Procedures Code
**Agenda Item 2 - Decisions of other IMO bodies (Target completion date – continuous)**

**Background:** The Sub-Committee will be informed of the relevant decisions of BLG 13, DE 52, FSI 17, MSC 86, C 102, MEPC 59, NAV 55, DSC 14, C/ES 25, A 26, SLF 52, BLG 14, DE 53 and COMSAR 14 and take action as appropriate.

**LR position:** To note the discussion.

**Implications:** In general, no substantial discussion will take place under this agenda item. Specific items will be addressed under each respective agenda item.

**Application:** N/A

*(Document submitted)*

**FP 54/2 (Secretariat) - Outcome of BLG 13, DE 52, FSI 17 and MSC 86**

This document contains references to the decisions made by BLG 13, DE 52, FSI 17 and MSC 86 relevant to the work of the Sub-Committee.

**FP 54/2/1 (Secretariat) - Outcome of NAV 55 and DSC 14**

This document contains references to the decisions made by NAV 55 and DSC 14 relevant to the work of the Sub-Committee.

**FP 54/2/2 (Secretariat) - Outcome of SLF 52, BLG 14 and DE 53**

This document contains references to the decisions made by SLF 52, BLG 14 and DE 53 relevant to the work of the Sub-Committee.

**Agenda Item 3 - Performance testing and approval standards for fire safety systems (Target completion date – 2011)**

**Background:** The Sub-Committee will consider the report of the Working Group on Performance Testing and Approval Standards for Fire Safety Systems (FP 54/3), part 2, which was established at FP 53, and the report of the Correspondence Group on Performance Testing and Approval Standards for Fire Safety Systems (FP 54/3/1), which was also established at FP 53 and given the terms of reference specified in paragraph 3.38 of document FP 53/23.

The Sub-Committee will also establish a working group and instruct the group to continue the work on the subject, taking into account the reports of the working group, part 2, and the correspondence group, respectively, and any related documents submitted to the session. The group may also deal with other issues as appropriate.

The following subjects will be considered under this agenda item:

1. **Amendments to the SOLAS Convention**
   i. SOLAS regulation II-2/10.6.1.1 - Fire-extinguishing arrangements in control stations, accommodation and service spaces (FP 54/3/1, Annex 7)
   ii. Helideck requirements in SOLAS regulation II-2/18 (FP 54/3/1, Annex 6)

2. **Amendments to the FSS Code**
i. FSS Code Chapter 5 – Deletion of Section 2.4 Fixed Gas Fire-Extinguishing Systems—
   Systems using gaseous products of fuel combustion (FP 54/3/1, Annex 3)
ii. FSS Code Chapter 6 - Fixed high Expansion Foam Fire-Extinguishing Systems (FP 54/3, Annex 2; FP 54/3/1, Annex 1, FP 54/3/4)

3. Others
   i. Guidelines for the approval of helicopter facility for fire-fighting appliances (FP 54/3/1, Annex 1)
   ii. Guidelines for the testing and approval of fixed high-expansion form systems (FP 54/3/1, Annex 2; FP 54/3/3)
   iii. Revised guidelines for the Approval of Fixed Water-Based Local Application Fire-Fighting Systems (MSC1/Circ.913) (FP 54/3, Annex 1; FP 54/3/1, Annex 8)
   iv. Guidelines for alternative extinguishing systems for control stations where water discharge from sprinklers may cause damage (FP 54/3/1, paragraph 13)
   v. Revised IACS UI SC216 on water based fire extinguishing system. (FP 54/3/1, Annex 4)
   vi. Scientific methods on scaling of test volume for fire test on water-mist fire-extinguishing systems (FP 54/3/1, paragraph 14)
   vii. Maintenance and inspections of fixed carbon dioxide fire-extinguishing systems (MSC.1/Circ. 1318) (FP 54/3/2)

LR position: To closely monitor the discussion with a view to implementing the requirements once finalized by the IMO.

Implications:
Primarily this will affect the manufacturers of fire fighting systems, but further detail follows:
1. SOLAS regulation II-2/10.6.1.1 - Fire-extinguishing arrangements in control stations, accommodation and service spaces & Guidelines for alternative extinguishing systems for control stations where water discharge from sprinklers may cause damage
   Manufactures/Builders/Owners/Flag Administrations and its RO: While the Correspondence Group has developed draft SOLAS text, completed guidelines were not produced.. Until these are available applying the requirements will be uncertain..

2. Helideck requirements in SOLAS regulation II-2/18 & Guidelines for the approval of helicopter facility for fire-fighting appliances
   Builders: Changes are relatively minor, however, they will affect design of the helicopter landing area and capacity of the fire fighting requirement. These will need to be addressed at the design stage of a ship.
   Owners: To note the change. It may affect helicopter landing operation and crew training.
   Flag Administrations and its RO: To provide instructions to surveyors once the matter is concluded.

3. FSS Code Chapter 5 – Section 2.4 Fixed Gas Fire-Extinguishing Systems- Systems using gaseous products of fuel combustion (FP 54/3/1, Annex 3)
   Manufactures/Builders: Nominal, as there is no such system existing today.
   Owners: To note.
   Flag Administrations and its RO: To note
4. **FSS Code New Chapter 6 - Fixed high Expansion Foam Fire-Extinguishing Systems**
   **Guidelines for the testing and approval of fixed high-expansion foam systems**
   - **Manufacturers/Builders:** Depending upon the discussion, the new chapter 6 will introduce a number of options for fixed high expansion foam fire extinguishing systems, e.g. inside air foam systems, systems for the protection of vehicle, ro-ro, spaces, etc. The option chosen will affect the size of the system and other design & production elements of the equipment, e.g. space containing such system.
   - **Owners:** the change may affect cargo carrying capacity, especially for Ro-Ro ships.
   - **Flag Administrations and its RO:** To provide instructions for approving the system and the onboard survey.

5. **Revised guidelines for the Approval of Fixed Water-Based Local Application Fire-Fighting Systems (MSC/Circ.913)**
   - **Manufacturers/Builders:** This is a revised document which incorporates a number of minor changes e.g. component testing, additional controls requirements, e.g. fire detection system requirements (2 alarms). Once this is finalized such changes are to be incorporated into new products/shipboard arrangement.
   - **Owners:** To note the above.
   - **Flag Administrations and its RO:** To provide instructions to surveyors for type approval and plan approval as well as onboard surveys.

6. **Guidelines for alternative extinguishing systems for control stations where water discharge from sprinklers may cause damage (FP 54/3/1, paragraph 13)**

7. **Revised IACS UI SC216 on water based fire extinguishing system.**
   - **Builders:** Changes from the previous text are relatively minor, with a view to clarify the requirements of SOLAS regulation II-2, 10.5.1.1, 10.5.2.1, 10.5.6 and 10.6. The UI requires a minimum level of redundancy which should be provided in the provision of fixed fire extinguishing system throughout different spaces or groups of spaces. Once this is finalized, such changes are to be incorporated into the shipboard arrangement.
   - **Owners:** To note the change.
   - **Flag Administrations and its RO:** To provide instructions to surveyors once the requirements are finalized.

8. **Scientific methods on scaling of test volume for fire test on water-mist fire-extinguishing systems**
   - **Manufacturers/Builders/Owners/Flag Administrations and its RO:** As the discussion on this issue is at very early stage, the implications are not clear. However, it may result in requiring a longer operating time and therefore a larger quantity of water supply.

9. **Maintenance and inspections of fixed carbon dioxide fire-extinguishing systems (MSC.1/Circ. 1318) (FP 54/3/2)**
   - **Owners:** Depending upon the discussion, once agreed, the maintenance and inspection requirements of the high-pressure cylinders may need to be updated.
   - **Flag Administrations and its RO:** To provide instructions to surveyors on the survey and record examination of the testing of such cylinders.

**Application:** To ships or equipment used on ships to which SOLAS Chapter II-2 applies (Ships engaged on international voyages without any tonnage limitation for passenger ships, or 500 gross ton or over for non-passenger ships). There changes are intended to
apply to new buildings after the entry into force (for mandatory requirements, i.e., FSS Code) or date of approval/adoption for non-mandatory requirements (Circular, Unified Interpretation etc).

(Document submitted)
FP 54/3 (Chairman of the Working Group) - Report of the working group at FP 53 (part 2)
This document provides part 2 of the report of the Working Group on Performance Testing and Approval Standards for Fire Safety Systems established at FP 53. The document has two annexes:
- Annex 1: Revised guidelines for the Approval of Fixed Water-Based Local Application Fire-Fighting Systems
- Annex 2: New Chapter 6 - Fixed high Expansion Foam Fire-Extinguishing Systems

FP 54/3/1 (United States) - Report of the correspondence group
This document provides the report of the Correspondence Group on Performance Testing and Approval Standards for Fire Safety Systems on matters related to this agenda item.

Action requested of the Sub-Committee
The Sub-Committee is to note the outcome of the group's discussions in general, and in particular, to:
1. agree, in principle, the draft amendments to chapter 5 of the FSS Code to delete reference to gaseous products of fuel combustion as fixed gas fire-extinguishing systems, with a view to approval at MSC 88 and subsequent adoption (paragraph 7 and annex 3);
2. recall that the intersessional Correspondence Group on Explanatory Notes for the Application of the Safe Return to Port Requirements was also instructed to consider IACS interpretation UI 216 on water-based extinguishing systems, and provide the working group further instructions to harmonize the outcome of the different groups (paragraph 8 and annex 4);
3. decide if the foam system application rates for helidecks in SOLAS regulation II-2/18 should be harmonized with the foam system application rates for helidecks in the MODU Code (paragraphs 9 to 12 and annexes 3 and 6); and
4. note the progress made on the draft amendments to chapter 6 of the FSS Code (paragraphs 3 to 6), Guidelines for alternative extinguishing systems for control stations where water discharge from sprinklers may cause damage (paragraph 13), and the draft revised Guidelines for the approval of fixed water-based local application fire-fighting systems for use in category A machinery spaces (MSC/Circ.913) (paragraph 17) and take actions as appropriate.

FP 54/3/2 (Sweden) - Maintenance and inspections of fixed carbon dioxide fire-extinguishing systems
This document proposes minor modifications to the Guidelines for the maintenance and inspections of fixed carbon dioxide fire-extinguishing systems (MSC.1/Circ.1318) regarding the periodical test of high-pressure cylinders to incorporate additional inspection requirements which are based upon ISO 9809:1-3.

FP 54/3/3 (Japan) - Comments on the report of the Correspondence Group on Performance Testing and Approval Standards for Fire Safety Systems
This document contains comments on the report of the Correspondence Group on Performance Testing and Approval Standards for Fire Safety Systems (FP 54/3/1). This is a revised document which incorporates a number of minor changes e.g. component
testing, additional controls requirements, e.g. fire detection system requirements (2 alarms).

FP 54/3/4 (Republic of Korea) - High-expansion foam fire-extinguishing system using outside air with generator installed inside the protected space
This document provides some comments on the report of the Correspondence Group on Performance Testing and Approval Standards for Fire Safety Systems and makes a proposal with respect to the high-expansion foam fire-extinguishing system using outside air with the foam generator installed inside the protected space.

FP 54/3/5 (Secretariat) - Outcome of BLG 14 - Fixed deck foam systems
This document reports on the outcome of BLG 14 with regard to matters related to amendments to chapter 14 of the FSS Code, regarding the application of fixed deck foam systems to oil tankers and chemical tankers.

Agenda Item 4 - Comprehensive review of the Fire Test Procedures Code (Target completion date – 2010)

Background: The FP Sub-Committee has been working on the comprehensive review of the FPT Code, in order to achieve more unified approach of the Code. It is to be completed at FP 53 (April 2010), approved by MSC 87 (May 2010), adopted by MSC 88 (December 2010), thus could enter 1 July 2012. The Code is under the comprehensive review. The following major changes are to be introduced:

- To incorporate all relevant resolutions & circular on fire test procedures into the Code;
- To merge test requirements given in Part 5, Part 6, A. 653 (16) and A.687 (17) into Part 5, as they are essentially the same.
- To incorporate new parts on “Test for fire-restricting materials for high speed craft” and “Test for fire-restricting divisions for high speed craft”
- To introduce expire period of the fire test certificate (15 years)
- To revise test report format (new additional 7 entry items in the report)

LR position: To closely monitor this final stage of the discussion.

Implications: The fire test laboratories are to carry out the tests in accordance with the new procedure, once the amendments enter into force. Manufacturers of the materials which are subject to these tests, e.g. fire resistant / proof materials. This would result in new testing (after some introductory period) and renewal testing (after 15 years expire period), which may lead to significant increase in cost.

Application: To the fire test procedures for the material regulated by SOLAS, e.g. fire bulkheads, windows, deck coatings, surface materials of chairs, sofas etc.

(Document submitted)
FP 54/4 (Chairman of the working group at FP 53) - Corrections to the draft 2010 FTP Code
This document provides necessary corrections to be made to the draft 2010 FTP Code, as contained in document FP 53/23/Add.1, annex 14.

FP 54/4/1 (Norway) - Proposed amendments to the Guidelines for the application of plastic pipes on ships (resolution A.753(18))
This document proposes some amendments to the Guidelines for the application of plastic pipes on ships (resolution A.753(18)) to provide for an extension of the application to synthetic rubber pipes.

**FP 54/4/2 (Finland) - Comments on the draft 2010 FTP Code**

This document comments on the Fire Test Procedures Code and, especially, its main text and parts 3 and 4 of annex 1 to the Code in order to improve it and to harmonize the use of some test methods.

**Agenda Item 5 - Fire resistance of ventilation ducts (Target completion date – 2010)**

**Background:** The Sub-Committee will continue the work on fire resistance of ventilation ducts, taking into account any documents submitted on the subject to the session, and take action as appropriate.

At FP 53, the Sub-Committee agreed to amend SOLAS II-2 regulation 9.7 in order to clarify and harmonize ventilation system requirements. The Sub-Committee agreed with the views expressed by a number of delegations that the fitting of automatic fire dampers in all ‘A’ class divisions would not substantially improve safety and would be very costly for passenger ships.

Noting that other amendments to regulation 9.7 adopted at MSC 85 are not to enter into force until 1 July 2010, Member Governments and international organizations are to submit proposals to the next session of this Sub-Committee and agreed to extend the target completion date of this item to 2010.

**LR position:** To monitor the discussion.

**Implications:** Builders and owners are to take into account the materials and designs of the ducts, once decisions have been made by the IMO.

**Application:** To be developed at FP 54.

(Document submitted)

**FP 54/5 (USA) - Proposed amendments to SOLAS regulation II-2/9.7**

This document clarifies and amends proposals previously made by the United States in document FP 53/6, to improve and harmonize the ventilation system requirements in SOLAS chapter II-2.

**Agenda Item 6 - Measures to prevent explosions on oil and chemical tankers transporting low-flash point cargoes (Target completion date – 2011)**

**Background:** The Sub-Committee will establish a working group and instruct the group to continue the work on measures to prevent explosions on oil and chemical tankers transporting low-flash point cargoes, taking into account any related documents submitted to the session. The group may also deal with other issues as appropriate.

At FP 53, it was agreed that new oil tankers of below 20,000 dwt should be fitted with inert gas system and new chemical tankers carrying low-flash point cargoes.
LR position: To monitor the discussion.

Implications: Major impact to shipbuilders, ship owners and ship managers for the design and operation of small oil and chemical tankers, and to seafarers training.

Application: New oil tankers less than 20,000 dwt and chemical tankers carrying low-flash point cargoes, date of entry into force is yet to be discussed. No decision has yet been made as to whether the requirements will be applied retrospectively to existing ships.

(Document submitted)

FP 54/6 (ICS and IPTA) - Information regarding the practicality of fitting and operating Inert Gas Systems on oil tankers of less than 20,000 tonnes deadweight and chemical tankers
As requested by FP 53, ICS and IPTA provide information regarding the consequences of fitting inert gas (IG) to oil tankers of less than 20,000 tonnes deadweight and chemical tankers.

FP 54/6/1 (IPTA) - Clarification of the term “the property-based approach”
IPTA asks for clarification of the term “the property-based approach”.

FP 54/6/2 (Norway and OCIMF) - Draft amendments to SOLAS regulation II-2/4.5.5
This document proposes amendments to SOLAS regulation II-2/4.5.5 to include requirements for inerting of tanks on new tankers carrying low-flash point cargoes.

FP 54/6/3 (China) - Recommendations for the installation of inert gas systems on new oil and chemical tankers of less than 20,000 tonnes deadweight
This document provides some comments and recommendations for the installation of inert gas systems (IGSs) on new oil and chemical tankers of less than 20,000 tonnes deadweight.

FP 54/INF.5 (Japan) - Follow-up study of the cost benefit assessment on application of requirement of Inert Gas Systems to tankers of less than 20,000 DWT
This document provides the results of the follow-up study of the cost benefit assessment on application of requirement of IGSs to tankers.

Agenda Item 7 - Clarification of SOLAS chapter II-2 requirements regarding interrelation between central control station and safety centre (Target completion date – 2010)

Background: The Sub-Committee will consider the part of the report of the Correspondence Group on Explanatory Notes for the Application of the Safe Return to Port Requirements (FP 54/8) on matters related to this item (see paragraph 8.9 of document FP 53/23). The Sub-Committee will also consider any related documents submitted to the session and take action as appropriate.

LR position: To monitor developments in order to have requirements in hand for 1 July 2010.

Implications: The outcome is expected to be released as an MSC circular in May, which will provide useful clarification on items such as operational controls, alarms, functions
etc for these items, in order to assist in the application of the new SOLAS requirements which will come into force on 1 July 2010

**Application:** All passenger ships, newbuilds on or after 1 July 2010.

**Documents for this item are not released (as of 31 March 2010)**

**Agenda Item 8 - Explanatory notes for the application of the safe return to port requirements (Target completion date – 2010)**

**Background:** The Sub-Committee will consider the report of the Correspondence Group on Explanatory Notes for the Application of the Safe Return to Port Requirements (FP 54/8), which was established at FP 53 and given the terms of reference specified in paragraph 18.12 of document FP 53/23.

The Sub-Committee will also establish a working group and instruct the group to continue the work on the subject, taking into account the report of the correspondence group and any related documents submitted to the session. The group may also deal with other issues as appropriate.

**LR position:** To actively monitor in order to provide required information for new SOLAS requirements. This item has been developed in close coordination between industry, owners, yards and class, with active involvement from LR. The report is believed to provide essential guidance for the application of the new requirements.

**Implications:** The conclusion by the Sub-Committee would be imperative for the implementation of the requirements. Noting that design of some ships may have already been approved for construction on or after 1 July 2010, they may have to be reviewed once again based upon the decision of the Sub-Committee.

**Application:** All passenger ships built after 1 July 2010, greater than 120m in length or with 3 or more vertical fire zones.

(Document submitted)

FP 54/8 and FP 54/8/Add.1 (Italy) - Report of the correspondence group

This document provides the report of the Correspondence Group on Explanatory Notes for the Application of Safe Return to Port Requirements.

**Action requested of the Sub-Committee**

The Sub-Committee is to approve the report of the correspondence group and its annexes in general and, in particular, to:

1. concur with the group’s view that the ship systems capabilities should be included in the List of Operational limitations issued in accordance with SOLAS regulation V/30 and that the quantities of operational parameters, arrangements and procedures to be applied in respect to the possible different areas of operation of the ship should be described in detail in the ship’s safety management manual (paragraph 8);
2. consider whether the “Document of approval” as set out in appendix 2 to the annex could be contained in a non-mandatory instrument or adjustments to its wording are needed (paragraph 9);
3. concur with the opinion of the group that the fact that some interpretations given in appendix 1 to annex 1 should be considered by the SLF and NAV Sub-Committees, this should not delay the approval process of the relevant
Explanatory Notes by the Maritime Safety Committee, at its next session (paragraph 12);
4. consider which working group established at the fifty-fourth session of the Sub-Committee should deal with comments raised by the group in respect to the suitability of IACS UI SC 126 in the light of the safe to port requirements (paragraph 14.1);
5. consider whether annex 3 should be forwarded to the Working Group on Performance Testing and Approval Standards for Fire Safety Systems for consideration (paragraph 14.2);
6. consider the view of the group that a possible inconsistency between SOLAS regulations II-2/8.5 and 23.6.15 in respect to availability of the functionality of atrium smoke extraction system at the safety centre (paragraph 16); and take action as appropriate.

FP 54/8/1 (Secretariat) - Outcome of SLF 52
This document reports on the outcome of SLF 52 with regard to the draft Explanatory notes for the assessment of passenger ship systems' capabilities.

Agenda Item 9 - Recommendation on evacuation analysis for new and existing passenger ships (Target completion date – 2010)

Background: At 52nd session of the Sub-Committee, it was pointed out by a member government that although there was no mandatory requirement to apply the current Guidelines for evacuation analysis and although they were originally developed to provide guidance on the performance of the mandatory evacuation analysis for ro-ro passenger ships (SOLAS regulation II.2/28.1.3) they were successfully applied to passenger ships other than ro-ro passengers ships and were proven to be useful to identify and to improve evacuation shortcomings.

The Sub-Committee will consider the report of the Correspondence Group on Recommendation on Evacuation Analysis for New and Existing Passenger Ships (FP 54/9), which was established at FP 53 and given the terms of reference specified in paragraph 9.5 of document FP 53/23. The Sub-Committee will also consider any related documents submitted to the session and take action as appropriate.

LR position: To monitor the development

Implications: Although this requirement is of a recommendatory nature, it will affect design of passenger ships in the future.

Application: Passenger ships (on voluntary basis)

(Document submitted)
FP 54/9 (Germany) - Report of the correspondence group
This document provides the results of the work of the Correspondence Group on Recommendation on Evacuation Analyses for New and Existing Passenger Ships.

Action requested of the Sub-Committee
The Sub-Committee is to take note of the outcome of the discussion and, in particular, to:
1. consider the discussions regarding a mandatory application of MSC/Circ.1238;
2. consider the proposals to amend and/or alter the scenarios currently defined in MSC/Circ.1238,
3. consider the proposal to amend MSC/Circ.1002 by life safety criteria; and
4. take action as appropriate.

**FP 54/INF.6 (Germany) - Summary of the discussions of the correspondence group**
This document lists the submissions of the correspondence group Members.

**Agenda Item 10 - Consideration of IACS unified interpretations**
(Target completion date – continuous)

**Background:** The Sub-Committee will consider the above documents and any further IACS unified interpretations which fall within its purview and take action as appropriate.

**LR position:** To monitor developments on these subjects

**Implications:** As laid out in each paper below.

**Application:** As laid out in each paper below.

(Document submitted)
**FP 54/10 (IACS) - Location of the fire main isolation valves in tankers under SOLAS regulation II-2/10.2.1.4.4**
This document presents arguments for the location of the fire main isolation valves in tankers relative to the poop’s front bulkhead and seeks clarification of the Sub-Committee on the proper interpretation of SOLAS regulation II-2/10.2.1.4.4.

**Implication:** This document seeks clarification on what can be considered a ‘protected location’ and this will impact future design in this area.

**Application:** New ships

**FP 54/10/1 (IACS) - Unified interpretation of SOLAS regulation II-2/10.5.6.3.1**
This document discusses differing interpretations of SOLAS regulation II-2/10.5.6.3.1 concerning the fitting of fixed local application fire-fighting systems.

**Implication:** this document seeks clarification on design issues and will impact newbuilding design.

**Application:** New ships

**FP 54/10/2 (IACS) - Clarification on the suction piping of emergency fire pumps, which are run through the machinery space**
This document discusses the suction piping of emergency fire pumps, which are run through the machinery space.

**Implication:** this document seeks clarification on several wordings and phrases used in SOLAS and will affect the design of such suction piping, valves and sea chests in the engine room for newbuilds.

**Application:** New ships

**FP 54/10/3 (IACS) - Unified interpretation of paragraph 9.2.2 of the FSS Code – Sources of power supply for fixed fire detection and fire alarm systems**
This document provides at annex a copy of IACS UI SC 35 relevant to paragraph 9.2.2 of the FSS Code on sources of power supply for fixed fire detection and fire alarm systems.

**Implication:** IACS intends to continue to use the revised UI SC35 in its role as RO – UIs are already accepted by IACS and therefore implications would be minimal.

**Application:** All ships July 2010
FP 54/10/4 (ICS and IACS) - Unified Interpretation of the provisions of the International Code for Fire Safety Systems (FSS Code), chapter 12, paragraph 2.2.1.3
Taking account of the comments raised during FP 53, this document provides a revised draft of a part of the unified interpretation that was developed at FP 53 on paragraph 2.2.1.3 of chapter 12 of the International Code for Fire Safety Systems (FSS Code).

Implication: This document continues to try to find agreement for proposed IACS UI SC 178, particularly with regard to the condition of the vessel during berthing or ballast water exchange. It may impact design consideration for fire fighting systems.

Application: New ships

Agenda Item 11 - Fixed hydrocarbon gas detection systems on double-hull oil tankers (Target completion date – 2010)

Background: The Sub-Committee will consider the part of the report of the Correspondence Group on Performance Testing and Approval Standards for Fire Safety Systems (FP 54/3/1) on matters related to this item (see paragraph 13.13 of document FP 53/23).

The Sub-Committee will also establish a drafting group and instruct the group to continue the work on the subject, taking into account the report of the correspondence group and any related documents submitted to the session. The group may also deal with other issues as appropriate.

LR position: To monitor the proceedings and make comments as appropriate. Amendments will be incorporated into the LR Rules for Classification of Ships upon completion of the work.

Implications: New requirements for gas detection systems on Tankers – implementation date unknown at present.

Application: To new double hull tankers, of 20,000 DWT or above. The date will be finalized by MSC 87 in conjunction with the adoption of the amendments to SOLAS regulation II-2/4.

(Document submitted)
FP 54/11 (USA) - Report of the correspondence group
This document provides the report of the Correspondence Group on Performance Testing and Approval Standards for Fire Safety Systems relating to the development of the Guidelines for the design, construction and testing of fixed hydrocarbon gas detection systems.

Action requested of the Sub-Committee:
The Sub-Committee is to approve the report in general and, in particular, to:
1. endorse the group’s view that duplicate extraction pumps should be provided, but the carriage of onboard spares could be accepted by the Administration as equivalent (paragraph 5); and
2. consider the draft Guidelines for the design, construction and testing of fixed hydrocarbon gas detection systems, and associated draft MSC circular, and take actions as appropriate (paragraphs 3 to 6 and annex).

FP 54/11/1 (Japan) - Comments on the draft guidelines
This document provides comments on the report of the Correspondence Group on Performance Testing and Approval Standards for Fire Safety Systems relating to the
development of the draft guidelines for the design, construction and testing of fixed hydrocarbon gas detection systems, and proposes modification to the draft Guidelines.

**Agenda Item 12 - Harmonization of the requirements for the location of entrance, air inlets and openings in the superstructures of tankers (Target completion date – 2010)**

**Background:** The Sub-Committee will continue the work on harmonization of the requirements for the location of entrances, air inlets and openings in the superstructures of tankers, taking into account any documents submitted on the subject to the session, and take action as appropriate.

**LR position:** To monitor developments

**Implications:** Harmonisation of requirements

**Application:** Tankers

(Document submitted)

**FP 54/12 (Argentina)**

This document presents different options for harmonizing the requirements that exist in various IMO instruments and other international standards with regard to ignition of flammable gases or vapours that can enter through separate openings to a ship's working spaces or accommodation.

**Agenda Item 13 - Amendments to SOLAS chapter II-2 related to the releasing control and means of escape for spaces protected by fixed carbon dioxide systems (Target completion date – 2010)**

**Background:** The Sub-Committee will continue the work on amendments to SOLAS chapter II-2 related to the releasing controls and means of escape for spaces protected by fixed carbon dioxide systems, taking into account any documents submitted on the subject to the session, and take action as appropriate.

**LR position:** N/A as no documents have been submitted

**Implications:** as above

**Application:** as above

Documents for this item are not released (as of 31 March 2010)

**Agenda Item 14 - Means of escape from machinery spaces (Target completion date – 2010)**

**Background:** The Sub-Committee will continue the work on the revision of SOLAS regulation II-2/13, in order to further improve the SOLAS chapter II-2 requirements concerning means of escape from machinery spaces in passenger and cargo ships, taking into account any documents submitted on the subject to the session, and take action as appropriate.
LR position: to monitor situation and implement any agreed changes.

Implications: Possible improved escape protection for passenger ships and general cargo ships; additional fire protection on steel ladders in passengers ships, and steel ladders and additional escape means in cargo ship

Application: newbuild passenger and cargo ships, if accepted.

(Document submitted)
FP 54/14 (Chile, Denmark, Norway, Sweden) - Means of escape from control rooms and other enclosed working spaces located within machinery spaces
This document proposes amendments to SOLAS regulations II-2/13.4.1 and II-2/13.4.2 on means of escape from machinery control rooms and other enclosed spaces within machinery spaces of cargo ships and passenger ships. The document takes into account comments made by the Sub-Committee to an earlier proposal submitted to the Sub-Committee.

Agenda Item 15 - Review of fire protection requirements for on-deck cargo areas (Target completion date – 2011)

Background: The Sub-Committee will continue the work on the review of fire protection requirements for on-deck cargo areas, taking into consideration any documents submitted on the subject to the session, and take action as appropriate.

LR position: To monitor and review recommendations

Implications: Possible minor increase to on deck fire fighting capabilities (not detailed at present.

Application: Container ships carrying more than four tiers of containers

(Document submitted)
FP 54/15 (Germany) - FSA – Container fire on deck
This document is mainly related to document FP 54/INF.2 and provides a summary of the FSA results, along with proposals for improving fire safety of on-deck cargo areas. A detailed summary of the complete FSA report is set out in the annex. The recommendation is that major safety improvements are not required although an unspecified provision of mobile water monitors, a water mist lance and an upgrade the fire main is proposed without further details

FP 54/INF.2 (Germany) - FSA – Container fire on deck - Details of the Formal Safety Assessment
This document is related to document FP 54/15 and provides further details for the FSA study.

Agenda Item 16 - Analysis of fire casualty records (Target completion date – continuous)

Background: This item examines fire casualties to decide whether the analysis shows if amendments are needed to IMO conventions or other documents.
For FP 54 the only document has been released so far regarding the fire aboard the factory ship ‘Hercules’ in which 11 people perished.

Document FP 54/16 summarises that the fire was caused by poor quality lamp fixtures and that fire fighting was hampered by lack of air supply in the breathing apparatus. Accordingly proposals are being made to amend SOLAS. FP 54/16 document coordinates the work, and reports on the casualty including its principle recommendations; type approval for lamp fixtures and air compressors for refilling air bottles.

**LR Position:** To monitor the situation.

**Implications:** Potential changes to SOLAS for all ships through DE (electrical installations) and FP (air compressors) Sub-Committees' work items.

**Application:** See two new work items:
1. ‘General Requirements for Electrical installations’ in DE sub committee (new item to be discussed at future DE sessions), and
2. FP 54 item 21 (below) for ‘Means for recharging air bottles for air breathing apparatus’.

(Document submitted)
**FP 54/16 (Secretariat) - Fire on the fishing factory vessel “Hercules”**
This document provides information on the very serious fire that occurred in April 2007 on the Faroese fishing factory vessel Hercules which FSI 17 requested the Sub-Committee to consider. The summary is in the background above.

**Agenda Item 17 - Revision of the Recommendation for entering enclosed spaces aboard ships (Target completion date – 2010)**

**Background:** The Sub-Committee will continue work on the revision of the Recommendations for entering enclosed spaces aboard ships (resolution A.864(20)), taking into consideration any documents submitted on the subject to the session, and take action as appropriate.

**LR position:** Enclosed space requirements are very important safety issues. There are overlaps with other IMO work such as enclosed space work in Working Group on Ship Recycling established under MEPC.

**Implications:** Safety onboard ships, training for crew and visitors

**Application:** All ships as well as all places where ships visit such as ports, repair yards and newbuilding yards. Land based safety procedures for visiting ships.

(Document submitted)
**FP 54/17 (Secretariat) - Outcome of DSC 14**
This document reports on the outcome of DSC 14 with regard to the Revision of the Recommendations for entering enclosed spaces aboard ships.

**FP 54/17/1 (IPTA) - Draft guidance for tank entry on chemical tankers**
This document provides an example of tank entry procedures for chemical tankers.
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FP 54/17/2 (United States) - Proposed draft amendments to the Recommendations for entering enclosed spaces aboard ships (resolution A.864(20))

This document contains proposed amendments for the improvement of the Recommendations for entering enclosed spaces aboard ships (resolution A.864(20)).

FP 54/17/3 (OCIMF) - Draft guidance for tank entry on chemical tankers

This document comments on document FP 54/17/1 by IPTA proposing guidance on enclosed space entry specifically for chemical tankers. The submitter believes that there is no compelling need to produce specific guidelines for chemical tanker operations, as the existing Assembly resolution covers all oxygen deficient, flammable and/or toxic atmospheres. Additionally, having two sets of guidelines would increase complexity and confuse shipboard operational practices particularly when crews move from Annex 2 ships to Annex 1 and vice versa.

Agenda Item 18 - Fire integrity of bulkheads and decks of ro-ro spaces on passenger and cargo ships (Target completion date – 2011)

Background: As instructed by MSC 85, the Sub-Committee will commence work on fire integrity of boundary bulkheads and decks of ro-ro spaces for passenger ships carrying not more than 36 passengers and cargo ships, with a view to classifying both special spaces and ro-ro cargo spaces of ro-ro passenger ships as high-fire risk spaces, taking into consideration document MSC 85/23/3 (China) and any other documents submitted on the subject to the session, and take action as appropriate.

LR position: To monitor developments through IACS.

Implications: Increased structural fire protection requirements for ro-ro ships (both passengers and cargoes)

Application: New ro-ro ships (both passengers and cargo ships), date to be decided.

(Document submitted)

FP 54/18 (China) - Proposal for amendments to the requirements of fire integrity for boundary bulkheads and decks of ro-ro spaces of passenger ships carrying no more than 36 passengers and cargo ships

This document provides the proposed amendments to the requirements of fire integrity for boundary bulkheads and decks of ro-ro spaces of passenger ships carrying no more than 36 passengers and cargo ships.

Agenda Item 19 - Requirements for ships carrying hydrogen and compressed natural gas vehicles (Target completion date – 2011)

Background: As instructed by MSC 85, the Sub-Committee will commence work on the development of appropriate safety requirements in SOLAS chapter II-2 for ships carrying hydrogen vehicles and compressed natural gas vehicles, taking into consideration document MSC 85/23/5 (Japan) and any other documents submitted on the subject to the session, and take action as appropriate.

LR position: To monitor developments

Implications: To be advised subject to further discussion
Application: Ro-ro ships and ships carrying vehicles fuelled by hydrogen or natural gas.

(Document submitted)
FP 54/19 (Japan) - Hazards of and safety measures for ships carrying hydrogen and compressed natural gas vehicles
This document provides information on the hazards of ships carrying hydrogen and compressed natural gas vehicles, and safety measures against these hazards.

FP 54/INF.4 (Japan) - Features of hydrogen and compressed natural gas vehicles
This document informs the Sub-Committee of the features of hydrogen and compressed natural gas vehicles.

Agenda Item 20 - Guidelines for a visible element to general emergency alarm systems on passenger ships (Target completion date – 2012)

Background: As instructed by MSC 86, the Sub-Committee will commence work on the development of non-mandatory guidelines regarding a visible element to the general emergency alarm on passenger ships to accommodate passengers who are deaf or hard of hearing, taking into account documents MSC 86/23/10 and MSC 86/INF.2, and any other documents submitted on the subject to the session, and take action as appropriate.

LR position: To monitor. This is still at an early stage of the discussion and no text has been provided.

Implications: Awaiting text.

Application: Awaiting text, however the results are expected to be voluntary and are expected to provide guidance to achieve a level playing field approach since several bodies have different ideas at present.

(Document submitted)
FP 54/20 (Secretariat) – Outcome of DE 53
This document reports on the outcome of DE 53 with regard to matters related to the draft Guidelines for a visible element to general emergency alarm systems on passenger ships.

Agenda Item 21 - Means for recharging air bottles for air breathing apparatuses (Target completion date – 2011)

Background: This agenda item is driven by FP 54 item 16 – analysis of fire casualty records, in particular the update provided by FP 54/16 regarding “Hercules”.

As instructed by MSC 86 due to the analysis of the fire aboard “Hercules”, the Sub-Committee will commence work on the development of amendments to SOLAS regulation II-2/10.10.2 concerning requirements for fire-fighters’ breathing apparatuses, taking into account document MSC 86/23/15, and any other documents submitted on the subject to the session, and take action as appropriate.
LR position: As no documents have been submitted, the FP 54 report will be examined and future submissions / developments will be monitored as appropriate.

Implications: Potential provision of recharging means. At present it is unknown whether survey aspects will be examined, but this would appear logical.

Application: Unknown – potentially all ships. Note that there is an interesting parallel with the requirements for passenger ships – and useful information may be promulgated.

Documents for this item are not released (as of 31 March 2010)

**Agenda Item 24 - Any other business**

**Background:** The Sub-Committee will take action on any documents which may be submitted under this agenda item and deal with other issues as appropriate.

LR position: These are possible new items and each is explored separately as below. LR will monitor these items as they develop.

Implications: Various as detailed below.

Application: Various as detailed below.

**Document submitted**

**FP 54/24 (United Kingdom) - Emergency escape breathing devices**
This document proposes an amendment to SOLAS regulation II-2/13.3.4 concerning the storage location and use of emergency escape breathing devices within accommodation spaces.

- Implication: this document recommends further guidance on location of EEBDs. It clarifies where EEBDs should be located and will be relevant for newbuilds and retrofits.
- Application: New ships and retrofitting arrangements on existing ships

**FP 54/24/1 (Republic of Korea) - Fire-fighting capability of water-based fire-fighting system with nozzles in a single row arrangement**
This document provides information and results of tests to confirm the fire-fighting capability of water-based local application fire-fighting system in accordance with SOLAS regulation II-2/10.5.6.

- Implication: This document includes information on the different performance of fire fighting equipment depending on the arrangement and may impact design considerations for fire fighting systems for newbuilds.
- Application: New ships

**FP 54/24/2 (China) - Arrangement of foam-type fire extinguishers**
This document proposes to review the requirement for the arrangement of 45 and 135 litre foam-type fire extinguishers in the engine-rooms of cargo ships and elaborates on the reasons and necessity of such a review.

- Implication: This document discusses the performance of portable foam fire fighting devices and may result in a new work item. This may influence requirements for portable foam fire extinguishers on newbuilds.
- Application: New ships
FP 54/24/3 (Secretariat) - Outcome of DE 53 - Safety provisions applicable to tenders operating from passenger ships
This document reports on the outcome of DE 53 with regard to matters related to the safety provisions applicable to tenders operating from passenger ships.

Implication: This document provides information on tenders operating from passenger ships and may lead to a new work item. This might result in new requirements for passenger ship newbuilds.

Application: New passenger ships

FP 54/INF.3 (Republic of Korea) - Detailed information for fire test procedure and test results
This document provides detailed information regarding fire test for water-based local application fire-fighting system with nozzles in a single row arrangement and its results. This is an information document that relates to the paper 54/24/2 above.