



Briefings of IMO Meeting are sequentially released by 3 steps as *Flash* - *Highlight* - *Final*.

Subject: News Highlight of III 1 (Implementation of IMO Instruments)

III 1 on Implementation of IMO Instruments(III) held its 1st session from 14th to 18th Jul. 2014. Please be informed of the main and summarized outputs of III 1. Bearing in mind that the outputs are not legally effective until they are adopted by MSC or MEPC as mandatory, please be informed of the summarized outputs of III 1.

1. Exemption of survey and certification requirements under the MARPOL for Unmanned and Non-Self-Propelled(UNSP) barges

III 1 referred to consider defining when unmanned and non-self-propelled(UNSP) barges could be exempted from survey and certification requirements under a specific MARPOL Annex.

III 1 considered and developed a draft MEPC circular on Guidelines for exemption of the survey and certification requirements under MARPOL Convention with sample form statement of exemption for UNSP barges.

According to the draft MEPC circular, the UNSP barge is exempted from the requirements of followings in case only the barge meets the conditions

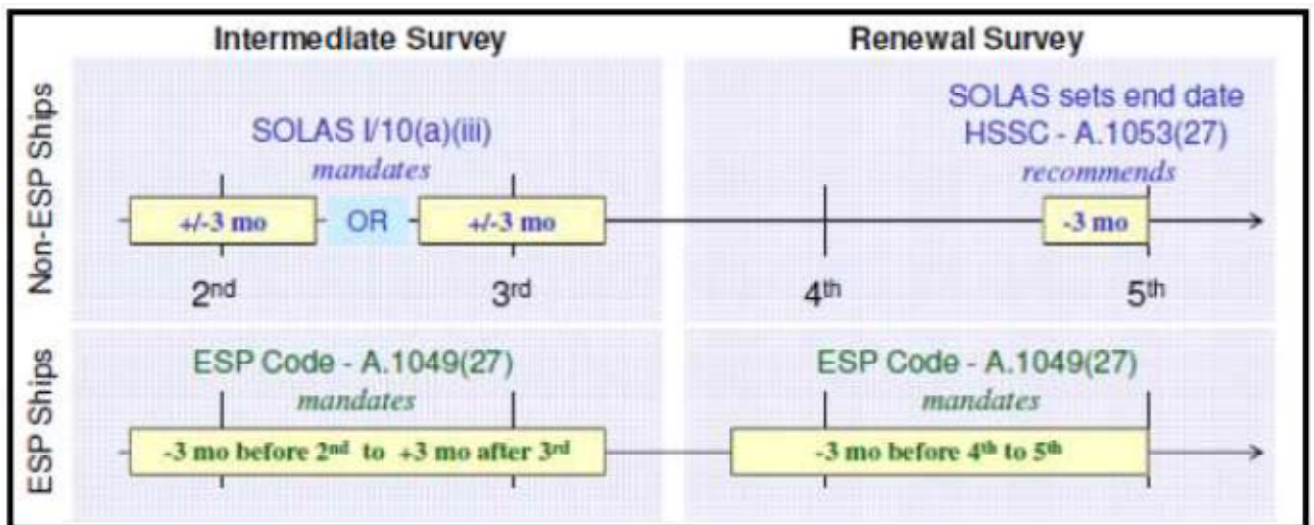
1. MARPOL Annex I or,
2. MARPOL Annex IV or,
3. MARPOL Annex VI

In spite of the draft MEPC Circular, there is no legal basis and ground in MARPOL Annexes, III 1 invited MEPC 67 to consider if it is necessary to develop amendments to MARPOL Annexes I, IV and VI or relevant.

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2. Intermediate and renewal survey window for ships not subject to the ESP Code

Survey window for ships not subject to the ESP Code is



III 1 agreed that there is no reason why the periods in which they may be conducted should be different for ESP and non-ESP ships, therefore, also agreed to align the intermediate and renewal survey window.

III 1 accordingly developed the text of draft amendments to extend the ESP survey window provisions to non-ESP ships as follows:

1. Amendment to SOLAS XI-1/2 ☞ Intermediate Survey window
2. Amendment to HSSC Survey Guideline ☞ Renewal Survey window



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3. Guidelines for PSC inspection for compliance with the BWM Convention

The correspondence group, consisting 23 Member States, 5 intergovernmental organizations and 3 non-governmental organizations, developed the draft Guidelines for PSC under BWM Convention.

III 1 noted the outstanding issues related to a four-stage inspection approach, sampling, Type Approval Certificate and the use of indicative analysis and also recognized that these outstanding issues were of either a conceptual or scientific nature, consequently, agreed that it need further consideration at MEPC 67.

Except the above, III 1 agreed to the draft Guidelines for consideration with a view to adoption by MEPC 67 by means of an MEPC resolution.

4. IACS Unified Interpretation on keel laying date for FRP craft

The application of many IMO mandatory instruments is based on the expression "the keels of which are laid or which are at a similar stage of construction". Recognizing the difficulty involved in identifying either the keel laying date for a Fibre-Reinforced Plastic (FRP) craft, it was necessary to have a consistent interpretation of the term "the keels of which are laid or which are at a similar stage of construction" for FRP craft.

To satisfy all scenarios, it was concluded by IACS that the start of "keel layup" is the time when the first structural reinforcement of the complete thickness of the approved hull laminate schedule is laid either in or on the mould. And III 1 agreed IACS UI and developed a draft MSC-MEPC.5 circular.



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5. Proposed amendments to the HSSC Guidelines with a view to providing clarity in the treatment of minor deficiencies

IMO instruments require that corrective action be taken immediately when “the condition of the ship or its equipment is unsatisfactory”. In cases where the corrective action has not been undertaken the relevant certificate should be withdrawn and the port state concerned shall ensure that the ship shall not sail.

The current wording "...that the condition of the ship or its equipment is unsatisfactory ..." may be open to differing interpretations, III 1 agreed IACS proposal of the amendment to “does not correspond substantially with the particulars of the certificate or is not fit to proceed to sea without danger to the ship, or persons on board, or the environment”.

III 1 invited the correspondence group to develop a framework for the control, documentation and cert. of a ship found with minor deficiencies. <The End>

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