

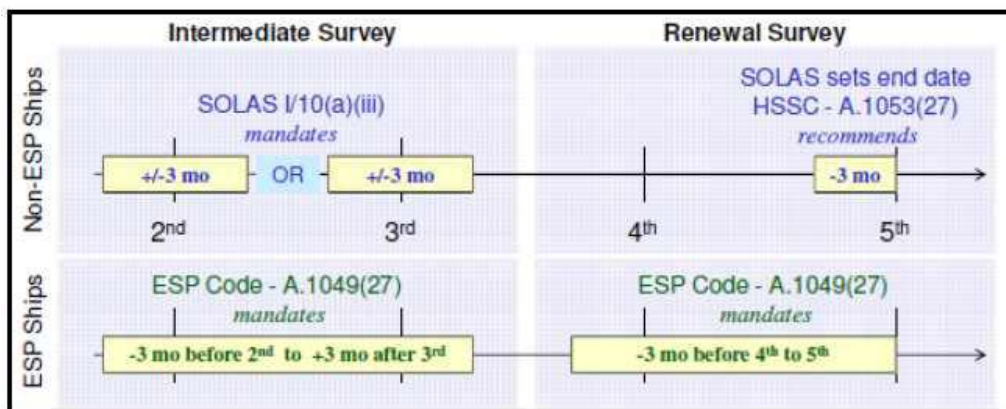
Subject: News Flash of III 2 (Implementation of IMO Instruments)

III 2 on Implementation of IMO Instruments (III) held its 2nd session from 13th to 17th Jul. 2015. Having issued information of the main and summarized outputs of III 2 is as below;

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

● Background :

- The two survey regimes of ESP ships and Non-ESP ships, about the intermediate and renewal survey windows is as follows;



The group agreed the decision made by III 1 to align the intermediate and renewal survey window between ships subject to ESP Code or not subject to ESP Code.

● Discussion :

- For the purpose of preventing some safety construction survey items from being concurrently credited to both intermediate survey and renewal survey. The group discussed in depth a proposals to add a new paragraph under the title of "4.5 Renewal survey" in the Survey Guidelines under HSSC, reading:

"4.5.2.3 Concurrent crediting to both intermediate and renewal safety construction survey for surveys and thickness measurements of spaces should not be acceptable"

- The group reviewed the proposed texts of the amendments to SOLAS regulation XI-1/2-1

● Outcome :

- The group agreed to the consequential amendments to the Survey Guidelines under the HSSC and the Sub-Committee submit them to MSC 96 in conjunction with its consideration of the new SOLAS regulation XI-1/2-1 for consideration as appropriate.

2. Alignment of the Survey Guidelines with the provisions of the IGC Code

● Background :

- IACS proposes draft amendments to the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), to align the provisions in this instrument with the requirements of the IGC Code in relation to the examination of selected cargo spaces of gas carriers at intermediate surveys for ships over 10 years of age

● Discussion :

- It is the understanding of IACS that the IGC Code requires inspection of the cargo containment system at the renewal survey, i.e. as part of the requirements to verify that the structure complies with the applicable provisions of the Code, inter alia, by an internal inspection of the cargo tanks. However, the IGC Code does not require the structure to be examined during the intermediate survey. Therefore, there is a difference between provisions of IGC Code and HSSC Guideline.
- Taking into account the observations and discussions in paragraphs to above, IACS proposes to align the survey items contained in the Survey Guidelines with the

provisions of IGC Code. Consequently, it is proposed to amend item (CIn) 2.3.2.3 in HSSC guidelines.

“(CIn) 2.3.2.3: For ships over 10 years of age, other than gas carriers and ship engaged in the carriage of dry cargoes only, an internal examination of selected cargo spaces”

● Outcome :

- The group included the proposed amendment in the section for Cargo Ship Safety Construction Intermediate Survey(CIn 2.3.2.3), and created a new survey item(GR 2.4.2.3) on internal inspection of selected cargo tanks for renewal survey of the IGC Code.

3. Outcome of MEPC 68 concerning the exemption of unmanned non-self-propelled (UNSP) barges from survey and certification requirements of MARPOL

● Background :

- MEPC 68 instructed III 2 to further consider of the outcome of MEPC 68 and to finalize taking into account documents MEPC 68/12/4 and MEPC 68/12/10, and the associated draft guidelines

● Discussion :

- The group review that the draft amendments to MARPOL concerning the exemption of UNSP barges from survey and certification requirements, taking into account documents MEPC 68/12/4(by Republic of Korea) and MEPC 68/12/10(New Zealand), and to finalize the associated draft guidelines.

● Outcome :

- The group, taking into account the discussion made in plenary, used the proposal in document MEPC 68/12/10(New Zealand) as the basis in its development of draft amendments to MARPOL Annexes I, IV and VI.
- The group agrees that the exemption of UNSP barges from survey and certification of MARPOL Annex I and VI. While some members of the group view that with five-yearly surveys, the benefit of an exemption related to MARPOL Annex IV would be very limited. Therefore, the proposed amendments to MARPOL Annex IV in this regard were placed in square brackets.
- In the context of the identification of the applicable regulations to be covered by the exemption, the group identified regulation 17.1 of MARPOL Annex I on the Oil Record Book. The group was of the view that UNSP barges could also be exempted from regulation 17.1, but this requirement is neither a survey nor a certification requirement, and is not contained in the documents referred to the group by the Sub-Committee. Therefore, it was considered to be outside the terms of references and the proposed text in this regard was placed in square brackets.
- The group discussed the proposed limitation of the exemption for a period of not more than five years and the majority of members agree the proposed limitation.

4. Review of the Survey Guidelines under the HSSC in relation to the new SOLAS carriage requirement for atmosphere testing instrument for enclosed spaces, as adopted by Res. MSC.380(94)

● Background :

- IACS proposes to modify the Survey Guidelines under the HSSC by adding the survey item related to the regulation of atmosphere testing instrument for enclosed spaces, as newly adopted by Res.MSC.380(94)

● Discussion :

- ◆ IACS proposes to modify the Survey Guidelines under the HSSC by adding the following verifications;
 - Confirming, where applicable, that an appropriate portable atmosphere testing instrument or instruments* is on board;
 - Confirming that a calibration instrument or, alternatively the annual calibration report from the manufacturer/specialist, is on board"; and
 - The records indicating the last calibration date

- ◆ The additional verifications proposed above should be carried out at the periodical surveys in relation to the safety equipment certificate for cargo ships, or the safety certificate for cargo ships; and the periodical surveys for the safety certificates for passenger ships.

- ◆ If the above proposals are agreed by the Sub-Committee, IACS advises that it is prepared to develop a Unified Interpretation of SOLAS regulation XI-1/7, which would be submitted to III 3 for review.

● Outcome :

- The group agree to the draft amendments to the Survey Guidelines under the HSSC, together with the draft requisite Assembly resolution to contain as an annex the consolidated text of the draft Revised Survey Guidelines, for submission to the Assembly at its twenty-ninth session for consideration with a view to adoption

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

● Background :

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- The group review that comments by the correspondence group on document regarding the development of a framework for the control, documentation and certification of ships found with deficiencies(minor findings).

● Discussion :

- ◆ The group had an in-depth discussion on the comments of IACS, and reached the following common understanding on how to deal with the non-detainable deficiencies of the Survey Guidelines;
 - A ship issued with non-detainable deficiencies, that it can be regarded as meeting an equivalent level of safety for a specified period of time; and
 - As for the transparency of non-detainable deficiencies without issuing a conditional or short-term certificate, information might be available to any interested parties
 - Discussed the matter of the relevant certificate and any possible issuance of certificates with a validity limited to the due date of the deficiency found and the matter of the relevant certificate and any possible issuance of certificates with a validity limited to the due date of the deficiency found.

● Outcome :

- ◆ The group discussed in depth above subject matter, and they concluded as below;
 - The group discussed in depth the comment about the control of the issuance of a condition without issuing a conditional or short term certificate. The majority of the group agreed that the control of the issuance of a conditional or short term certificate each time a non-detainable deficiency is issued will cause additional

burden for the surveyor and could involve considerable extra administrative work for both ROs and flag Administrations. For this reason, group agree to the revised sentence to "A condition should be issued, if and as required by the Administration,~"

No	before	after
1	information being available to any interested parties	relevant information being kept available on board
2	Statutory Condition	Condition (deleted statutory)
3	-	If and as required by the Administration, the relevant certificates should be issued (newly added)

6. Development of a draft generic set of global non-mandatory regulations for passenger ships not covered by SOLAS, as part of a two-tier system approach

● Background :

- The group review reports on the development of a draft generic set of global non-mandatory regulations for passenger ships not covered by SOLAS, as part of a two-tier system approach

● Discussion :

- ◆ The Secretariat proposed the draft generic set of global non-mandatory regulations for passenger ships not covered by SOLAS, as part of a two-tier system approach
- ◆ The Secretariat instructed III 2 to review and consider a proposal as follows;

- The draft guide for regulating the safety of passenger ships not covered by SOLAS, to decide whether circulation of the draft guide, as may be amended, constitutes the completion of tier I
- To recommend a way to make the outcome of Tier I available to interested Member States for referral to the MSC for approval of the process.
- The group suggest that the draft guide related to Tier II should be developed by using IMODOCS and an IMO Model Course on IMO homepage

● Outcome :

- The group agrees that similar work for other types of ships was not considered as being necessary at this stage and that IMO Model Course be developed on the basis of the existing draft documents which are currently available in IMODOCS -End-

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