



# Briefings of IMO Meeting

## III 4 (11 -15 Sep. 2017)

BRIEFING STATUS

*Flash*

No. IMO-0012-2017

### Subject: Newsflash of III 4

The Sub-committee on Implementation of IMO Instruments (hereinafter 'III 4') was held its 4<sup>th</sup> session from 25<sup>th</sup> to 29<sup>th</sup> Sep. 2017. Please be informed the main and summarized outputs of III 4.

#### 1. Measures to harmonize Port State Control activities and procedures worldwide (Agenda 5)

- The draft amendments to the Procedures for Port State Control 2011 with a view to adoption at Assembly 30 were finalized, and this resolution is intended to provide basic guidance on the port State control inspections in order to provide consistency in the conduct of these inspections and the recognition of deficiencies of a ship, equipment or crew. In this regard, the amended guidelines include the following main issues:
  - With respect to the fire integrity of the bulkheads between the wheelhouse and a toilet inside the wheelhouse, the provisions stipulating that queries on the method of structural protection should be addressed to the flag Administration and the PSCO should generally confine the inspection to the effectiveness of the arrangements provided, which were applicable to passenger ships only, were made in order to extend the applicability of above procedures to all cargo ships
  - With respect to the location of manually operated call points and the minimum width of external escape routes, a provision that the arrangements for the location of manually operated call points as approved by the Administrations should be accepted was made
- III 4 considered draft guidelines for port State control officers on certification of seafarers, hours of rest and manning, these guidelines were included as appendix 11 in the draft amendments to Res.A.1052(27) on the Procedures for



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Port State Control 2011 which will be adopted at IMO Assembly 30

○ ECDIS

- NCSR 3 had agreed to extend the deadline for updating the display and testing standards S-52, S-57, S-63 and S-64 from 1 Sep. 2016 to 1 Sep. 2017. But, it was identified that some manufacturers have been unable to provide the updates within timeframe
- In this regard, III 4 agreed to extend the deadline for updating ECDIS taking into account the industrial burden and issued III.2/Circ document stipulating that PSCOs should check whether relevant documentation has been issued by the flag Administration, and in the absence of flag State's documentation, the PSCOs should consult with the flag State accordingly

## 2. Updated survey guidelines under the Harmonized System of Survey and Certification (HSSC) (Agenda 8)

○ Updates of HSSC survey guidelines

- III 4 considered the report of the Correspondence Group on the Review of the Survey Guidelines under the HSSC and the Non-exhaustive list of obligations, and finalized draft survey guidelines with a view to adoption at IMO Assembly 30 as follows:
  - i. Survey Guidelines for IGC Code;
  - ii. Survey Guidelines for BWM Convention;
  - iii. Updates for Non-exhaustive list of obligations under Instruments relevant to the IMO Instruments Implementation Code; and
  - iv. Amendments to the survey guidelines under the HSSC (Res.A.1104(29))

○ Unmanned, Non-self-propelled barges

- III 3 finalized the draft amendments to MARPOL Annex I, IV and VI and associated guidelines for the exemption of UNSP barges from the survey and certification requirements of the MARPOL Convention noting the decisions taken from MEPC 69 that:
  - i. Any exemption should be limited to no more than 5 years;



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- ii. Exemption certificates should be provided under individual MARPOL annexes;
- iii. MARPOL Annex IV should be included in the exemption from survey and certification requirements;
- iv. The reference to regulation 17.1 of MARPOL Annex I regarding the Oil Record Book should be retained;
- v. The draft guidelines, once approved by the MEPC, should be issued as an MEPC Circular
  - However, it was decided to defer its discussion until III 5, as no papers had been submitted at this session
- Measurements of the rudder bearing clearances during In Water Survey
  - In accordance with current HSSC survey guidelines, rudder bearing clearance for passenger ships at the renewal survey need not be taken at the IWS whereas this is not the case for cargo ships
  - In this regard, a proposal to align the requirements by waiving the requirement to take rudder bearing clearances on cargo ships was considered, III 4 decided to refer this issue to the sub-committee on Ship Design and Construction (SDC) for further technical review taking into account concerns that were raised about the safety of carrying out in-water survey and ships of which the design doesn't allow for in-water survey
- Reporting on the voluntarily early implementation of amendments to the 1974 SOLAS Convention and related mandatory instruments
  - III 4 agreed that a new series of MSC Circular (MSC.7) will be provided to identify circulars referring to the early implementation of regulations on the IMO GISIS
- Survey guidelines for BWM Convention
  - A new survey item to address provisions for validating the compliance of individual BWMS with regulation D-2 at the commissioning stage was drafted, III 4 agreed to invite MEPC to consider where detailed aspects of the validation of the compliance of individual BWMS with regulation D-2 in



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conjunction with their commissioning need to be addressed

- It was agreed that the applicability of the new survey item above should not apply to those vessels whose the initial survey had already been conducted in accordance with BWM.2/Circ.7
- Taking into account that there are three different versions of Guidelines (G8), relevant provision was amended by adding a word 'applicable' in a survey item which is providing a specific version of type approval requirement with a view to addressing that the type approval requirement in force at the time the ship was constructed shall apply

### 3. Inadequacy of port reception facilities (Agenda 3)

- Review of reports on port reception facilities
  - III 4 considered reports relating to the availability of port reception facilities for cargo residues classified harmful to the marine environment and cargo hold wash water containing such residues, and proposal to improve the availability of port reception facilities
  - After consideration, III 4 urged member States to report any alleged inadequacies as required under MARPOL and requested the IMO Secretariat to report in the progress made on the updating of the GISIS PRF module to III 5

### 4. Casualty Investigation (Agenda 4)

- Lessons Learned and Safety issues identified from the analysis of marine safety Investigation reports
  - III 4 considered the report of Correspondence Group on Casualty Analysis and approved draft Lessons Learned
  - With respect to the use of casualty and incident data in Formal Safety Assessment (FSA) studies, III 4 agreed, in principle, to the development of the GISIS module on Marine casualties and incidents to support the work



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on formal safety assessment studies, while strongly recommending to take all necessary measures to avoid the unauthorized use unvalidated data taking into account that there may be risks with commercial databases being incomplete and the current GISIS MCI Module is not designed to support FSA studies. –The end–

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