



Briefings of IMO Meeting

III 7 (12 -16 July 2021)

BRIEFING STATUS

Flash

No. IMO-0008-2021

(Sub-committee meeting only has 1 Flash News)

Subject: Newsflash of III 7

The Sub-committee on Implementation of IMO Instruments (hereinafter 'III 7') was held from 12th to 16th Jul. 2021. Please be informed the main and summarized outputs of III 7.

1. Lessons learned and safety issues identified from the analysis of Marine Safety Investigation Reports (Agenda 4)

- The working group considered amending Casualty Investigation Code(CI Code) to have mandatory report submission within a set period of time.
- The opinion was rejected due to the fact that limited time might hasten investigation resulting in lowering of the quality of reports. Different time being spent on various kinds of accidents was also brought up and the amendment to CI Code was eventually rejected.
- Re-established the Correspondence Group on examination and further discussion of man overboard from fishing vessels and pilot ladder-related deficiencies to analyze and review related MSI reports.

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

- The draft amendments to the Procedures for Port State Control (Res.A.1138(31)) with a view to adoption at Assembly 32 were considered, of which the 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.



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- Inclusion of remote survey procedures to the above mentioned resolution was considered but was not reflected due to opinions that it was not reasonable considering current PSC survey items.
- Whether to reflect detailed guidelines for suspension of PSC inspection in the appendix of the Procedures for Port State Control(Res.A.1138(31)) was decided to be discussed within an intersessional correspondence group.

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

- III 7 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 32 as follows:
 - i. Updates for Non-exhaustive list of obligations under Instruments relevant to the IMO Instruments Implementation Code (Res.A.1141(31));
 - ii. Amendments to the survey guidelines under the HSSC (Res.A.1140(31));
 - and
 - iii. Amendments to the list of certificates and documents required to be carried on board ships (FAL.2/Circ.131-MEPC.1/Circ. 873-MS.C.1/ Circ. 1586-LEG.2/Circ.3)
- Resolutions and Circular mentioned above were all amended reflecting recent amendments to MARPOL and NOx Technical Code regarding recognition of electronic record books in place or hard copied ones.



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- Survey Guidelines originally had a survey item requesting surveyors to check during commissioning test if D-2 standard for BWM was properly applied. After MEPC 75 cleared this view and amended BWM.2/Circ.70/Rev.1, the working group amended the above-mentioned survey item to only check the commissioning aspect of BWMS.
- Survey item was amended with added footnote allowing expired primary battery to be used for operational test of 2-way VHF.
- Survey items were added to reflect amendments to MARPOL Annex VI regarding installation of Fuel Oil sampling points.
- Re-established the Correspondence Group on updating the Survey Guidelines under HSSC and Non-exhaustive list of obligations under III Code reflecting amendments to conventions as a result of MSC 103 and MEPC 76 for submission to 33rd Assembly.

4. Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code) (Agenda 9)

- Feedback from IMSAS(IMO Member State Audit Scheme) was received including draft amendment to the Non-exhaustive list of obligations under III Code.
 - According to SOLAS 1974 Ch.II-1/Reg.3-1(Structures of Ships), the Administration must have national standards on structural, mechanical and electrical requirements should RO be absent of such requirements.
 - It was suggested by the group that the regulation could be translated that 'Administration must have all equivalent standards to any standards the RO might not have.'



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- The item was revised as follows to lift some weight off from Administrations.:

‘For ships which are not designed, constructed and maintained in compliance with the requirements of a classification society recognized by the Administration, the Administration should have in place applicable national standards which provide an equivalent level of safety.’

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