

REPORT FOR SUB-COMMITTEE ON IMPLEMENTATION OF IMO INSTRUMENTS (III 5)

24 – 28 SEPTEMBER 2018

The Chair, Vice Admiral Jean-Luc Le Liboux (France) opened the meeting before handing over for Opening Comments by the Secretary General Mr Kitack Lim can be found at

<http://www.imo.org/MediaCentre/SecretaryGeneral/Secretary-GeneralSpeechesToMeetings>

THE MAJORITY OF THE AGENDA DID NOT AFFECT SHIPMASTERS AND THEREFORE AGENDA ITEM 5 ON HAVE NOT BEEN INCLUDED. I WOULD HOWEVER DRAW YOU ATTENTION TO AGENDA ITEM 4 AND THE REPORT OF CAPTAIN MORTEN KVIEM FROM THE WORKING GROUP ON MARINE ACCIDENT INVESTIGATION REPORTS

1. Adoption of the agenda

- a. Although not yet confirmed by the Chair, it is anticipated that the following Working and Drafting Groups will be set up as agreed at III 4 – **See III 5/1/1**
 - i. Working Group (1) on Analysis of marine safety investigation reports (agenda item 4) – **IFSMA Represented by Captain Morten Kviem (NMOA)**
 - ii. Drafting Group on the Survey Guidelines under HSSC and the non-exhaustive list of obligations (agenda items 8 and 9)
 - iii. Working Group 2 on Measures to harmonize port State control activities and procedures worldwide (agenda items 5 and 6) and
 - iv. Working Group 3 on Analysis of consolidated audit summary reports (agenda item 7)
- b. **Nothing Significant for IFSMA other than in WG1**

2. Agenda item 2 - Decisions of other IMO bodies

- a. III5/2 – Sec – Outcome of MSC 99 - NSFI
- b. III5/2/1 – Sec – Outcome of MEPC 72 and PPR5 - NSFI
- c. III5/2/2 – Sec – outcome of CCC 4, A 30, SDC 5, NCSR 5 and SSE 5 - Guidance to Port State Control on Hours of Rest – NSFI
- d. III5/2/2 Add.1 – outcome of FAL 42, TC 42, HTW 5 and MSC 99
- **Nothing Significant for IFSMA**

3. Agenda item 3 – Consideration and analysis of reports on alleged inadequacy of port reception facilities

- a. III 5/3 – Sec - Annual enforcement reports on port reception facilities for 2017
– **Nothing Significant for IFSMA**

4. Agenda Item 4 – Lessons learned and safety issues identified from the analysis of marine safety investigation reports **WG1 – Represented by Captain Morten Kviem (NMOA).**

- a. III 5/4 – Sweden - Report of the Correspondence Group on Casualty Analysis – **A very useful Paper for IFSMA Members**
- b. III 5/4/1 – Sec - Review of reports of investigation into casualties – **Interesting list**
- c. III 5/4/2 – Sec – Consolidated text of analyses carried out by the Correspondence Group on Analysis of marine safety investigation reports
- d. III 5/4/4 – Sec - Casualty statistics for fishing vessels and fishing vessel personnel available in the GISIS MCI module

- e. III 5/Inf.2 – INTERCARGO - Bulk Carrier Casualty Report 2008-2017 - The full Bulk Carrier Casualty Report 2017 can be downloaded from the INTERCARGO webpage: <https://www.intercargoo.org/bulk-carrier-casualty-report-2017/>.
- f. III 5/Inf.4 – Sec – Casualty statistics for Fishing Vessel personnel available in the GISIS MCI module.

This was Captain Morten Kviem's very comprehensive report from the Working Group

The working group on "Analysis of marine safety investigation reports" was released on Monday morning with a very lengthy Terms of Reference. Morten Kveim represented IFSMA in the WG, which again was expertly chaired by Captain Kunal Nakra, Singapore.

Taking into account comments made, relevant decisions taken in plenary and documents III 5/4, III 4/4/1 and III 4/4/3, the group was instructed to:

A. confirm or otherwise the findings of the Correspondence Group based on the analysis of individual marine safety investigation reports and GISIS, for the Sub Committee's approval and authorization of their release to the public on GISIS (III 4/15, paragraph 4.26.1) (III 5/4, paragraph 28.1);

B. confirm or otherwise the draft text of Lessons learned from marine casualties, for the Sub-Committee's approval and authorization of release on the IMO website in accordance with the agreed procedure (III 4/15, paragraph 4.26.2) (III 5/4, paragraph 28.1);

C. consider and advise whether those reports reviewed by the analysts and considered by the working group and which are of interest to them should be referred to the relevant Committees and Sub-Committees. In doing so, the working group should submit supporting information derived from the casualty analysis procedure used to develop recommendations for consideration by the Committees and sub-committees according to agreed procedures taking into account the possibility to correlate casualty and port state control data through the sharing of compatible coding as a risk-assessment tool. Suggest further action on the safety issue identified by the correspondence group report, and observations on the quality of marine safety investigation reports to be disseminated by means of a III.3 circular, as appropriate (III 4/15, paragraph 4.26.2) (III 5/4, paragraphs 28.2 and 28.10);

D. consider and advise on the outcome from the correspondence group's amendment to the procedure on casualty analysis (III 4/15, paragraph 4.26.4), and on the process of the identification of safety issues, taking into account:

- 1 the proposal for a pre-established list of safety issues (III 5/4, paragraph 28.3);
- 2 the proposed amended Procedure for Identifying Safety Issues (III 5/4, paragraph 28.4); and
- 3 the matter of the relation between the redrafted appendices
- 4 (Procedure for identifying safety issues) and
- 5 (Format for risk assessment findings and recommendations for further action), in annex 2 of document III 4/4, taking into account paragraphs 23 and 24 of document III 4/WP.4 (III 5/4, paragraphs 28.7 and 28.8);
- 6 consider and advise on the outcome of the Correspondence Group's proposal for lessons learned (III 4/15, paragraph 4.26.5), the proposed development of Lessons Learned by marine safety investigating States and

- GISIS-related amendments; and the redrafted Style Guide and format for Lessons Learned (III 5/4, paragraphs 28.6 and 28.9);
- 7 consider and advise on the suitability criteria for analysts (III 5/4, paragraph 28.5);
 - 8 consider and advise on relevant processes in order to achieve comprehensive reporting on each reported occurrence and the gathering of meaningful statistical information, not limited to basic entries and the uploading of investigation reports;
 - 9 consider and advise on the appropriate use of complementary sources of casualty data in order to make GISIS casualty data as comprehensive as possible;
 - 10 consider and advise on matters related to casualty statistics for fishing vessels and fishing vessel personnel, including recommendations on the scheme under MSC.1/Circ.539/Add.2 and MSC.1/Circ.753;
 - 11 advise on the re-establishment of the correspondence group, at this session, and the Working/Drafting Group on Analysis of marine safety investigation reports, at the next session, which could start their work on the morning of the first day of III 6, in accordance with paragraph 5.19 of MSC-MEPC.1/Circ.5/Rev.1 on Guidelines on the organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies. If so, prepare draft terms of reference for that two groups; and
 - 12 submit a written report on Friday, 28 September, for consideration by plenary.

Analysis of accident investigation reports and drafting of Lessons Learned was for the last time done iaw the procedure established at FSI 17 (ToR 1, 2 and 5). In the future, investigating/reporting states will develop Lessons Learned when appropriate, and upload them to GISIS.

The WG and CG will in the future focus on safety issues and safety deficiencies (ToR 3 and 4) for instance when new technology is introduced, and there is a need for development of new IMO instruments. The groups will also correlate casualty and port state control data, and use other possible sources of information in order to get a broad picture. This new procedure can potentially be a bridge between accident investigation and the relevant IMO instruments. An example of that was drafted during the WG meeting, and can be found as annex 3 of the WG report.

I believe IMO has taken a step in the right direction through these procedural changes. Until now, there has not really been an established system for the use of safety investigation reports in IMO. I hope this will “shorten the distance” between investigation reports and the development/revision of safety related IMO instruments.

The correspondence group was reestablished under the coordination of Captain Jörgen Zachau, Sweden, and Morten Kveim has volunteered to represent IFSMA.