

IACS

INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES LTD.
PERMANENT SECRETARIAT: 4 MATTHEW PARKER STREET
WESTMINSTER, LONDON, SW1H 9NP, UNITED KINGDOM
TEL: +44(0)207 976 0660
INTERNET: permsec@iacs.org.uk Web Site: www.iacs.org.uk

October 2024

Technical Background (TB) documents for PRs issued after 1 July 2009

Res. No.	Title	Current Rev.	HF/TB?
PR 1	Deleted (Jan 2000)		
PR 1A	Procedure for Transfer of Class	Rev.10 Oct. 2024	HF
PR 1B	Procedure for Adding, Assigning, Maintaining or Withdrawing Double or Dual Class	Rev.7 June 2024	HF
PR 1C	Procedure for Suspension and Reinstatement or Withdrawal of Class in Case of Surveys, Conditions of Class or Recommendations Going Overdue	Rev.6 May 2016	HF
PR 1D	Procedure for Class Entry of Ships not subject to PR1A or PR1B	Rev.2 May 2019	HF
PR 1 Annex	Annexes to PR1A, PR1B and PR1C	Rev.5 Apr 2021	HF
PR 2	Procedure for Failure Incident Reporting and Early Warning of Serious Failure Incidents – “Early Warning Scheme – EWS”	Del Jan 2017	No
PR 2A	Procedure for Hull Failure Incident Reporting	July 2015	HF
PR 2B	Procedure for Early Warning of Serious Hull Failure Incidents – “Early Warning Scheme – EWS”	July 2015	HF
PR 3	Transparency of Classification and Statutory Information	Rev.2 May 2019	HF
PR 4	Deleted (Jan 2000)		
PR 5	Definition of Exclusive Surveyor and Non-Exclusive Surveyor and Procedure for Employment and Control of Non-Exclusive Surveyors	Rev.0 July 2009	No
PR 6	Procedure for Activity Monitoring of Surveyors, Plan Approval Staff and Auditors/Inspectors	Rev.4 Aug 2020	HF

Res. No.	Title	Current Rev.	HF/TB?
PR 7	Procedure for the Training and Qualification of Survey and Plan Approval Staff	Rev.4 Oct 2020	HF
PR 8	Procedure for Responding to Port State Control	Rev.1 Dec 2010	HF
PR 9	Procedural Requirements for ISM Code Certification	Rev.4 Oct 2020	HF
PR 10	Procedure for the Selection, Training, Qualification and Authorisation of Marine Management Systems Auditors	Rev.5 Sep 2023	HF
PR 10A	Deleted (Mar 2009)		
PR 10B	Procedure for the Selection, Training, Qualification and Authorisation of Maritime Labour Inspectors	Rev.1 Sep 2023	HF
PR 11	IACS Procedure for Assigning Date of Build	Rev.1 Nov 2010	HF
PR 12	Procedure for Statutory Certification at Change of Class without Change of Flag	Rev.4 Oct. 2024	HF
PR 13	Cancelled (Dec 1998)		
PR 14	Procedure for Reporting the List of Bulk Carriers Complying with UR's S19, S22 and S23	Deleted (July 2009)	No
PR 15	Deleted (Mar 2009)		
PR 16	Procedure for providing lists of classed ships to Equasis	Corr.1 Nov 2020	HF
PR 17	Reporting on deficiencies possibly affecting the implementation of the ISM Code on board	Rev.2 Oct 2020	HF
PR 18	Transfer of Safety and Security Management Systems Certification	Rev.1 Sep 2012	HF
PR 19	Procedural Requirement for Thickness Measurements	Rev.1 July 2017	HF
PR 20	Procedural Requirement for certain ESP Surveys	Rev.3 May 2019	HF
PR 21	Procedural Requirement for Statutory Surveys by Exclusive Surveyors	Rev.2 Mar 2018	HF
PR 22	Procedural Requirement concerning IACS Societies' involvement in monitoring CAS work	Deleted (July 2009)	No
PR 23	Procedure for Reporting Cancellation of Approval of a Thickness Measurement Firm	Corr.1 Dec 2013	HF
PR 24	Procedural Requirements for ISPS Code Certification	Rev.2 May 2019	HF
PR 25	Deleted (Mar 2009)		
PR 26	Deleted (Mar 2009)		
PR 27	Deleted (Jan 2008)		

Res. No.	Title	Current Rev.	HF/TB?
PR 28	Procedure for Change of Flag	Rev.2 Jan 2018	HF
PR 29	Definition of date of “contract for construction”	Rev.0 Jul 2009	No
PR 30	Deleted (Jun 2006)		
PR 31	Additional measures to ensure mandatory application of IACS Unified Interpretations	Rev.1 July 2014	HF
PR 32	Procedure for handling technical questions regarding the IACS CSRs	Rev.1 Sept 2011	HF
PR 33	Owner’s Hull Inspection and Maintenance Schemes	Rev.0 Jul 2009	No
PR 34	Deleted (July 2012)		
PR 35	Procedure for Imposing and Clearing Recommendations/Conditions of Class	Rev.1 May 2019	HF
PR 36	Transfer of Maritime Labour Convention, 2006 Certification	Mar 2013	HF
PR 37	Procedural Requirement for Confined Space Space Entry	Rev.3 Aug 2023	HF
PR 38	Procedure for Calculation and Verification of the Energy Efficiency Design Index (EEDI)	Rev.5 Oct. 2024	HF
PR 39	Procedure for Fleet Quality Monitoring	Dec 2018	HF
PR 40	Procedural Requirements for MLC, 2006 Certification	Rev.1 Apr 2019	HF
PR 41	Reporting on existence of asbestos on board	May 2022	HF
PR 42	Procedure for Assigning Class for a New Building project when the design is already approved by an Initial Society (Based on the Classification Rules and a Memorandum of Understanding (MoU) Between a Class Society, a Shipyard and, if applicable, a Ship Owner)	June 2024	HF

PR1A "Procedure for Transfer of Class"

Summary

This revision is to add New Para. C7 under Section C7 to require submission of the additional plans/documents for passenger ships.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.10 (Oct 2024)	18 October 2024	1 January 2026
Rev.9 (Aug 2023)	29 August 2023	1 July 2024
Rev.8 (Apr 2021)	12 April 2021	1 January 2022
Corr.1 (Dec 2020)	23 December 2020	-
Rev.7 (May 2019)	30 May 2020	1 July 2020
Rev.6 (Jan 2019)	29 January 2019	1 July 2019
Rev.5 (Jan 2016)	15 January 2016	1 July 2016
Rev.4 (Jul 2015)	10 July 2015	1 July 2016
Rev.3 (Jan 2015)	04 February 2015	1 July 2015
Rev.2 (Oct 2013)	02 October 2013	1 January 2014
Rev.1 (June 2012)	08 June 2012	1 July 2013
Rev.0 (Jul 2009)	1 July 2009	1 July 2009

• Rev.10 (Oct. 2024)

1 Origin of Change:

- Suggestion by IACS member

2 Main Reason for Change:

Due to the concerns from EC (DG MOVE) pertaining to passenger ships' Transfer of Class after which essential plans (such as fire control plan, structural fire protection plan or plans for the ramps) have not always been available, IACS decided to update PR 1A to improve this situation pre-emptively.

3 Surveyability review of UR and Auditability review of PR

None

4 List of non-IACS Member classification societies contributing or participating in IACS Working Group:

None

5 History of Decisions Made:

New Para. C7 was added under Section C of this PR to require submission of the following additional plans/documents for passenger ships: fire control drawings, drawings of structural fire protection (including passive fire protection), HVAC line diagrams and ducting arrangements as well as, in case of ro-ro passenger ships, plans and documents related to fixed and movable ramps.

No TB is expected for the present revision.

6 Other Resolutions Changes:

It was agreed that changes to PR 12 should be made as Rev.4 together with Rev.10 of PR 1A.

7 Any hinderance to MASS, including any other new technologies:

None

8 Dates:

Original Proposal: 6 June 2024 (24049_IGa)
Panel Approval: 29 August 2024 (40th Survey Panel meeting (PSU24017))
GPG Approval: 18 October 2024 (24049_IGh)

• Rev.9 (Aug 2023)

1 Origin of Change:

Suggestion by IACS member

2 Main Reason for Change:

Extension of the application of clause B2.1.1 iii) to include Oil Tankers and Product Carriers.

3 List of non-IACS Member classification societies contributing or participating in IACS Working Group:

None

4 History of Decisions Made:

PR 1A (Rev 8), paragraph B.2.1.1 iii) currently applies to Chemical Carriers and allows for the external examination of cargo tanks in lieu of their internal examination, when those tanks have no internal structure.

This task was initiated by a member seeking the opinions of Members as to whether the application of paragraph B.2.1.1 iii) could be extended to Oil Tankers and Products Carriers that also have Cargo Tanks with no internal structure.

The Survey Panel discussed this at the 37th Meeting and agreed to extend the application of paragraph B.2.1.1 iii) to include Oil Tankers and Products Carriers.

No TB is necessary for the present revision.

5 Other Resolutions Changes:

None

6 Any hinderance to MASS, including any other new technologies:

None

7 Dates:

Original Proposal	: 20 February 2023	(Ref: PSU23011_ISUa)
Panel Approval	: 15 June 2023	(Ref: PSU23011_ISUd)
GPG Approval	: 29 August 2023	(Ref: 23104_IGc)

• Rev. 8 (Apr 2021)

.1 Origin of Change:

- Suggestion by an IACS member

.2 Main Reason for Change:

This revision is to address the proposal of one member to make clear in PR1A if a certificate issued for a voyage in accordance with paragraph A.1.4.2 before the completion of TOC should be reported by the gaining society through the Form G Part B to the losing society.

.3 List of non-IACS Member classification societies contributing or participating in IACS Working Group:

None

.4 History of Decisions Made:

Survey Panel discussed the following:

- if the issuance of an Interim Certificate of Class not enabling the vessel to trade in accordance with paragraph A.1.4.2 falls within the reporting obligations set by A.1.6?
- if A.1.6 should be applicable only after the completion of the full scope TOC survey?

Survey Panel concurred with the view that once any kind of first/interim Certificate of Class is issued by the Gaining Society, it means GS should be responsible for the class matter of the vessel legally, and therefore this issuance shall initiate the release of Form G Part B to the Losing Society.

During the 33rd meeting, Survey Panel agreed with the revision to the paragraph A.1.6 of PR1A inserting the wording "including a certificate issued according to A.1.4.2 of PR1A", and also agreed with the relevant revisions to PR1 Annex.

No TB is expected for the present revision.

.5 Other Resolutions Changes:

PR1 Annex

.6 Any hinderance to MASS, including any other new technologies:

None

.7 Dates:

Original Proposal: 9 April 2019 proposed by a member (Ref: PSU19020)
Panel Approval: 16 March 2021 (Ref: PSU19020)
GPG Approval: 12 April 2021 (Ref: 21041_IGc)

• Corr.1 (Dec 2020)

.1 Origin of Change:

Suggestion by an IACS member

.2 Main Reason for Change:

This corrigendum is to reinstate para.B.2.1.iii) as approved in revision.6 due to the incorrect revision in Rev.7.

.3 List of non-IACS Member classification societies contributing or participating in IACS Working Group:

None

.4 History of Decisions Made:

One member of Survey Panel found a wrong wording in the latest revision (rev.7) of PR 1A/B.2.1.1.iii).

Its revision history was reviewed and it was found that survey panel submitted a correct revision through 17044bPYd but GPG reviewed different version (17044bIGu) due to unknown reasons. The current revision of B.1.1.1.iii) is different from what survey panel submitted and the wording is not correct.

Therefore, the original wording is reinstated through this corrigendum as it was in the revision 6.

No TB is expected for the present revision.

.5 Other Resolutions Changes:

None

.6 Any hindrance to MASS, including any other new technologies:

None

.7 Dates:

Original Proposal: 22 September 2020 (Ref: PSU20043)
Panel Approval: 23 October 2020 (Ref: PSU20043)
GPG Approval: 23 December 2020 (Ref: 20172_IGc)

• Rev. 7 (May 2019)

.1 Origin of Change:

Suggestion by an IACS member

.2 Main Reason for Change:

This revision is to address the policy decision made by GPG using the common terminology 'Condition of Class'(CoC) instead of the terms 'Recommendation/Condition of Class' based on the outcome of III 5.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

During the 29th panel meeting, the panel discussed about the comments of members, and concurred with the view to retain the present definitions of CoC in the IACS resolutions with the wording 'Recommendation' to be removed. The panel also agreed to use the term 'Statutory Condition' for the 'recommendation' of the statutory certificates in IACS resolutions and RECs, and when discussing the proposal of a member to consider the harmonization of the terms of 'recommendation' and 'condition of class' in RO Code, the panel unanimously agreed to take no action on the IMO instruments, leaving the relevant actions to be decided by the relevant IMO bodies when IACS feeds back to IMO the IACS action on the harmonization of the two terms.

Panel members concurred with the view that it is not necessary to develop a new procedure requirement, and agreed to set the implementation date of these IACS resolutions (other than RECs) as 1st July 2020.

Before the implementation date of 1st July 2020 for using the common terminology 'Condition of Class' only, 'Recommendations' and 'Condition of Class' are to be read as being different terms used by Societies for the same thing, i.e. requirements to the effect that specific measures, repairs, surveys etc. are to be carried out within a specific time limit in order to retain Classification.

No TB is expected for the present revision.

.5 Other Resolutions Changes:

The following IACS resolutions and Recommendations (RECs) were agreed to be revised:

- Procedural Requirements: PR1A, PR1B, PR1C, PR1D, PR1 Annex, PR3, PR12, PR20, PR35 and the attachment of PR16;
- Unified Requirements: Z7, Z7.1, Z7.2, Z10.1, Z10.2, Z10.3, Z10.4, Z10.5, Z15 and Z20
- Unified Interpretations: GC13
- Recommendations: Rec.41, Rec.75, Rec.96, Rec.98

.6 Any hinderance to MASS, including any other new technologies:

None

.7 Dates:

Original Proposal: 14 January 2019 tasked by GPG (17044bIGm)

Panel Approval: 22 March 2019 (PSU19010)

GPG Approval: 30 May 2019 (17044bIGu)

• Rev.6 (Jan 2019)

.1 Origin of Change:

- Suggestion by IACS Members
- Other (Request from IACS Council)

.2 Main Reason for Change:

- (1) One Survey Panel Member proposed to amend the requirements of B2.1.1, for introducing alternative survey requirements for chemical carriers to the internal inspections to cargo tanks without internal stiffening and framing, by the inspections of surrounding ballast tank(s) and void spaces and deck structure.
- (2) Survey Panel was tasked by IACS Council to review PR 1A and 1B and take into consideration the consequences of the new criteria to the change of class process. It is noted that the obligations under PR1A and PR1B apply to QSCS classification societies, and in case where a non-QSCS-compliant vessel within a QSCS classification society, for example a new member's, is going to change its class to an existing IACS member, the requirements of PR1D have to be applied. However, it is not clearly clarified by the current application wordings of PR1A and PR1B.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

(1) Revisions to B2.1.1 about cargo tanks internal inspections of chemical tankers

Survey Panel Members discussed this matter under PSU17038 and unanimously agreed to revise B.2.1.1(iii) at the 27th survey panel meeting, adding alternate survey requirements for chemical carriers in lieu of the internal inspections to cargo tanks without internal stiffening and framing, with the inspections of surrounding ballast tank(s) and void spaces and deck structure.

(2) Revisions to PRs 1A, 1B, 1D and PR1 Annex (PSU17034)

.1 Survey Panel realized that the present PR1A and 1B apply for transfers of class between Classification Societies which are "QSCS certified" (i.e. without necessarily being an IACS Member), the PR1D applies when the Losing Society is not a "QSCS certified" Society, while the Gaining Society is "QSCS certified".

.2 All the members concurred with the view that a non-QSCS-compliant vessel within a QSCS classification society should be subject to PR1D when changing Class, with the references to the IACS Member Criterion 10 "Compliance with IACS Resolutions" of the Volume II of IACS procedure, and the obligation would fall on the losing Society to confirm whether or not the vessel complies with QSCS requirements;

.3 The panel further noted that the contents of the section "Application" included in PR1A, PR1B and PR1D provide that the three PRs are to be implemented not only by IACS Member Societies, but also by "QSCS certified" societies other than IACS Member Society. With the references to the IACS Member Criterion 10 and relevant contents of Volume II of IACS procedure (Issue 2, Corr. 1 adopted in November 2017), the Panel agreed to additionally provide that the PRs 1A and 1B are also applicable to vessels which have been declared as QSCS compliant by the losing society, and that the PR 1D is also applicable to vessels which are not QSCS compliant, and finalized the wordings of the revisions to the application parts of the three PRs.

.4 After consulting with the Quality Committee (QC), the panel concurred with the view of QC that it is not accurate to mention a "QSCS compliant ship", because QSCS applies to classification societies not to ships, and the wordings proposed by QC mentioning only "compliant" ships were agreed by the panel regarding the application of the three PRs, with a definition being added to each of the PRs providing that a 'compliant' ship is a ship that is in full compliance with all applicable and relevant IACS Resolutions.

.5 The Form L of PR1 Annex was agreed by the panel to be amended with adding an announcement of losing society about whether the vessel complies with all applicable and relevant IACS Resolutions.

No TB is expected for this revision.

.5 Other Resolutions Changes

PR 1A, PR 1B, PR 1D and PR 1Annex were revised at the same time.

.6 Dates:

Original Proposal: 17 November 2017 assigned by Survey Panel Member
19 October 2017 assigned by GPG
Panel Approval: 6 November 2018 (Ref: PSU17034, PSU17038)
GPG Approval: 29 January 2019 (Ref: 16237_IGc)

• Rev.5 (Jan 2016)

.1 Origin of Change:

- Suggestion by IACS Members

.2 Main Reason for Change:

Survey Panel Member proposed to consider the possible revision of paragraph B.2.1.1.iii) in order to consider the outcomes of the Panel task no. 14022 related to the intermediate surveys of the gas carrier ships.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

Survey Panel Members discussed the matter under PSU 15051 and concurred that when the requirements set in paragraph B.2.1.1.iii) are applied to a gas carrier it is quite difficult to have the possibility to have access inside the cargo containment system if the transfer of class is performed with the ship under trading. In fact during the service most of the gas carriers do not perform the gas freeing of the cargo tanks (unless obliged by the change of the product carried) for obvious reasons connected to the time required by this procedure and, in case of the semi-refrigerated or fully refrigerated ships, the time required for the further cooling down. Nevertheless the LNGs (liquefied natural gas carrier) that do not change the product carrier and use it also in order to keep cooled the cargo containment system.

In addition the outcome of the Panel task no. 14022 has been taken in account by the Panel Members. Under this task the Panel examined the application to the gas carriers of the requisite of intermediate survey related to the Ship Safety Construction Certificate which, similarly to paragraph B.2.1.1.iii), requires the internal examination of selected cargo spaces for ships having age more than 10 years. Under the mentioned task the Panel concluded that the request of survey of selected spaces of gas carriers at the intermediate survey is not applicable and a submission to IMO Subcommittee III2 has been made in order to exclude the gas carriers from the application of the requirements.

Finally Panel Members considered that according to the scopes of the PR1A it was not reasonable to exclude the gas carriers (having age between 10 and 20 years) involved in a Transfer of Class from any ascertainment of the cargo containment system.

Therefore it has been decided to modify the paragraph B.2.1.1.iii) in order to provide an alternative scheme of ascertainment for the cargo tanks of the gas carrier ships.

The Panel Members agreed, also considering the provisions of UR Z16, to specify that for the cargo tanks of a gas carrier following in the age interval specified by paragraph B.2.1.1.iii) are the following:

- Inspection of representative spaces surrounding cargo tanks, including external inspection of the tank and its supporting systems as far as possible;
- Review of cargo log books and operational records to verify the correct functioning of the cargo containment system.

No TB is expected for this revision.

.5 Other Resolutions Changes

None.

.6 Dates:

Original Proposal: 18 September 2015 Made by: Survey Panel Member
Panel Approval: 03 December 2015 (Ref: PSU15051)
GPG Approval: 15 January 2016 (Ref: 15199_IGb)

• Rev.4 (Jul 2015)

.1 Origin of Change:

- Suggestion by IACS Members

.2 Main Reason for Change:

Survey Panel Member proposed to consider that for ships approved with the Alternative Design and Arrangements (AD&A) at the ship Transfers Class, the Gaining Society may have no information on the agreed AD&A. Member highlighted that is important that the Gaining Society has an understanding of this and so Member proposes that a wording relevant to the AD &A should be introduced into PR1A.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

Survey Panel Members discussed the matter under PSU 14016 and concurred that, notwithstanding the matter of AD&A is mainly related to the statutory area of interest, there might be some aspects which could have an impact on the class, such as particular structural solutions, particular arrangement of the machinery systems, electrical systems and firefighting systems (this last for the cases where it is included in to the class rules of the Society).

Panel agreed that in case the ship is approved with AD&D the possible information related to the class matters need to be handled during the Transfer of Class.

In the light of above conclusion it has been decided to modify the section C (plans to be submitted) of PR1A by adding a new section C.6, which relates to the AD&D plans.

No TB is expected for this revision.

.5 Other Resolutions Changes

None.

.6 Dates:

Original Proposal: 04 June 2014 Made by: *Survey Panel Member*
Panel Approval: 17 March 2015 during. 21st Survey Panel Meeting)
GPG Approval: 10 July 2015 (Ref: 15111_IGb)

• Rev.3 (Jan 2015)

.1 Origin of Change:

- Suggestion by IACS Members

.2 Main Reason for Change:

- a) Survey Panel Member required the opinion of the Panel about the criteria to follow in order to apply the requirements related to the Anchors and Anchors Chains ranging in case of TOC of a ship for which is required to perform the Hull Class Entry Survey with criteria Hull Special (Renewal) Survey (paragraphs B.2.1.1.iv and B.2.1.1.v of PR1A).

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

Survey Panel Members concurred that the Anchors and Anchor chains ranging are operations due in occasion of the Special (Renewal) Survey in order to credit a new period of Class (as per UR Z7 paragraph 2.2.4). In case of a Class Entry Survey, carried out with Special (Renewal) Survey criteria, is not being credited as a periodical survey for maintenance of class carried the Anchors and Anchor Chains ranging may be not required.

PR1A has been modified by adding a new subparagraph B.2.1.1.ix), remaining existing subparagraphs have been renumbered accordingly.

.5 Other Resolutions Changes

None.

.6 Dates:

Original Proposal: 07 April 2014 Made by: *Survey Panel Member*
Panel Approval: 11 December 2014 by Survey Panel (ref. PSU14008)
GPG Approval: 04 February 2015 (Ref: 14199_IGc)

• Rev.2 (Oct 2013)

.1 Origin of Change:

- Suggestion by IACS Members

.2 Main Reason for Change:

- b) Survey Panel Member referred a case where special survey had been commenced by the losing society and tank testing had been carried out and credited towards the Special Survey. Gaining Society required the tank testing be carried out again as per the provision of Sec.B.2.1.1 x). Panel was suggested to consider a revision to PR1A to allow the gaining society to accept the tank testing carried out by the losing society similar to acceptance of thickness measurements.
- c) Panel Member proposed to include additional list of documents in Sec.C.1 so that Gaining Society could verify the approval status of these documents during TOC.
- d) Other Changes made to PR1A to clarify the existing texts.
- e) Footnotes in pages 5, 6 and 9 are corrected to update references to EC regulations.
- f) Form L of PR1 Annex part was modified by including 'Equipment Number' to assist TOC smoothly. Also PR1 Annex was revised at page 11, para. 2 for consistency with the revised Form L and A.2.3bis.1 of PR1A, to reflect that, if the eighth box of the Part A is ticked, then Part A-1 is to be sent within 5 working days (and not anymore within one month).

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

Completed through correspondence.

.5 Other Resolutions Changes

Form L of PR1 Annex was revised.

.6 Dates:

Original Proposal: 26 November 2012 Made by: *Survey Panel Member*
Panel Approval: 2 July 2013 by Survey Panel (ref. PSU12045)

- **Rev.1 (June 2012)**

.1 Origin of Change:

- Suggestion by IACS members

.2 Main Reason for Change:

- a) Panel member raised the issue that, when acting as a gaining Society during TOC procedure there were cases where the losing society did forward the report of the last special survey but did not forward the thickness measurement report(s) relevant to that special survey. The reason alleged by the losing society was that, according to PR 1A, the TM reports are not to be provided by the losing society but by the owner. Panel discussed this issue with consideration that the structural diminution allowances and other structural assessment reports, such as compliance with UR S19/S31 for bulk carriers, should be provided by the losing society to the gaining society within fixed working days (PSU 9044).
- b) Survey Panel member proposed to revise PR 1A regarding handling of vessel's history reports received from the losing society (PSU 10057).
- c) Member proposed to discuss and clarify the class entry survey requirements for site specific FPSO/FSO (PSU 11027).

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None.

.4 History of Decisions Made:

Completed through correspondence.

.5 Other Resolutions Changes:

PR 1A, PR 1B, PR 1C and PR 1Annex were revised at the same time.

.6 Dates:

Panel Approval: *March 2012, made by Survey Panel*
GPG Approval: *08 June 2012 (Ref: 10099_IGg)*

- **Rev.0 (Jul 2009)**

As part of a review of all PRs in July 2009, PR1A was re-issued as Rev.0 July 2009 (Ref: 9517a).

Part B. Technical Background

List of Technical Background (TB) documents for PR1A:

Annex 1. **TB for Rev.1 (June 2012)**

See separate TB document in Annex 1.



Note:

1) There are no separate Technical Background (TB) documents for PR 1A Rev.0 (Jul 2009), Rev.2 (Oct 2013), Rev.3 (Jan 2015), Rev.4 (Jul 2015), Rev.5 (Jan 2016), Rev.6 (Jan 2018), Rev.7 (May 2019), Corr.1 (Dec 2020), Rev.8 (Apr 2021), Rev.9 (Aug 2023) and Rev.10 (Oct 2024).

2) Technical background documents for versions of PR32 issued prior to July 2009 can be found in the section 'TBs for PRs issued prior to 1 July 2009'.

Technical Background for PR 1A Rev.1, June 2012

1. Scope and objectives

To revise , if necessary, PR 1A and PR 1 ANNEX in order to clarify those parts which refer to the obligations and reporting of the losing Society from both the content and the timing point of view, so that the gaining Society is able to issue its certification in full respect of its obligations and reporting.

2. Engineering background for technical basis and rationale

N/A

3. Source/derivation of the proposed IACS Resolution

N/A

4. Summary of Changes intended for the revised Resolution:

1. Revised PR 1A by introducing the following obligation for the losing society to forward the gaining Society with(new Para A.2.3bis):

- a) the standard structural diminution allowances within five working days,
- b) the UR-S19/31 assessment reports within twelve working days,

from the receipt of the request for transfer of class from the gaining Society.

2. Revised Para A2.2.2 and A.2.2.3 of PR 1A to make it more explicit that TM reports of the last special survey are to be provided by the losing society to the gaining society together with the survey reports of that special survey. In addition, any subsequent thickness measurements including areas with substantial corrosion are to be provided by the losing society to the gaining society within one month of the receipt of the request for transfer of class.

3. Revised Para A.1.8 in order to change the required way of handling vessel's history reports received from the losing society.

4. Survey requirements for site specific FPSO/FSO during TOC has been clarified by introducing specific requirements in Para B.2.1.1.

5. Points of discussions or possible discussions

None

6. Attachments if any

None

PR1B “Procedure for Adding, Assigning, Maintaining or Withdrawing Double or Dual Class”

Summary

In this revision, the process for submission and approval of the plans for new construction of dual class ships is specified and plans to be approved, as a minimum scope, by the Second Society was clarified. Furthermore, a model format of the Trilateral Agreement to be made by the involved parties for the new construction of dual class ships was introduced as an annex to this PR to demonstrate a minimum content to be included in the said Agreement.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.7 (June 2024)	20 June 2024	1 January 2025
Rev.6 (Nov 2020)	24 November 2020	1 February 2021
Rev.5 (Nov 2019)	25 June 2019	1 July 2020
Rev.4 (May 2019)	30 May 2019	1 July 2020
Corr.1 (May 2019)	30 May 2019	-
Rev.3 (Jan 2019)	29 January 2019	1 July 2019
Rev.2 (July 2013)	24 July 2013	1 July 2014
Corr.1 (June 2012)	22 June 2012	-
Rev.1 (April 2010)	19 April 2010	1 July 2010
Rev.0 (Jul 2009)	1 July 2009	1 July 2009

• Rev.7 (June 2024)

1 Origin of Change:

- Other (Request from IACS GPG)

2 Main Reason for Change:

Due to the concerns from EC (DG MOVE) pertaining to the dual class concept on new building construction, IACS had already revised this PR as Rev.6 (approved in November 2020). However, EC still had concerns, and IACS decided to further revise this PR.

3 Surveyability review of UR and Auditability review of PR

Auditability review of Rev.7 of this PR has been carried out.

4 List of non-IACS Member classification societies contributing or participating in IACS Working Group:

None

5. History of Decisions Made:

- 5.1 IACS received a letter from EC in June 2022. Subsequently, Survey Panel reviewed the concerns of EC and acknowledged the need for further revision of this PR for new construction of Dual Class ships. Survey Panel developed an initial draft revision of this PR associated with the IACS reply to the said letter to express IACS' position on the concerns of EC.
- 5.2 A meeting was arranged with EC/EMSA which was held in October 2023 at Head Office of DG MOVE in Brussels, Belgium to discuss the initial draft revision to Section C2.2 (applied to new construction of Dual Class ships) of this PR, including proposal of a model format of the Trilateral Agreement.
- 5.3 Upon receipt of an additional letter from EC based on the discussion of the said meeting in October 2023, Survey Panel re-initiated technical discussion for further improvement of this PR urgently, bearing in mind the strict deadline set out by the EC. Followings were considered for the improvement of this PR:
 - a minimum scope of review of plans and survey requirements for the Second Society;
 - a requirement for each Society to provide evidence on whether the minimum plans were approved as complying with the Society's own Rules; and
 - an Annex containing a model trilateral agreement for Dual Class vessels defining and regulating the sharing of activities and exchange of information.
- 5.4 In March 2024, IACS further arranged a technical meeting with EC/EMSA at EMSA Head Office in Lisbon, Portugal for their review on the updated version of draft Rev.7 of this PR.
- 5.5 Based on the follow-up actions of the IACS-EC/EMSA meeting further updates to draft Rev.7 of this PR were made and discussed urgently by GPG for improving the contents of the Section C2.2 and the model format of the Trilateral Agreement. A gap analysis between full list of drawings and the proposed minimum list of drawings in Section C of PR 1A was also conducted internally as committed to EC/EMSA and as an outcome of this analysis additional plans/drawings need to be submitted to the second Society as listed in new Section G.
- 5.6 During the discussion it was noted that some of the plans listed are used for reference or information purposes only and are therefore considered as "appraised" by some members and not "approved". It was agreed that when a member does not usually approve a plan, then an appraisal is considered to be meant by the word "approval" in section C.2.2.3 of PR 1B.
- 5.7 Accordingly, Rev.7 of this PR was finalised and approved by GPG in June 2024.

No TB is expected for the present revision.

6 Other Resolutions Changes:

New PR 42, which deals with a new building project under a Memorandum of

Understanding (MoU) when the design is already approved by another Society, was simultaneously approved.

7 Any hinderance to MASS, including any other new technologies:

None

8 Dates:

Original Proposal :	9 June 2022	(Ref: 22085_IGa)
Panel Approval :	7 March 2024	(39 th Survey Panel meeting (PSU22038))
GPG Approval :	20 June 2024	(Ref: 22085_IGza)
	30 June 2024	(Ref: 22085_IGzc)

• Rev.6 (Nov 2020)

1 Origin of Change:

Other (Request from IACS GPG)

2 Main Reason for Change:

Due to the concerns from DG MOVE pertaining to the dual class concept on new building construction, PR 1B had been revised (Rev.5). The revision was reported to EC, but EC did not consider it covering their main concern. In this regard, GPG decided to establish a PT to revise/develop PR 1B.

3 List of non-IACS Member classification societies contributing or participating in IACS Working Group:

None

4 History of Decisions Made:

4.1 The PT (PT PSU37) conducted the assessment/appraisal to the EC's concern on concept of dual class and made following decisions;

- 1) The main purpose of the PT is to address the concerns raised by EC pertaining to share of work between two Societies involved in the dual classification such as plan approval, ship surveys, etc. during the newbuilding stage.
- 2) The dual classification is, in most cases, arrangement opted by the shipowners or shipyards for commercial reasons.
- 3) The current PR B pertaining to dual classification is straightforward, simply written and applies to the dual classification of ships in service
- 4) Based on the above, the PT should focus its efforts on amending the current PR to alleviate the concerns raised by EC instead of developing an entirely new and descriptive PR which may advertently disrupt the current work process pertaining to dual classification.

- 4.2 It was supported to develop relevant procedural requirements for the dual- class ships under new construction and inserted into PR 1B Section C.
- 4.3 The qualified majority of the survey panel agreed with the revised PR1B proposed by the PT.

No TB is expected for the present revision.

5 Other Resolutions Changes:

None.

6 Any hinderance to MASS, including any other new technologies:

None

7 Dates:

Original Proposal: 23 March 2020 assigned by GPG

Panel Approval: 26 October 2020 (Ref: PSU19059)

GPG Approval: 24 November 2020 (Ref: 19275_IGr)

• Rev.5 (Nov 2019)

1 Origin of Change:

- Other (Request from IACS GPG)

2 Main Reason for Change:

DG MOVE expressed that IACS should establish procedural requirements in order to ensure the safety of the ships under dual-class concept beyond those set down in PR1B, arguing that at present responsibilities were not clearly defined and there was clear room for improvement. In this regard, Survey Panel was tasked by IACS GPG to assess whether the concerns from EC (DG MOVE) is reasonable, and subsequently, to discuss any revision of PR1B and/or development of new PR.

3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

4 History of Decisions Made:

- 4.1 Survey Panel conducted the assessment/appraisal to the EC's concern on concept of dual class and the qualified majority of the panel was of the view that

- 1) IACS PR1B provides only procedural requirements for dual-class operations of existing ships, with relevance to class surveys other than statutory surveys, and the Societies providing classification for a dual-class ship are always using a bilateral cooperation agreement (or a MoU) to share their work on class surveys. In other words, IACS members will not share the work on statutory surveys, which will be solely completed by the Society issuing statutory certificates.

- 2) The basis of a dual-class cooperation between IACS members is a dual class agreement regarding work sharing, complying with a common globally accepted quality standard such as the QSCS, and are in most cases ROs of the concerned Administration (and hence subject to their continuous oversight).
- 3) the current PR1B adequately addresses the concept of dual class, but for addressing the concern of the EC, paragraph C.2.1 was proposed to be amended.
- 4.2 It was not supported to develop relevant procedural requirements for the dual-class ships under new construction.
- 4.3 The qualified majority of the GPG agreed with the revised PR1B proposed by the panel subject to some modifications.

No TB is expected for the present revision.

5 Other Resolutions Changes:

None.

6 Any hinderance to MASS, including any other new technologies:

None

7 Dates:

Original Proposal:	11 April 2019 assigned by GPG
Panel Approval:	31 May 2019 (Ref: PSU19022)
GPG Approval:	12 November 2019 (Ref: 18184_IGd)
	23 September 2019 (Ref: 19062_IGh)

• Rev.4 (May 2019)

1 Origin of Change:

- Suggestion by IACS member

2 Main Reason for Change:

This revision is to address the policy decision made by GPG using the common terminology 'Condition of Class'(CoC) instead of the terms 'Recommendation/ Condition of Class' based on the outcome of III 5.

3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

4 History of Decisions Made:

During the 29th panel meeting, the panel discussed about the comments of members, and concurred with the view to retain the present definitions of CoC in the IACS resolutions with the wording 'Recommendation' to be removed. The panel also agreed to use the term 'Statutory Condition' for the 'recommendation' of the statutory

certificates in IACS resolutions and RECs, and when discussing the proposal of a member to consider the harmonization of the terms of 'recommendation' and 'condition of class' in RO Code, the panel unanimously agreed to take no action on the IMO instruments, leaving the relevant actions to be decided by the relevant IMO bodies when IACS feeds back to IMO the IACS action on the harmonization of the two terms.

Panel members concurred with the view that it is not necessary to develop a new procedure requirement, and agreed to set the implementation date of these IACS resolutions (other than RECs) as 1st July 2020.

Before the implementation date of 1st July 2020 for using the common terminology 'Condition of Class' only, 'Recommendations' and 'Condition of Class' are to be read as being different terms used by Societies for the same thing, i.e. requirements to the effect that specific measures, repairs, surveys etc. are to be carried out within a specific time limit in order to retain Classification.

No TB is expected for the present revision.

5 Other Resolutions Changes:

The following IACS resolutions and Recommendations (RECs) were agreed to be revised:

- Procedural Requirements: PR1A, PR1B, PR1C, PR1D, PR1 Annex, PR3, PR12, PR20, PR35 and the attachment of PR16;
- Unified Requirements: Z7, Z7.1, Z7.2, Z10.1, Z10.2, Z10.3, Z10.4, Z10.5, Z15 and Z20
- Unified Interpretations: GC13
- Recommendations: Rec.41, Rec.75, Rec.96, Rec.98

6 Any hinderance to MASS, including any other new technologies:

None

7 Dates:

Original Proposal: 14 January 2019 Made by: GPG (17044bIGm) Panel Approval: 3 May 2019 (PSU19010)
GPG Approval: 30 May 2019 (Ref: 17044bIGu)

• Corr.1 (May 2019)

1 Origin of Change:

Suggestion by IACS member

2 Main Reason for Change:

To correct this PR, replacing the term "Losing Society" with "First Society" in the second paragraph of "Application".

3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

4 History of Decisions Made:

Survey Panel agreed to correct this PR, replacing the tem "Losing Society" with "First Society" in the second paragraph of "Application".

5 Other Resolutions Changes:

None

6 Any hinderance to MASS, including any other new technologies:

None

7 Dates:

Original Proposal: 24 April 2019 Made by: One member Panel Approval: 3 May 2019 (PSU19010)
GPG Approval: 30 May 2019 (Ref: 17044bIGu)

• Rev.3 (Jan 2019)

1 Origin of Change:

Other (Request from IACS Council)

2 Main Reason for Change:

Survey Panel was tasked by IACS Council to review PR 1A and 1B and take into consideration the consequences of the new criteria to the change of class process. It is noted that the obligations under PR1A and PR1B apply to QSCS classification societies,

and in case where a non-QSCS-compliant vessel within a QSCS classification society, for example a new member's, is going to change its class to an existing IACS member, the requirements of PR1D have to be applied. However, it is not clearly clarified by the current application wordings of PR1A and PR1B.

3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None.

4 History of Decisions Made:

- 4.1 Survey Panel realized that the present PR1A and 1B apply for transfers of class between Classification Societies which are "QSCS certified" (i.e. without necessarily being an IACS Member), the PR1D applies when the Losing Society is not a "QSCS certified" Society, while the Gaining Society is "QSCS certified".
- 4.2 All the members concurred with the view that a non-QSCS-compliant vessel within a QSCS classification society should be subject to PR1D when changing Class, with the references to the IACS Member Criterion 10 "Compliance with IACS Resolutions" of the Volume II of IACS procedure, and the obligation would fall on the losing Society to confirm whether or not the vessel complies with QSCS requirements.
- 4.3 The panel further noted that the contents of the section "Application" included in PR1A, PR1B and PR1D provide that the three PRs are to be implemented not only by IACS Member Societies, but also by "QSCS certified" societies other than IACS Member Society. With the references to the IACS Member Criterion 10 and relevant contents of Volume II of IACS procedure (Issue 2, Corr. 1 adopted in November 2017), the Panel agreed to additionally provide that the PRs 1A and 1B are also applicable to vessels which have been declared as QSCS compliant by the losing society, and that the PR 1D is also applicable to vessels which are not QSCS compliant, and finalized the wordings of the revisions to the application parts of the three PRs.
- 4.4 After consulting with the Quality Committee (QC), the panel concurred with the view of QC that it is not accurate to mention a "QSCS compliant ship", because QSCS applies to classification societies not to ships, and the wordings proposed by QC mentioning only "compliant" ships were agreed by the panel regarding the application of the three PRs, with a definition being added to each of the PRs providing that a 'compliant' ship is a ship that is in full compliance with all applicable and relevant IACS Resolutions.
- 4.5 The Form L of PR1 Annex was agreed by the panel to be amended with adding an announcement of losing society about whether the vessel complies with all applicable and relevant IACS Resolutions.

No TB is expected for this revision.

5 Other Resolutions Changes:

PR 1A, PR 1B, PR 1D and PR 1Annex were revised at the same time.

6 Dates:

Original Proposal: 19 October 2017 assigned by GPG Panel Approval: 6 November 2018 (Ref: PSU17034) GPG Approval: 29 January 2019 (Ref: 16237_IGc)

- **Rev.2 (July 2012)**

.1 Origin of Change:

Suggestion by an IACS member

.2 Main Reason for Change:

A Member drew the attention of the Survey Panel that 'vessel's History report' had been removed from PR1A (Rev.1) and PR1 Annex (annex 3) while the same term remains in PR1B. Hence, it was suggested to revise PR1B in order to make this PR consistent with PR1A.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None.

.4 History of Decisions Made:

Survey Panel had revised PR 1A through Rev. 1 regarding the handling of 'vessel's history reports' received from the losing society. However, at that time Panel overlooked to address and revise PR1B for the same issue.

This time, Panel considered this issue and agreed to amend the requirements in PR1B to make this IACS document consistent with PR1A.

.5 Other Resolutions Changes:

None

.6 Dates:

Original Proposal: 5 April 2013 Made by: Survey Panel Member Panel Approval: 12 June 2013 (PSU13011)
GPG Approval: 24 July 2013 (Ref: 13163_IGb)

- **Corr.1 (June 2012)**

.1 Origin of Change:

Suggestion by an IACS member

.2 Main Reason for Change:

To revise the implementation notes and to correct the reference to "IACS Procedure for handling a complaint"

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None.

.4 History of Decisions Made:

Completed through correspondence.

.5 Other Resolutions Changes:

PR 1A, PR 1B, PR 1C and PR 1Annex were revised at the same time.

.6 Dates:

Panel Approval: *March 2012, made by Survey Panel*

GPG Approval: *22 June 2012 (Ref: 10099_IGh)*

• Rev.1 (April 2010)

.1 Origin for Change:

Other (*Recommendation by SG of GPG on Exclusive Surveyors*)

.2 Main Reason for Change:

Following GPG 67 a Small Group was established to investigate the consequences of new EU and SOLAS regulations concerning the use of exclusive surveyors (EC Regulation 391/2009 and amended A.739(18)) and to review the IACS PRs to see if any amendments were necessary. The results were presented to GPG 68 in March 2010.

.3 History of Decisions Made:

The SG recommended to GPG that the definition of a "dual class vessel" in PRs 1B and 1C be amended as follows:

"Dual class vessel" is a vessel which is classed by two Societies between which there is a written agreement regarding sharing of work. ~~reciprocal recognition of surveys carried out by each of the Societies on behalf of the other Society and full exchange of information on the class status and survey reports.~~

During GPG discussion it was agreed that the changes should be implemented from 1 July 2010 to align with IMO MSC.208(81).

.4 Other Resolutions Changes

The same change was made to PR1C. PRs 20 and 21 were also changed at this time based on the outcome of the SG.

.5 Any dissenting views

None

.6 Dates:

Original Proposal: *15 March 2010, made by SG of GPG on Exclusive Surveyors*
GPG Approval: *19 April 2010 (ref.: 9558aIGe and IGf)*

- **Rev.0 (Jul 2009)**

As part of a review of all PRs in July 2009, PR1B was re-issued as Rev.0 July 2009.

Part B. Technical Background

List of Technical Background (TB) documents for PR1B:

Note:

- 1) *There are no separate Technical Background (TB) documents for PR1B Rev.0 (Jul 2009), Rev.1 (Apr 2010), Corr.1 (June 2012), Rev.2 (July 2013), Rev.3 (Jan 2019), Corr.1 (May 2019), Rev.4 (May 2019), Rev.5 (Nov 2019), Rev.6 (Nov 2020) and Rev.7 (June 2024).*
- 2) *Technical background documents for versions of PR1B issued prior to July 2009 can be found in the section 'TBs for PRs issued prior to 1 July 2009'.*

PR1C “Procedure for Suspension and Reinstatement or Withdrawal of Class in Case of Surveys or Conditions of Class Going Overdue”

Summary

1. This revision is to harmonize the terms of ‘recommendation’ and ‘condition of class’ with only the term ‘condition of class’ being retained.
2. Additionally, paragraph A.1.8 was revised to cover the survey requirement of a vessel which is intended for a single voyage from laid-up position to another laid-up position with any periodical survey overdue.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.6 (May 2019)	30 April 2019	1 July 2020
Rev.5 (Jan 2016)	20 January 2016	1 January 2017
Rev.4 (Mar 2015)	20 March 2015	1 July 2016
Rev.3 (July 2013)	24 July 2013	1 July 2014
Rev.2 (June 2012)	08 June 2012	1 July 2013
Rev.1 (April 2010)	19 April 2010	1 July 2010
Rev.0, Corr.1 (Oct 2009)	2 October 2009	-
Rev.0 (Jul 2009)	1 July 2009	1 July 2009

• Rev. 6 (May 2019)

.1 Origin of Change:

- Suggestion by an IACS Member

.2 Main Reason for Change:

.2.1 This revision is to address the policy decision made by GPG using the common terminology ‘Condition of Class’(CoC) instead of the terms ‘Recommendation/ Condition of Class’ based on the outcome of III 5. (PSU19010)

.2.2 Additionally, as proposed by a member, it is realized that the requirements of the PR 1C Rev.5 do not cover the survey of a vessel which is intended for a single voyage from laid-up position to another laid-up position with any periodical survey overdue. (PSU18050)

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

.4.1 Harmonization of the terms "Recommendation" and "Condition of Class" (PSU19010)

During the 29th panel meeting, the panel discussed about the comments of members, and concurred with the view to retain the present definitions of CoC in the IACS resolutions with the wording 'Recommendation' to be removed. The panel also agreed to use the term 'Statutory Condition' for the 'recommendation' of the statutory certificates in IACS resolutions and RECs, and when discussing the proposal of a member to consider the harmonization of the terms of 'recommendation' and 'condition of class' in RO Code, the panel unanimously agreed to take no action on the IMO instruments, leaving the relevant actions to be decided by the relevant IMO bodies when IACS feeds back to IMO the IACS action on the harmonization of the two terms.

Panel members concurred with the view that it is not necessary to develop a new procedure requirement, and agreed to set the implementation date of these IACS resolutions (other than RECs) as 1st July 2020.

Before the implementation date of 1st July 2020 for using the common terminology 'Condition of Class' only, 'Recommendations' and 'Condition of Class' are to be read as being different terms used by Societies for the same thing, i.e. requirements to the effect that specific measures, repairs, surveys etc. are to be carried out within a specific time limit in order to retain Classification.

.4.2 Additional revision to paragraph A.1.8 (PSU18050)

Survey Panel members concurred with the view that the requirements of the PR 1C Rev.5 do not cover the survey of a vessel which is intended for a single voyage from laid-up position to another laid-up position with any periodical survey overdue.

Survey Panel members agreed with the revised PR 1C by replacing "repair yard" with "a repair yard or another place of lay-up" in paragraph A.1.8.

No TB is expected for the present revision.

.5 Other Resolutions Changes

The following IACS resolutions and Recommendations (RECs) were agreed to be revised:

- Procedural Requirements: PR1A, PR1B, PR1C, PR1D, PR1 Annex, PR3, PR12, PR20, PR35 and the attachment of PR16;
- Unified Requirements: Z7, Z7.1, Z7.2, Z10.1, Z10.2, Z10.3, Z10.4, Z10.5, Z15 and Z20
- Unified Interpretations: GC13
- Recommendations: Rec.41, Rec.75, Rec.96, Rec.98

.6 Any hinderance to MASS, including any other new technologies:

None

.7 Dates:

Original Proposal: 14 January 2019 tasked by GPG (17044bIGm)
07 September 2018 Made by a Survey Panel Member
Panel Approval: 22 March 2019 (PSU19010)
8 April 2019 (PSU18050)
GPG Approval: 30 May 2019 (Ref: 17044bIGu)

• Rev.5 (Jan 2016)

.1 Origin of Change:

- Suggestion by an IACS Member

.2 Main Reason for Change:

A Panel Member proposed to analyse the provision in paragraph B.1.3 regarding the implicitly invalidation of certain statutory certificates when the class is suspended or withdrawn that is applicable to ships subjected to SOLAS and constructed on or after 1st July 1998. The extension of the provision to cover the ships subject to SOLAS built before 1st July 1998 was also proposed.

On the other hand, the issue regarding the implicit suspension of the class certificate when the Flag is dismissed, was brought to the attention of the Panel.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

The 22nd Survey Panel meeting continued its discussion on task PSU 15043 which was initiated to deal with the possible revision of paragraph B.1.3 in PR1C.

For the first issue Members reviewed the outcomes of the discussion held under a previous Panel task (PSU14038) where it has been concluded that the provisions relevant to the maintenance of the ship according the Rules if the recognized Classification Society, as expected by SOLAS Regulation II-1/3.1 are also applicable to ships built before 1st July 1998.

As a consequence, the qualified majority of the Panel agreed that the paragraph B.1.3 needed to be revised in order to align it to the conclusion previously gathered. Two options of modification have been examined:

- Option 1: eliminate any reference to the building date and to the SOLAS regulation from the sentence, by living only a generic reference to SOLAS.
- Option 2: eliminate also any reference to SOLAS so that the provisions of the paragraph B.1.3 would be applicable also to no-SOLAS ships.

After a long debate the qualified majority of the Members concurred that the proposal to eliminate any reference to SOLAS might make it difficult in terms of the application of the paragraph B.1.3 for those ships provided with National Statutory Certificates, which are subject to the Flag Administration Rules and Laws.

The qualified majority of the Panel members agreed to adopt the modification as proposed in option 1.

The second issue has been deeply examined by comparing the practices adopted by each Society. Having noted that different procedures are applied by the Societies, although some Societies have similar behaviours, the Panel concluded that there was not a common understanding on this issue and each society will continue to apply their own procedures.

.5 Other Resolutions Changes

None

.6 Dates:

Original Proposal: 04 August 2015 Made by a Survey Panel Member
Panel Approval: 11 November 2015 (Ref: PSU15043)
GPG Approval: 20 January 2016 (Ref: 15029aIGc)

• Rev.4 (Mar 2015)

.1 Origin of Change:

Suggestion by an IACS Member

.2 Main Reason for Change:

A Panel Member suggested to discuss the issue regarding the clarification if the class of a ship is suspended in the following case: the renewal survey of a ship has been extended, under the provisions of the paragraph A.1.1.1 of PR1C, and the subsequent survey operation for the completion of the renewal survey are prolonged beyond the limit date granted by the extension itself, without that the ship resumes its trade.

The reason for the current change was that some IACS member societies had experienced non-conformity from external auditors for not suspending the class of a vessel when the main class extension had expired despite the fact that the vessel at that time was in port/or shipyard and undergoing surveys for completion of the renewal survey. The amendment is aimed at prevent such misunderstanding to recur.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

The task was submitted before the 20th Survey Panel Meeting, but due to lack of time it was not discussed.

The discussion, inside the Panel, continued by correspondence. In order to clarify this issue Panel considered the case when a ship, carrying the commencement of the Special Survey, has been granted to extend the date of the completion of the Special Survey on the grounds of the provisions of paragraph A.1.1.1.

Later on, the ship commences the completion of the special survey (SS) before the limit date (anniversary date of Special Survey + extension granted) but the survey operations need to be prolonged beyond the limit date without that the ship, in the time frame elapsed from the limit date and the day of the completion of the Special Survey, had resumed its trade.

Panel concurred that the provisions set in paragraph A.1.1 are applicable also to A.1.1.1, which is his subset. Hence if the ship is under attendance for completion, prior to resuming trading, beyond the due date the Class of the ship is not considered suspended.

Notwithstanding the Panel understanding and in order to provide clear evidence of this, some Members made proposals relevant to possible ways to clarify this by modifying the paragraph A.1.1.

Panel, after discussion, concurred the text to be add to paragraph A.1.1

.5 Other Resolutions Changes

None

.6 Dates:

Original Proposal: 28 August 2014 Made by: Survey Panel Member

Panel Approval: 10 February 2015 (Ref: PSU14031)

GPG Approval: 20 March 2015 (Ref: 15029_IGb)

• Rev.3 (July 2013)

.1 Origin of Change:

Suggestion by an IACS member

.2 Main Reason for Change:

A Panel Member suggested to discuss the issue regarding survey requirements for a vessel that does not commence the special survey before the due date. Clarification of Panel was sought whether the surveys are to be carried out by the requirements of next special survey (SS) as UR Zs define special survey requirements by age, or class to be suspended and the vessel must complete the overdue survey only which would be the previous SS.

Panel discussed this issue during 17th Survey Panel meeting and decided to clarify this matter by adding new provision in PR1C.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None.

.4 History of Decisions Made:

In order to clarify this issue Panel considered a case, as for example, when a vessel commences the special survey (SS) two days after it reaches 10 years of age. Panel discussed whether to carry out the TM and close-up requirements of SS #3 due to the age of the vessel being greater than 10 and less than (or equal to) 15 years, or it must be completed the overdue survey which would be SS #2.

Panel also discussed about the survey requirements of a vessel which claims force majeure prior to the due date of the special survey and has not commenced any of the survey but arrives after the due date.

Panel members expressed that the scope of the class renewal/special survey is also connected to the 'number' of the class renewal/special survey. Panel noted that these types of issues are very rare which could be dealt with each on a case by case basis. However, upon discussion Panel agreed to include clarification in PR1C. Subsequently, revised text for PR1C was agreed by the Panel through mail correspondence.

.5 Other Resolutions Changes:

None

.6 Dates:

Original Proposal: *21 January 2013, made by: Survey Panel Member*

Panel Approval: *4 June 2013, made by Survey Panel (PSU13002)*

GPG Approval: *24 July 2013 (Ref: 13163_IGb)*

• Rev.2 (June 2012)

.1 Origin of Change:

Suggestion by an IACS member

.2 Main Reason for Change:

An IACS member raised the issue of reactivation from lay-up, where Docking Survey and Special Survey have gone significantly overdue during the period of lay-up, and where the facilities do not exist at the place of lay-up for all overdue surveys to be dealt with. In such cases a voyage to a repair facility may be proposed with surveys overdue. The discussion by correspondence focused upon the need to establish a mechanism via PR 1C for the acceptance of such a voyage, and the requirements to be dealt with before commencement of the voyage.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None.

.4 History of Decisions Made:

Completed through correspondence.

.5 Other Resolutions Changes:

PR 1A, PR 1B, PR 1C and PR 1Annex were revised at the same time.

.6 Dates:

Original Proposal: 19 April 2010, made by: Survey Panel

Panel Approval: March 2012, made by Survey Panel

GPG Approval: 08 June 2012 (Ref: 10099_IGg)

• **Rev.1 (April 2010)**

.1 Origin for Change:

Other (Recommendation by SG of GPG on Exclusive Surveyors)

.2 Main Reason for Change:

Following GPG 67 a Small Group was established to investigate the consequences of new EU and SOLAS regulations concerning the use of exclusive surveyors (EC Regulation 391/2009 and amended A.739(18)) and to review the IACS PRs to see if any amendments were necessary. The results were presented to GPG 68 in March 2010.

.3 History of Decisions Made:

The SG recommended to GPG that the definition of a "dual class vessel" in PRs 1B and 1C be amended as follows:

“Dual class vessel’ is a vessel which is classed by two Societies between which there is a written agreement regarding sharing of work. ~~reciprocal recognition of surveys carried out by each of the Societies on behalf of the other Society and full exchange of information on the class status and survey reports.~~”

During GPG discussion it was agreed that the changes should be implemented from 1 July 2010 to align with IMO MSC.208(81).

.4 Other Resolutions Changes

The same change was made to PR1B. PRs 20 and 21 were also changed at this time based on the outcome of the SG.

.5 Any dissenting views

None

.6 Dates:

Original Proposal: *15 March 2010, made by SG of GPG on Exclusive Surveyors*
GPG Approval: *19 April 2010 (ref.: 9558aIGe and IGf)*

• **Rev.0, Corr.1 (Oct 2009)**

.1 Origin for Change:

Other

.2 Main Reason for Change:

IACS Permanent Secretariat noticed that the additional sentence proposed by the Survey Panel, and agreed by GPG, to be added to the Application section of each PR1 document at the time of the PR review in July 2009 had only been added to PR1A and PR1B, but not to PR1C.

.3 History of Decisions Made:

IACS Permanent Secretariat decided to issue a "correction" to "new" PR1C Rev.0 in which the additional sentence "The obligations of this Procedure apply to Classification Societies which are subject to verification of compliance with QSCS" is added to the Application section on page 3.

.4 Other Resolutions Changes

N/A

.5 Any dissenting views

N/A

.6 Dates:

Amendment date: *2 October 2009 (Ref. 9517aIAg)*

• **Rev.0 (Jul 2009)**

As part of a review of all PRs in July 2009, PR1C was re-issued as Rev.0 July 2009.

Part B. Technical Background

List of Technical Background (TB) documents for PR1C:

Annex 1. **TB for Rev.2 (June 2012)**

See separate TB document in Annex 1.



Note:

1) There are no separate Technical Background (TB) documents for PR1C Rev.0 (Jul 2009), Corr. 1 (Oct 2009), Rev.1 (Apr 2010), Rev.3 (July 2013), Rev.4 (Mar 2015) Rev.5 (Jan 2016) and Rev.6(May 2019).

2) Technical background documents for versions of PR1C issued prior to July 2009 can be found in the section 'TBs for PRs issued prior to 1 July 2009'.

Technical Background for PR 1C Rev.2, June 2012

1. Scope and objectives

To discuss and clarify PR 1C regarding the issue of a single voyage to repair yard during reactivation from laid up position.

2. Engineering background for technical basis and rationale

N/A

3. Source/derivation of the proposed IACS Resolution

N/A

4. Summary of Changes intended for the revised Resolution:

Following new para (Para A.1.8) has been agreed by the Survey Panel for the acceptance of a voyage to the repair facility:

"A.1.8 When a vessel is intended for a single voyage from laid-up position to repair yard with any periodical survey overdue, the vessel's class suspension may be held in abeyance and consideration may be given to allow the vessel to proceed on a single direct ballast voyage from the site of lay up to the repair yard, upon agreement with the Flag Administration, provided the Society finds the vessel in satisfactory condition after surveys, the extent of which are to be based on surveys overdue and duration of lay-up. A short term Class Certificate with conditions for the intended voyage may be issued. This is not applicable to vessels whose class was already suspended prior to being laid up."

5. Points of discussions or possible discussions

None

6. Attachments if any

None

PR1D “Procedure for Class Entry of Ships not subject to PR1A or PR1B”

Summary

1. This revision is to harmonize the terms of ‘recommendation’ and ‘condition of class’ with only the term ‘condition of class’ being retained.
2. Additionally, to revise paragraphs B.1.1, B.1.2 and B.2.3 to clarify the requirements regarding submission of plans for a ship previously classed by the Society or a Society subject to verification of compliance with QSCS, and permit special consideration to the survey requirements of such vessels.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.2 (Apr 2019)	30 April 2019	1 July 2020
Rev.1 (Jan 2019)	29 January 2019	1 July 2019
New (Oct 2014)	17 October 2014	1 January 2015

• Rev. 2 (May 2019)

.1 Origin of Change:

- Suggestion by an IACS member

.2 Main Reason for Change:

.2.1 This revision is to address the policy decision made by GPG using the common terminology ‘Condition of Class’(CoC) instead of the terms ‘Recommendation/ Condition of Class’ based on the outcome of III 5.

.2.2 Additionally, as proposed by two IACS members, Survey Panel agreed to revise PR1D to clarify the requirements regarding submission of plans for a ship previously classed by the Society or a Society subject to verification of compliance with QSCS, and permit special consideration to the survey requirements of such vessels.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None.

.4 History of Decisions Made:

.4.1 Harmonization of the terms 'recommendation' and 'condition of class' (PSU19010)

During the 29th panel meeting, the panel discussed about the comments of members, and concurred with the view to retain the present definitions of CoC in the IACS resolutions with the wording 'Recommendation' to be removed. The panel also agreed to use the term 'Statutory Condition' for the 'recommendation' of the statutory certificates in IACS resolutions and RECs, and when discussing the proposal of a member to consider the harmonization of the terms of 'recommendation' and 'condition of class' in RO Code, the panel unanimously agreed to take no action on the IMO instruments, leaving the relevant actions to be decided by the relevant IMO bodies when IACS feeds back to IMO the IACS action on the harmonization of the two terms.

Panel members concurred with the view that it is not necessary to develop a new procedure requirement, and agreed to set the implementation date of these IACS resolutions (other than RECs) as 1st July 2020.

Before the implementation date of 1st July 2020 for using the common terminology 'Condition of Class' only, 'Recommendations' and 'Condition of Class' are to be read as being different terms used by Societies for the same thing, i.e. requirements to the effect that specific measures, repairs, surveys etc. are to be carried out within a specific time limit in order to retain Classification.

.4.2 Clarifications of the survey and plan appraisal requirements for a ship previously classed by the Society or a Society subject to verification of compliance with QSCS

(1) Under task No. PSU18018, Survey Panel Members concurred with that:

- if a vessel is previously classed by the society, the submission of plans might be specially considered.
- if a vessel was previously classed with a Society subject to verification of compliance with QSCS, plans should be submitted.
- the plan appraisal might be specially considered for a ship previously classed by the Society or a Society subject to verification of compliance with QSCS.

Survey Panel members agreed with the revised PR 1D by adding paragraph B.1.1.1 and replacing "submission of plans" with "extent of plan appraisal" in paragraph B.1.2.

(2) Under Task No. PSU18030, Survey Panel members discussed the survey scope of a vessel previously classed by the same Society during a portion of five years.

Upon discussions within the panel, members supported to amend paragraph B.2.3 with the following scope of survey:

- for vessels previously classed with a Society subject to verification of compliance with QSCS, the scope of the surveys other than re-classification is to be the same as those required by PR1A.
- for vessels previously classed with the Society, the scope of the surveys of re-classification may be less than those as required by PR1A, with only "all overdue surveys and overdue conditions of class" being required.

No TB is expected for this revision.

.5 Other Resolutions Changes:

The following IACS resolutions and Recommendations (RECs) were agreed to be revised:

- Procedural Requirements: PR1A, PR1B, PR1C, PR1D, PR1 Annex, PR3, PR12, PR20, PR35 and the attachment of PR16;
- Unified Requirements: Z7, Z7.1, Z7.2, Z10.1, Z10.2, Z10.3, Z10.4, Z10.5, Z15 and Z20
- Unified Interpretations: GC13
- Recommendations: Rec.41, Rec.96, Rec.98

.6 Any hinderance to MASS, including any other new technologies:

None

.7 Dates:

Original Proposal: 14 January 2019 tasked by GPG (17044bIGm)
05 April 2018 made by a Survey Panel Member (PSU18018)
04 June 2018 made by another Survey Panel Member (PSU18030)
Panel Approval: 22 March 2019 (PSU19010)
3 May 2019 (PSU18018, PSU18030)
GPG Approval: 30 May 2019 (Ref: 17044bIGu)

• Rev.1 (Jan 2019)

.1 Origin of Change:

- Other (Request from IACS Council)

.2 Main Reason for Change:

Survey Panel was tasked by IACS Council to review PR 1A and 1B and take into consideration the consequences of the new criteria to the change of class process. It is noted that the obligations under PR1A and PR1B apply to QSCS classification societies, and in case where a non-QSCS-compliant vessel within a QSCS classification society, for example a new member's, is going to change its class to an existing IACS member, the requirements of PR1D have to be applied. However, it is not clearly clarified by the current application wordings of PR1A and PR1B.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None.

.4 History of Decisions Made:

- .4.1 Survey Panel realized that the present PR1A and 1B apply for transfers of class between Classification Societies which are "QSCS certified" (i.e. without necessarily being an IACS Member), the PR1D applies when the Losing Society is not a "QSCS certified" Society, while the Gaining Society is "QSCS certified".

- .4.2 All the members concurred with the view that a non-QSCS-compliant vessel within a QSCS classification society should be subject to PR1D when changing Class, with the references to the IACS Member Criterion 10 "Compliance with IACS Resolutions" of the Volume II of IACS procedure, and the obligation would fall on the losing Society to confirm whether or not the vessel complies with QSCS requirements.
- .4.3 The panel further noted that the contents of the section "Application" included in PR1A, PR1B and PR1D provide that the three PRs are to be implemented not only by IACS Member Societies, but also by "QSCS certified" societies other than IACS Member Society. With the references to the IACS Member Criterion 10 and relevant contents of Volume II of IACS procedure (Issue 2, Corr. 1 adopted in November 2017), the Panel agreed to additionally provide that the PRs 1A and 1B are also applicable to vessels which have been declared as QSCS compliant by the losing society, and that the PR 1D is also applicable to vessels which are not QSCS compliant, and finalized the wordings of the revisions to the application parts of the three PRs.
- .4.4 After consulting with the Quality Committee (QC), the panel concurred with the view of QC that it is not accurate to mention a "QSCS compliant ship", because QSCS applies to classification societies not to ships, and the wordings proposed by QC mentioning only "compliant" ships were agreed by the panel regarding the application of the three PRs, with a definition being added to each of the PRs providing that a 'compliant' ship is a ship that is in full compliance with all applicable and relevant IACS Resolutions.
- .4.5 The Form L of PR1 Annex was agreed by the panel to be amended with adding an announcement of losing society about whether the vessel complies with all applicable and relevant IACS Resolutions.

No TB is expected for this revision.

.5 Other Resolutions Changes:

PR 1A, PR 1B, PR 1D and PR 1Annex were revised at the same time.

.6 Dates:

Original Proposal: 19 October 2017 assigned by GPG

Panel Approval: 6 November 2018 (Ref: PSU17034)

GPG Approval: 29 January 2019 (Ref: 16237_IGc)

• New (Oct 2014)

1 Origin for Change:

- Request by non-IACS entity (AVC)

.2 Main Reasons for Change:

To develop a new PR to cover the cases of transfer of class, for vessels classed with Classification Societies which are not subject to verification of compliance with QSCS and for non-classed vessel.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None.

.4 History of Decisions Made:

In response to FUA 28/5 of AVC 28 (*consider development of harmonized criteria for acceptance of ships to IACS class*), Survey Panel had been assigned to collect and analyse Members requirements in respect of the scope of the class entry survey applied by each Member when accepting ships from any non-IACS member organization and report to GPG. (Ref.12026_IGc)

After reviewing the report of Survey Panel, GPG further tasked Survey Panel to develop common procedure with specific class entry requirements as part of PR1. (Ref. 12026_IGe)

Panel discussed this issue and agreed that the format of PR1A should be considered for developing new PR1D in order to accept ships from non-IACS class societies. Moreover, it was the opinion of Panel that the new PR1D should be less detailed than existing PR1A. Panel did not consider any 'obligation and reporting of losing society' since there is no obligation from non-IACS class societies.

Panel drafted version 4 of new PR1D under PSU12023 to cover the cases of transfer of class, for vessels classed with Classification Societies which are not subject to verification of compliance with QSCS and for non-classed vessels.

GPG and IACS QC reviewed the version 4. QC made comments that were submitted to the Survey Panel for review. Following the examination of QC's comments Panel at 19th Survey Panel Meeting drafted the version 5 which was sent to GPG for further examination.

Version 5 was submitted to the examination of the AVC. AVC made comments on version 5 of the drafted PR1D. A part of the AVC comments was dealt with by GPG and the remaining was assigned to Survey Panel for review and further action.

Panel following the review drafted two subsequent version of the PR1D. The last one, approved during the 20th Survey Panel meeting, replaces all previous versions and addresses all comments received by AVC.

.5 Other Resolutions Changes

None

.6 Dates:

Original Proposal: 6 June 2012 by GPG (Ref.12026_IGc)

Survey Panel Approval: 20th Survey Panel Meeting (3-4-5 Sep 2014)

GPG Approval: 17 October 2014 (12026_IGzg)

Part B. Technical Background

Note: No Technical Background (TB) was prepared for PR1D (New, Oct 2014), Rev.1 (Jan 2019) and Rev.1 (May 2019).

PR1 Annex “Annexes to PR1A, PR1B and PR1C”

Summary

This revision is to make clear that even a certificate issued for a voyage in accordance with paragraph A.1.4.2 before the completion of TOC should be reported by the gaining society through the Form G Part B to the losing society.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.5 (Apr 2021)	12 April 2021	1 January 2022
Rev.4 (May 2019)	30 May 2019	1 July 2020
Rev.3 (Jan 2019)	29 January 2019	1 July 2019
Rev.2 (Oct 2013)	02 October 2013	1 January 2014
Rev.1 (June 2012)	08 June 2012	1 July 2013
Rev.0 (Jul 2009)	1 July 2009	1 July 2009

• Rev.5 (Apr 2021)

.1 Origin of Change:

- Suggestion by an IACS member

.2 Main Reason for Change:

This revision is to address the proposal of one member to make clear in PR1A if a certificate issued for a voyage in accordance with paragraph A.1.4.2 before the completion of TOC should be reported by the gaining society through the Form G Part B to the losing society.

.3 List of non-IACS Member classification societies contributing or participating in IACS Working Group:

None

.4 History of Decisions Made:

Survey Panel discussed the following:

- if the issuance of an Interim Certificate of Class not enabling the vessel to trade in accordance with paragraph A.1.4.2 falls within the reporting obligations set by A.1.6?
- if A.1.6 should be applicable only after the completion of the full scope TOC survey?

Survey Panel concurred with the view that once any kind of first/interim Certificate of Class is issued by the Gaining Society, it means GS should be responsible for the class matter of the vessel legally, and therefore this issuance shall initiate the release of Form G Part B to the Losing Society.

During the 33rd meeting, Survey Panel agreed with the revision to the paragraph I) 2. of PR 1A Annex 1, inserting the wording "including a certificate issued according to A.1.4.2 of PR 1A".

No TB is expected for the present revision.

.5 Other Resolutions Changes:

PR1A

.6 Any hinderance to MASS, including any other new technologies:

None

.7 Dates:

Original Proposal: 9 April 2019 proposed by a member (Ref: PSU19020)
Panel Approval: 16 March 2021 (Ref: PSU19020)
GPG Approval: 12 April 2021 (Ref: 21041_IGc)

• Rev. 4 (May 2019)

.1 Origin of Change:

Suggestion by an IACS member

.2 Main Reason for Change:

This revision is to address the policy decision made by GPG using the common terminology 'Condition of Class'(CoC) instead of the terms 'Recommendation/ Condition of Class' based on the outcome of III 5.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

During the 29th panel meeting, the panel discussed about the comments of members, and concurred with the view to retain the present definitions of CoC in the IACS resolutions with the wording 'Recommendation' to be removed. The panel also agreed to use the term 'Statutory Condition' for the 'recommendation' of the statutory certificates in IACS resolutions and RECs, and when discussing the proposal of a member to consider the harmonization of the terms of 'recommendation' and 'condition of class' in RO Code, the panel unanimously agreed to take no action on the IMO

instruments, leaving the relevant actions to be decided by the relevant IMO bodies when IACS feeds back to IMO the IACS action on the harmonization of the two terms.

Panel members concurred with the view that it is not necessary to develop a new procedure requirement, and agreed to set the implementation date of these IACS resolutions (other than RECs) as 1st July 2020.

Before the implementation date of 1st July 2020 for using the common terminology 'Condition of Class' only, 'Recommendations' and 'Condition of Class' are to be read as being different terms used by Societies for the same thing, i.e. requirements to the effect that specific measures, repairs, surveys etc. are to be carried out within a specific time limit in order to retain Classification.

No TB is expected for the present revision.

.5 Other Resolutions Changes:

The following IACS resolutions and Recommendations (RECs) were agreed to be revised:

- Procedural Requirements: PR1A, PR1B, PR1C, PR1D, PR1 Annex, PR3, PR12, PR20, PR35 and the attachment of PR16;
- Unified Requirements: Z7, Z7.1, Z7.2, Z10.1, Z10.2, Z10.3, Z10.4, Z10.5, Z15 and Z20
- Unified Interpretations: GC13
- Recommendations: Rec.41, Rec.75, Rec.96, Rec.98

.6 Any hinderance to MASS, including any other new technologies:

None

.7 Dates:

Original Proposal: 14 January 2019 tasked by GPG (17044bIGm)

Panel Approval: 22 March 2019 (PSU19010)

GPG Approval: 30 May 2019 (17044bIGu)

• Rev.3 (Jan 2019)

.1 Origin of Change:

- Other (Request from IACS Council)

.2 Main Reason for Change:

Survey Panel was tasked by IACS Council to review PR 1A and 1B and take into consideration the consequences of the new criteria to the change of class process. It is noted that the obligations under PR1A and PR1B apply to QSCS classification societies, and in case where a non-QSCS-compliant vessel within a QSCS classification society, for example a new member's, is going to change its class to an existing IACS member, the requirements of PR1D have to be applied. However, it is not clearly clarified by the current application wordings of PR1A and PR1B.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None.

.4 History of Decisions Made:

- .4.1 Survey Panel realized that the present PR1A and 1B apply for transfers of class between Classification Societies which are "QSCS certified" (i.e. without necessarily being an IACS Member), the PR1D applies when the Losing Society is not a "QSCS certified" Society, while the Gaining Society is "QSCS certified".
- .4.2 All the members concurred with the view that a non-QSCS-compliant vessel within a QSCS classification society should be subject to PR1D when changing Class, with the references to the IACS Member Criterion 10 "Compliance with IACS Resolutions" of the Volume II of IACS procedure, and the obligation would fall on the losing Society to confirm whether or not the vessel complies with QSCS requirements.
- .4.3 The panel further noted that the contents of the section "Application" included in PR1A, PR1B and PR1D provide that the three PRs are to be implemented not only by IACS Member Societies, but also by "QSCS certified" societies other than IACS Member Society. With the references to the IACS Member Criterion 10 and relevant contents of Volume II of IACS procedure (Issue 2, Corr. 1 adopted in November 2017), the Panel agreed to additionally provide that the PRs 1A and 1B are also applicable to vessels which have been declared as QSCS compliant by the losing society, and that the PR 1D is also applicable to vessels which are not QSCS compliant, and finalized the wordings of the revisions to the application parts of the three PRs.
- .4.4 After consulting with the Quality Committee (QC), the panel concurred with the view of QC that it is not accurate to mention a "QSCS compliant ship", because QSCS applies to classification societies not to ships, and the wordings proposed by QC mentioning only "compliant" ships were agreed by the panel regarding the application of the three PRs, with a definition being added to each of the PRs providing that a 'compliant' ship is a ship that is in full compliance with all applicable and relevant IACS Resolutions.
- .4.5 The Form L of PR1 Annex was agreed by the panel to be amended with adding an announcement of losing society about whether the vessel complies with all applicable and relevant IACS Resolutions.

No TB is expected for this revision.

.5 Other Resolutions Changes

PR 1A, PR 1B, PR 1D and PR 1Annex were revised at the same time.

.6 Dates:

Original Proposal: 19 October 2017 assigned by GPG

Panel Approval: 6 November 2018 by Survey Panel (ref. PSU17034)

GPG Approval: 29 January 2019 (ref. 16237_IGc)

- **Rev.2 (Oct 2013)**

.1 Origin of Change:

- Suggestion by IACS Members

.2 Main Reason for Change:

Form L of PR1 Annex part was modified by including 'Equipment Number' to assist TOC smoothly.

Also PR1 Annex was revised at page 11, para. 2 for consistency with the revised Form L and A.2.3bis.1 of PR1A, to reflect that, if the eighth box of the Part A is ticked, then Part A-1 is to be sent within 5 working days (and not anymore within one month).

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

Completed through correspondence.

.5 Other Resolutions Changes

PR1A was revised.

.6 Dates:

Original Proposal: 26 November 2012 Made by: *Survey Panel Member*
Panel Approval: 2 July 2013 by Survey Panel (ref. PSU12045)
GPG Approval: 2 October 2013 (ref. 13182_IGe)

- **Rev.1 (June 2012)**

.1 Origin of Change:

- Suggestion by an IACS member

.2 Main Reason for Change:

Panel Member referred a particular case of TOC during laid up condition when vessel's bottom and boiler survey became overdue. Gaining Society has assigned class without laid up and did not consider bottom and boiler surveys as overdue. Moreover, gaining Society confirmed that overdue surveys (bottom and boiler) have been performed by them with satisfactory results during the class entry survey.

Since PR1A is not clear enough for above case, Panel Member proposed to discuss and clarify this matter.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None.

.4 History of Decisions Made:

Completed through correspondence.

.5 Other Resolutions Changes:

PR 1A, PR 1B, PR 1C and PR 1Annex were revised at the same time.

.6 Dates:

Original Proposal: 11 November 2010 Made by: Survey Panel Member1
Panel Approval: March 2012, made by Survey Panel
GPG Approval: 08 June 2012 (Ref: 10099_IGg)

• **Rev.0 (Jul 2009)**

As part of a review of all PRs in July 2009, PR1A was re-issued as Rev.0 July 2009 (Ref: 9517a).

Part B. Technical Background

List of Technical Background (TB) documents for PR1 Annex:

Annex 1. **TB for Rev.1 (June 2012)**

See separate TB document in Annex 1.



Note:

- 1) *There are no separate Technical Background (TB) documents for PR 1A Rev.0 (Jul 2009), Rev.2 (Oct 2013), Rev.3 (Jan 2019), Rev.4 (May 2019) and Rev.5 (Apr 2021).*
- 2) *Technical background documents for versions of PR32 issued prior to July 2009 can be found in the section 'TBs for PRs issued prior to 1 July 2009'.*

Technical Background for PR 1 Annex Rev.1, June 2012

1. Scope and objectives

To revise PR 1 Annex, if necessary, in order to clarify the provisions of performing the overdue survey during laid up condition.

2. Engineering background for technical basis and rationale

N/A

3. Source/derivation of the proposed IACS Resolution

N/A

4. Summary of Changes intended for the revised Resolution:

1. Panel agreed to include the following notes in Form L of PR1 Annex:

"Surveys and recommendations/ conditions of class which have not been completed by their due date(including window period), when a ship is laid-up in accordance with the Society's rules prior to such due date (including window period), are not to be declared as overdue within the scope of the information to be included in Form L."

2. Revision of relevant parts regarding vessel's history report.

5. Points of discussions or possible discussions

None

6. Attachments if any

None

PR2A “Procedure for Hull Failure Incident Reporting”

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
New (July 2015)	31 July 2015	1 January 2017

- **New (July 2015)**

.1 Origin of Change:

- Suggestion by an IACS Member

.2 Main Reason for Change:

Not applicable.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

Decision made by the GPG to split PR2 and its annex into PR2A and PR2B.
 Document drafted with input from GPG Members.
 Draft document reviewed by Hull Panel with input from Survey Panel.
 Document finalised by Hull Panel and submitted to the GPG.

.5 Other Resolutions Changes

PR2 has been split into PR2A and PR2B. Changes made to PR2A may affect PR2B.

.6 Dates:

Original Proposal: 17 July 2014 Made by the GPG
 Panel Approval: 03 September 2014 (Ref: PH14023)
 GPG Approval: 31 July 2015 (Ref: 13256_IGz)

Part B. Technical Background

List of Technical Background (TB) documents for PR2A:

Annex 1. **TB for New (July 2015)**

See separate TB document in Annex 1.



Technical Background document for PR2A (New, July 2015)

1. Scope and objectives

The proposed PR contains the procedure that IACS societies shall use to collect hull failure information to be used in the development and maintenance of IACS structural requirements and booklets on typical hull damages for various ship types.

2. Engineering background for technical basis and rationale

A draft paper was developed by GPG discussing the IACS Early Warning Scheme (EWS), for possible submission to III 1 in order to seek the Sub-Committee's view as to whether such a system should be formalised in an appropriate IMO instrument. The basis of this paper was a draft of a revised IACS Procedural Requirement 2 (PR2), developed in 2008, but never approved.

As a result, the text of the PR2 which has been used as a basis for the draft paper for possible submission to IMO is different from the one currently in force (Rev. 0, Jul 2009). It has been recognised that, in a submission to IMO, a proposal cannot be made on the basis of an IACS Resolution which is not in line with the Resolution which is currently in force since this could lead to misunderstandings and potential arguments. Hence, the GPG decided to put on hold the draft paper to the IMO in order to focus on the review of PR2 so that a revised PR2 may be agreed.

The currently in force PR2 consists of two Annexes: Annex 1 "Reporting of hull failure incidents and repairs" and Annex 2 "Early Warning of Serious Failure Incidents"- which is the one to be included in the possible future submission to IMO. It was, therefore, decided to separate out the two annexes. Hence, PR2 has been split into two separate PRs;

PR2A – Procedure for Hull Failure Incident Reporting

PR2B – Procedure for Early Warning of Serious Hull Failure Incidents – "Early Warning Scheme – EWS"

3. Source/derivation of the proposed IACS Resolution

IACS Procedural Requirement 2 (PR2), The "Early Warning Scheme" was developed in the 1990s as an initiative internal to IACS to collect instances of damages to the structure of ships in order to produce guidance publications that classification societies and industry could use to maintain the performance of the structure of ships in service.

However, the above approach did not address problems that were identified with serious hull failure incidents on specific ships which:

- Resulted in loss of the ship, death or serious injury to the personnel on board, or severe pollution of the marine environment; or
- Endangered the ship, the personnel on board, or posed a threat of severe pollution of the marine environment.

In order to address such cases, with a view to preventing similar occurrences on sister or similar ships, in 2001 IACS enhanced the scheme and introduced the mechanism of an exchange of ship specific data in the event of specific damages being suffered. This

modified scheme requires Members who class sister or similar ships to follow up on these ships, with the objective of preventing them suffering potential similar damage.

PR2A – Procedure for Hull Failure Incident Reporting, is based on and derived from IACS PR 2, (Rev.0, 2009), its Annex 1 and the 2008 draft revision of PR2.

4. Summary of Changes intended for the revised Resolution:

None

5. Points of discussions or possible discussions

Several issues were discussed during the development of PR2A the definition of “serious” hull failure and that the link between PR2A and PR2B should be clearly defined and the work flow between the two provided.

6. Attachments if any

None

PR2B "Procedure for Early Warning of Serious Hull Failure Incidents - "Early Warning Scheme - EWS"

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
New (July 2015)	31 July 2015	1 January 2017

- **New (July 2015)**

.1 Origin for Change:

- Suggestion by an IACS member

.2 Main Reason for Change:

Not applicable

.3 List of non-IACS Member Classification Societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

Decision made by the GPG to split PR2 and its annex into PR2A and PR2B.
 First draft received from GPG with input from GPG Members.
 Drafted document has been reviewed by Survey Panel and modified according to the Survey Panel Members' suggestions agreed during the 20th Survey Panel meeting.
 The revision was done in liaison with Hull Panel.
 Document finalised by Survey Panel and submitted to the GPG.

.5 Other Resolutions Changes

PR2 has been split into PR2A and PR2B. Changes made to PR2B may affect PR2A.

.6 Dates:

Original Proposal: 17 July 2014 Made by GPG
 Panel Approval: 5 September 2014 20th Survey Panel Meeting
 GPG Approval: 31 July 2015 (Ref: 13256_IGz)

Part B. Technical Background

List of Technical Background (TB) documents for PR2B:

Annex 1. **TB for New (July 2015)**

See separate TB document in Annex 1.



Technical Background document for PR2B (New, July 2015)

1. Scope and objectives

The proposed PR contains the procedure that IACS societies shall use to collect the serious hull failure information to be used in order to determine whether the incident is one of a series of similar incidents on sister ships or whether it appears to be an isolated case. The procedure will allow the assessment of the serious hull failure with the scope of (not limited to)

- a. The possible cause of failure,
- b. Structural analysis (simple beam or finite element analysis) and/or fatigue assessment where considered necessary,
- c. The need for proactive repairs, reinforcements and/or modifications,
- d. Effective and practical repairs,
- e. Detailed structural surveys on sister/similar ships.

2. Engineering background for technical basis and rationale

A draft paper was developed by GPG discussing the IACS Early Warning Scheme (EWS), for possible submission to III 1 in order to seek the Sub-Committee's view as to whether such a system should be formalised in an appropriate IMO instrument. The basis of this paper was a draft of a revised IACS Procedural Requirement 2 (PR2), developed in 2008, but never approved.

As a result, the text of the PR2 which has been used as a basis for the draft paper for possible submission to IMO is different from the one currently in force (Rev. 0, Jul 2009). It has been recognised that, in a submission to IMO, a proposal cannot be made on the basis of an IACS Resolution which is not in line with the Resolution which is currently in force since this could lead to misunderstandings and potential arguments. Hence, the GPG decided to put on hold the draft paper to the IMO in order to focus on the review of PR2 so that a revised PR2 may be agreed.

The currently in force PR2 consists of two Annexes: Annex 1 "Reporting of hull failure incidents and repairs" and Annex 2 "Early Warning of Serious Failure Incidents"- which is the one to be included in the possible future submission to IMO. It was, therefore, decided to separate out the two annexes. Hence, PR2 has been split into two separate PRs;

PR2A – Procedure for Hull Failure Incident Reporting

PR2B – Procedure for Early Warning of Serious Failure Incidents

3. Source/derivation of the proposed IACS Resolution

IACS Procedural Requirement 2 (PR2), The "Early Warning Scheme" was developed in the 1990s as an initiative internal to IACS to collect instances of damages to the structure of ships in order to produce guidance publications that classification societies and industry could use to maintain the performance of the structure of ships in service.

However, the above approach did not address problems that were identified with serious hull failure incidents on specific ships which:

- Resulted in loss of the ship, death or serious injury to the personnel on board, or severe pollution of the marine environment; or
- Endangered the ship, the personnel on board, or posed a threat of severe pollution of the marine environment.

In order to address such cases, with a view to preventing similar occurrences on sister or similar ships, in 2001 IACS enhanced the scheme and introduced the mechanism of an exchange of ship specific data in the event of specific damages being suffered. This modified scheme requires Members who class sister or similar ships to follow up on these ships, with the objective of preventing them suffering potential similar damage.

PR2B – Procedure for Early Warning of Serious Hull Failure Incidents – “Early Warning Scheme – EWS”, is based on and derived from IACS PR 2, (Rev.0, 2009), its Annex 2 and the 2008 draft revision of PR2.

4. Summary of Changes intended for the revised Resolution:

None

5. Points of discussions or possible discussions

Several issues were discussed during the development of PR2A the definition of “serious” hull failure and that the link between PR2A and PR2B should be clearly defined and the work flow between the two provided.

6. Attachments if any

None

PR3 “Transparency of Classification and Statutory Information”

Summary

This revision is to harmonize the terms of ‘recommendation’ and ‘condition of class’ with only the term ‘condition of class’ being retained.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.2 (May 2019)	30 May 2019	1 July 2020
Corr.1 (Nov 2016)	-	-
Rev.1 (Oct 2015)	19 Oct 2015	1 July 2016
Rev.0 (Jul 2009)	1 July 2009	1 July 2009

• Rev.2 (May 2019)

.1 Origin of Change:

- Suggestion by an IACS member

.2 Main Reason for Change:

This revision is to address the policy decision made by GPG using the common terminology ‘Condition of Class’(CoC) instead of the terms ‘Recommendation/Condition of Class’ based on the outcome of III 5.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

During the 29th panel meeting, the panel discussed about the comments of members, and concurred with the view to retain the present definitions of CoC in the IACS resolutions with the wording ‘Recommendation’ to be removed. The panel also agreed to use the term ‘Statutory Condition’ for the ‘recommendation’ of the statutory certificates in IACS resolutions and RECs, and when discussing the proposal of a member to consider the harmonization of the terms of ‘recommendation’ and ‘condition of class’ in RO Code, the panel unanimously agreed to take no action on the IMO instruments, leaving the relevant actions to be decided by the relevant IMO bodies when IACS feeds back to IMO the IACS action on the harmonization of the two terms.

Panel members concurred with the view that it is not necessary to develop a new procedure requirement, and agreed to set the implementation date of these IACS resolutions (other than RECs) as 1st July 2020.

Before the implementation date of 1st July 2020 for using the common terminology 'Condition of Class' only, 'Recommendations' and 'Condition of Class' are to be read as being different terms used by Societies for the same thing, i.e. requirements to the effect that specific measures, repairs, surveys etc. are to be carried out within a specific time limit in order to retain Classification.

No TB is expected for the present revision.

.5 Other Resolutions Changes:

The following IACS resolutions and Recommendations (RECs) were agreed to be revised:

- Procedural Requirements: PR1A, PR1B, PR1C, PR1D, PR1 Annex, PR3, PR12, PR20, PR35 and the attachment of PR16;
- Unified Requirements: Z7, Z7.1, Z7.2, Z10.1, Z10.2, Z10.3, Z10.4, Z10.5, Z15 and Z20
- Unified Interpretations: GC13
- Recommendations: Rec.41, Rec.75, Rec.96, Rec.98

.6 Any hinderance to MASS, including any other new technologies:

None

.7 Dates:

Original Proposal: 14 January 2019 tasked by GPG (17044bIGm)

Panel Approval: 22 March 2019 (PSU19010)

GPG Approval: 30 May 2019 (17044bIGu)

• Corr.1 (Nov 2016)

.1 Origin for Develop:

- Request by Non-IACS entity (ICS)

.2 Main Reasons for Develop:

When reviewing the new revision of PR03, ICS suggested to revise the wording of Note 1 of Table 2 to read "will be available upon request" to avoid any misinterpretation.

.3 List of non-IACS Member Classification Societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

Council agreed with the proposal made by SG/GBS and tasked Permsec to publish a Corrigenda for PR03 to address the comment raised by ICS on Note 1 of Table 2.

.5 Other Resolutions Changes:

None

.6 Dates:

Original Proposal: 27 September 2016, made by non-IACS entity

Panel Approval: NA

GPG Approval: 09 October 2016 (Ref: 15124rICf - FUA 4)

• Rev.1 (Oct 2015)

.1 Origin for Develop:

other (suggestion by EG/GBS)

.2 Main Reasons for Develop:

Following to the comments received by IMO GBS Audit team No. 1 regarding the missing fulfilment of GBS Functional Criteria 10 and 12 (refer to Evaluation Criteria 10.3.3 and 12.3.4 of IMO Resolution MSC 296(87)).

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

In order to address the issues relevant to the transparency of the communication between the classification Society and shipyard according to the requirements of the above cited IMO resolution the EG/GBS proposed the modification of the PR3 so that for Tankers and Bulk Carriers subject to SOLAS Chapter II-1 Part A-1 Regulation 3-10, the procedural requirement will include provisions to make available to the shipowner and/or flag Administration all relevant design and construction information, including:

- the Ship Construction File (SCF)
- the formal approval letter in relation with the SCF
- the correspondence exchanged between shipyard and society in relation with the SCF
- The updated modifications to SCF

The EG/GBS group, during the meeting of 25-26 June 2015, agreed the following modification to the PR 3:

- a) Introduction of a new table to which make reference in case of Tankers and Bulk Carriers subject to SOLAS Chapter II-1 Part A-1 Regulation 3-10
- b) Addition of three new items under row 2 (new buildings) relevant to the SCF in to the new table
- c) Addition of a new item relevant to the SCF under row 4 (other information)
- d) Modification of the key codes of the column 2 and column 3 of row no. 2 (relevant to new buildings) in the new table (new key code are 1 or 7 according to the type of information)

After the meeting, a member proposed that a key code of "Correspondence File with Yard and/or Owner" in Table 2 should be 1 instead of 6 with clarification quoted below. Then the proposal was unanimously agreed by EG/GBS and reflected into the final draft.

[Quote]

Resolution MSC.296(87) (the guidelines), Part B, 10.2.3 refers to "all relevant design and construction information, including correspondence exchanged between shipyard and RO, e.g., on net scantlings, corrosion margins used etc., to be made available to the owner and flag State during the construction process." It is not, therefore, just the information related to the SCF which needs to be made available to the owner and flag but all relevant information and correspondence.

[Unquote]

No technical background is foreseen for this revision.

.5 Other Resolutions Changes:

None

.6 Dates:

Original Proposal: 20 April 2015 made by: EG/GBS

GPG Approval: 19 October 2015 (Ref: 15124bIGd)

- **Rev.0 (Jul 2009)**

No records available

Part B. Technical Background

List of Technical Background (TB) documents for PR3:



Note: *There are no Technical Background (TB) documents available for Rev.0 (Jul 2009), Rev.1 (Oct 2015), Corr.1 (Nov 2016) and Rev.2 (May 2019).*

PR6 “Procedure for Activity Monitoring of Surveyors, Plan Approval Staff and Auditors/Inspectors”

Summary

Rev.4 has been developed to implement the results of the gap analysis between the Appendix 1 to the IMO RO Code and IACS PR6.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.4 (Aug 2020)	31 August 2020	1 January 2021
Rev.3 (Nov 2014)	28 November 2014	1 January 2015
Rev.2 (Sept 2011)	19 September 2011	1 July 2012
Rev.1 (Mar 2010)	1 March 2010	1 April 2010
Rev.0 (July 2009)	1 July 2009	1 July 2009

• Rev.4 (Aug 2020)

1 Origin for Change:

- Gap analysis between the Appendix 1 to the IMO RO Code and IACS PR6

2 Main Reason for Change:

Minor discrepancies between the Appendix 1 to the IMO RO Code and IACS PR6 identified by the gap analysis.

Unification of wording used in the PR.

Title of the PR changed to reflect MLC inspectors.

Reference to PR10B added.

Shortened period for the analysis of the Activity Monitoring results to enable using it as an input to the Quality Management Review.

3 List of non-IACS Member classification societies contributing or participating in IACS Working Group:

None

4 History of Decisions Made:

In reply to the IQARB 1 (MSC101/23/3 item 12) IACS performed the gap analysis between IACS Quality Management System Requirements (IQMSR) and the RO Code that was presented to IQARB 2 on the 28th February 2020 (MSC 102/22). Based on the IQARB 2 (MSC 102/22 (Item 8) and IQARB 2 / WP 01 (Item 8)) QCC performed the analysis of the Appendix 1 to the IMO RO Code and IACS PR6 that resulted with the identification of minor not substantial discrepancies. Based on the QC discussion, the draft revision 4 was amended and finally approved by the QC on the 1st July 2020.

5 Other Resolutions Changes

None

6 Any hinderance to MASS, including any other new technologies:

None

7 Dates:

Original Proposal: 21 May 2020 made by QCC
Quality Committee Approval: 1 July 2020
Council Approval: 31 August 2020 (Ref: 20127_ICb)

• Rev.3 (Nov 2014)

.1 Origin for Change:

Suggestion by EG/ILO members

.2 Main Reason for Change:

MLC inspectors are not covered by IACS procedure for activity monitoring. Each IACS class society monitors activity of their inspectors according to its own procedures.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

The matter of monitoring activity of MLC inspectors was discussed by EG/ILO members during their 7th meeting in September 2014 and decision was taken during the meeting to propose relevant amendments to PR 06 (item 6 of the MoM).

The matter of monitoring activity of MLC inspectors was discussed by the Quality Committee (QC) at its 42nd meeting (16-18 September 2014). A decision was reached to propose relevant amendments to PR 6 (item K.5 of the minutes). The QC discussed whether an MLC inspection was an acceptable target of a VCA or not. It was

agreed that it was an acceptable target. QC 42 agreed that an MLC inspection is an acceptable alternative to an ISM/ISPS audit VCA. It was further agreed that an ISM audit or an ISPS audit were also acceptable as the subject of a VCA in their own right. Volume 3 of the IACS Procedures is to be revised to reflect this. Further discussion took place with respect to PR 6 and it was also agreed that paragraph 2.4 should be amended to accommodate ISM, ISPS and MLC auditors/inspectors. Subsequent to the QC meeting, the QC learned of EG/ILO's related activity and decided to await EG/ILO's proposed revision of PR 6 knowing that the QC would have opportunity to review and comment on the proposed revision during the QC's auditability review.

.5 Other Resolutions Changes

None

.6 Dates:

Original Proposal: *13 October 2014 Made by EG/ILO*
Quality Committee Approval: *12 November 2014*
GPG Approval: *28 November 2014 (Ref: 14161_IGf)*

• Rev.2 (Sept 2011)

.1 Origin for Change:

- Suggestion by QC (further to approval by Council)

.2 Main Reason for Change:

QC submitted to Council at C60 the need for review of PR6, to be carried out by an Expert Group/Training Managers (EG/TM), under the supervision of QC. C60 approved the ToR for EG/TM.

The task assigned by QC to EG/TM was:

The group shall review PR6 and as necessary identify and recommend to the QC areas for maintenance and improvement. The group's initial attention is required with respect to the following aspects of the PR:

1. Developing criteria for measuring the effectiveness of activity monitoring and assessing competence;
2. Considering how activity monitoring as a process can be made more effective and add value for both the company and the person being monitored making it more meaningful and positive for all parties concerned. As a result develop example processes which can be given as examples of best practice.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

EG/TM was constituted in beginning of 2010, and Council C61 appointed GL member of this group as Chairman.

EG/TM started its works in September 2010 (planning of the task, preliminary discussion by correspondence) and finally met in Hamburg from 30th November to 2nd December 2010.

The draft revision 2 prepared by EG/TM was submitted to QC on 8/12/2010 and transmitted to QC members for discussion and approval during QC 35 (April 2011).

The draft revision 2 (April 2011) of PR6 was adopted by QC by correspondence 06 May 2011.

The draft was also posted on IACS website Technical Forum in May during 2 weeks, no comment were received.

The comments raised by the Council members on the first draft have been taken into account by QC and the draft was further revised and resubmitted to Council on 29 July 2011.

.5 Other Resolutions Changes

None

.6 Dates:

Original Proposal: *8 December 2010 Made by EG/TM*
Quality Committee Approval: *6 May 2011*
Council Approval: *19 September 2011 (Ref: 11096_ICh)*

• Rev.1 (Mar 2010)

.1 Origin for Change:

- Suggestion by IACS member
- Other (*IACS QSCS Audit Input AI 02/09*)

.2 Main Reason for Change:

The current requirements of PR6 require that surveyors who carry out certification of Service suppliers in accordance with UR Z17, need to be monitored in that work activity (i.e. auditing), unless same person is also an ISM/ISPS auditor, in which case his/her audit work is monitored as required by PR6. Monitoring of that person only in the work activity as Surveyor for Materials & Equipment will not comply with PR6 requirements where that person has audited Service Suppliers.

.3 History of Decisions Made:

QSCS Audit Input 02/09 was accepted by the Quality Secretary and submitted to Quality Committee 1 June 2009.

The QC discussed the item at QC32 (agenda item F.3) and concluded to propose for GPG a revised PR 6.

The draft revision 1 (2010) of PR6 was adopted by QC by correspondence 27 November 2009.

.4 Other Resolutions Changes

None

.5 Any dissenting views

None

.6 Dates:

Original Proposal: *1 June 2009 made by Quality Secretary*

Quality Committee Approval: *27 November 2009*

GPG Approval: *1 March 2010 (ref. 10020_IGb)*

- **Rev.0 (July 2009)**

As part of a review of all PRs in July 2009, PR6 was re-issued as Rev.0 July 2009.

Part B. Technical Background

List of Technical Background (TB) documents for PR6:

Annex 1. **TB for Rev.1 (Mar 2010)**

See separate TB document in Annex 1.



Annex 2. **TB for Rev.2 (Sept 2011)**

See separate TB document in Annex 2.



Note:

1) There is no separate Technical Background (TB) document for PR6 Rev.0 (Jul 2009), Rev.3 (Nov 2014) and Rev.4 (Aug 2020).

2) Technical background documents for versions of PR6 issued prior to July 2009 can be found in the section 'TBs for PRs issued prior to 1 July 2009'.

Technical Background for PR 6, Rev. 1 (Mar 2010)

1. Scope and objectives

To amend PR6 based on feedback from QSCS Audit Input 02/09 and the general experience collected by the Societies in applying latest revision of PR6.

2. Engineering background for technical basis and rationale

Taken from AI 02/09:

PR6 Rev. 6 (equal to PR6 Rev.0 of July 2009) gives more detailed description of the fields of activity to be addressed in the monitoring. "System audits" now includes in addition to ISM and ISPS, Service suppliers. The current requirements of PR 6 requires that surveyors who carry out certification of Service suppliers in accordance with UR Z17, need to be monitored in that work activity (i.e. auditing), unless same person is also an ISM/ISPS auditor, in which case his/her audit work is monitored as required by PR 6. Monitoring of that person only in the work activity as Surveyor for Materials & Equipment will not comply with PR6 requirements where that person has audited Service Suppliers.

In the subject Society, the programs of theoretical and practical training for technical staff who are studying to be competent to carry out survey of materials and equipment according to set practice includes special modules to gain competence and skills to issue Certificate for Manufacturer, Certificate of Testing Laboratory, and Certificate for Service Suppliers. Above modules consider and explain matters regarding QMS audits, taking into account UR Z17 'Procedural Requirements for Service Suppliers', Para 5.1:

"Upon satisfactory completion of both the audit of the supplier and the demonstration test, if required, the Society will issue a Certificate of Approval stating that the supplier's service operation system has been found to be satisfactory and that the results of services performed in accordance with that system may be accepted and utilized by the Society's Surveyors in making decisions affecting classification or statutory certification, as relevant."

That's why Society supposes that the process of Service Suppliers recognition (issuing a Certificate of Approval) includes QMS audits of supplier's operation system as a part of the survey (/audit) and certification process.

Therefore 'Service suppliers' should be crossed out from bullet 'System audits' of Item 1 of PR6 (Rev. 0 July. 2009) and included to bullet 'Survey of Materials and Equipment (Service suppliers recognition)' of above Item.

3. Source/derivation of the proposed IACS Resolution

The issue was first raised at QC31 (March 2009, Item F4) by QS in a summary of audit issues related to PR6. QC concluded at that time, that more experience is required with the implementation of the last version of the PR.

Based on a Society Head Office audit finding in April 2009, the Society and the Lead Auditor agreed to raise the issue as an Audit Input. This AI 02/09 was accepted by the Quality Secretary and submitted to Quality Committee 1 June 2009.

The QC discussed the item at QC32 (agenda item F.3) and concluded to propose for GPG a revised PR 6.

The revised draft revision 1 (2010) of PR6 was adopted by QC by correspondence 27 November 2009.

4. Summary of Changes intended for the revised Resolution:

- Deleting the words 'Service suppliers' from the fifth bullet point in para 4, sec. 1, and
- Adding a note: 'For the purposes of this PR, assessment of yards and service suppliers is not considered as 'System Audit'.

5. Points of discussions or possible discussions

None

6. Attachments if any

Audit Input 02/09

Audit Input

AUDIT INPUT No.	DATE OF AUDIT	TYPE OF AUDIT	SUBJECT
AI-02-2009	20-24 APRIL 2009	HO AUDIT	PR6
<p>Introduction: [Brief explanation and any useful background information to assist third party in understanding]</p> <p>PR6 Rev 6 came into force 01 January 2009. Rev. 6 gives more detailed description of the fields of activity to be addressed in the monitoring. "System audits" now includes in addition to ISM and ISPS, Service suppliers. The implementation of PR6 was discussed in QC31 (April 2009), at the request of a Society recently audited. QC concluded that the inclusion of Service Suppliers in PR 6 needs to be revisited as QC considered it was not appropriate. As a result of this and in consultation with the Quality Secretary, this matter is now raised as an Audit Input in line with previous instruction of QC regarding a difference of interpretation between auditor and auditee.</p>			
<p>Circumstances: [Text of what may have been drafted as a finding]</p> <p>PR6 1 defines the fields of work to be addressed for monitoring in Plan Approval, Surveys and System audits. The latter field explicitly includes audits of "Service Suppliers". PR6 3 requires that persons performing both Survey and Audit work shall be monitored in both activities at least once every two years. The Society activity monitoring requirements do not differentiate between the two work activities i.e. survey and audit with respect to Survey of materials and equipment and Certification of Service Suppliers. The latter includes auditing specialist suppliers in accordance with requirements of UR Z17.</p> <p>The Society monitoring requirements are hence not in full compliance with the current version of PR 6.</p>			
<p>Auditor interpretation:</p> <p>PR 6 1 definitions differentiate between three main fields of activities, Plan Approval, Surveys and System Audits i.e.(ISM, ISPS Service suppliers etc.). PR 6 3 Monitoring require that "where a person carries out both survey and audit work, they shall be audited in both activities at least once every 2 years."</p> <p>UR Z17 Procedural <u>requirements for service suppliers</u>, under part 4 Procedure for Approval and Certification requires in 4.3 "<u>Auditing</u> of the Supplier – Upon reviewing the submitted documents with satisfactory result, the supplier is <u>audited</u> in order to ascertain "</p> <p>The current requirements of PR 6 requires that persons who carry out certification of Service suppliers in accordance with UR Z17 as described above, need to be monitored in that work activity (auditing), unless same person is also an ISM/ISPS auditor, in which case his/her audit work is monitored as required by PR 6. Monitoring of that person only in the work activity as Surveyor, E.g. for materials and equipment will not comply with PR6 requirements where that person has audited Service Suppliers.</p>			

Auditee interpretation:

As set in the Society, the programs of theoretical and practical training for technical staff who are studying to be competent to carry out survey of materials and equipment according to set practice includes special modules to gain competence and skills to issue Recognition Certificate for Manufacturer, Recognition Certificate of Testing Laboratory, Recognition Certificate including Recognition of Service Suppliers. Above modules consider and explain matters regarding QS audits, taking into account UR Z17 'Procedural Requirements for Service Suppliers'.

Para 5.1 of UR Z17:

"Upon satisfactory completion of both the audit of the supplier and the demonstration test, if required, the Society will issue a Certificate of Approval stating that the supplier's service operation system has been found to be satisfactory and that the results of services performed in accordance with that system may be accepted and utilized by the Society's Surveyors in making decisions affecting classification or statutory certification, as relevant."

That's why Society supposes that the process of Service Suppliers recognition (issuing a Certificate of Approval) includes QS audits of supplier's operation system as a part of survey (audit) and certification process.

Therefore 'Service suppliers' should be crossed out from bullet 'System audits' of Item 1 of PR6 (Rev. 6 Jan. 2008) and included to bullet 'Survey of Materials and Equipment (Service suppliers recognition)' of above Item.

Date submitted to Quality Committee by Quality Secretary:

Recommendation (if any) by whom and with explanation

The Quality Secretary and audited Society recommend that this Audit Input be submitted to the Expert Group Training (EGT) for consideration and advice subsequent to the revised Terms of Reference for the EGT being agreed and established.

Conclusion and date concluded (to be filled in by QC Chairman):

Technical Background for PR 6 Rev.2 (Sept 2011)

1. Scope and objectives

To amend PR6 based on feedback from QSCS Audit Inputs and the general experience collected by the Societies in applying latest revision of PR6.

The task given to EG/TM was as follows:

The group shall review PR6 and as necessary identify and recommend to the QC areas for maintenance and improvement. The group's initial attention is required with respect to the following aspects of the PR:

1. Developing criteria for measuring the effectiveness of activity monitoring and assessing competence;
2. Considering how activity monitoring as a process can be made more effective and add value for both the company and the person being monitored making it more meaningful and positive for all parties concerned. As a result develop example processes which can be given as examples of best practice.

2. Engineering background for technical basis and rationale

The following is an extract of the note issued by EG/TM Chairman summarizing the results of meeting held in Hamburg and changes made to the PR6:

1. Independency of Monitor:

This is important to all members. However, there are different ways to achieve it. The majority of members do not want to demand a common binding procedure.

2. Personal history:

The majority of members decided, that the monitor does not have to look into the history of the person being monitored. An unprejudiced independent monitor, who judges the performance of e.g. a surveyor during the Activity Monitoring, is preferred.

3. Evaluation of performance and consequences if Monitoring is overdue:

In general, what can be accomplished via Activity Monitoring is the evaluation of performance and not the verification of all his qualifications/authorisations. Hence, the (temporary) suspension of all authorisations, if the Activity Monitoring is overdue, has no justification. Nevertheless, some members feel positive about the fact that this creates pressure to do the activity monitoring in time.

The qualification shall in any case not be questioned because an Activity Monitoring is overdue.

4. Time frame setting for Activity Monitoring (max. 2 years) is seriously questionable.

Time should not be the only factor deciding, when Activity monitoring should be performed. Less monitoring for experienced surveyors seemed to be reasonable. Nevertheless, because of fast changes in all areas of the work environment, also experienced persons need monitoring. To keep the requirement simple the group majority didn't want to change the given duration of 2 years, but linked it to calendar years now.

5. Reports and evaluation were major topics during the discussion and the majority felt, that open comment boxes in reports alone will not be sufficient to ensure a valuable outcome for the respective Society. To identify variances and to categorise them (to work with a schematic) in order to 'facilitate analysis and to identify trends' is therefore proposed.

Outcome from QC35 meeting for review of draft prepared by EG/TM (extract of QC35 Minutes)

Extended discussion regarding the draft of PR6 developed by the EG Training Managers. The main points of discussion during the meeting were:

- Frequency of Monitoring: it has been agreed upon initial proposal by BV , to accept an extended 3 calendar years periodicity of monitoring in certain justifiable conditions, where monitor is external to the unit of the monitored staff
- Last paragraph of section 5 related to demonstrating effectiveness of the monitoring process has been incorporated
- Other minor editorials done

4. Summary of Changes intended for the revised Resolution:

The Rev 2 is considered as a complete revision, compared to Revision 1.

5. Points of discussions or possible discussions

None

6. Attachments if any

None

PR7 “Procedure for the Training and Qualification of Survey and Plan Approval Staff”

Summary

Rev.3 has been developed to implement the result of the gap analysis between the Appendix 1 to the IMO RO Code and IACS PR7

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.3 (Aug 2020)	31 August 2020	1 January 2021
Rev.2 (Aug 2019)	5 August 2019	1 January 2020
Rev.1 (Nov 2012)	15 November 2012	1 July 2013
Rev.0 (July 2009)	1 July 2009	1 July 2009

• Rev.3 (Aug 2020)

1 Origin of Change:

- Gap analysis between the Appendix 1 to the IMO RO Code and IACS PR7

2 Main Reason for Change:

Minor discrepancies between the Appendix 1 to the IMO RO Code and IACS PR7 identified by the gap analysis.

Unification of wording used in the PR.

Punctuation improvement.

3 List of non-IACS Member classification societies contributing or participating in IACS Working Group:

None

4 History of Decisions Made:

In reply to the IQARB 1 (MSC101/23/3 item 12) IACS performed the gap analysis between IACS Quality Management System Requirements (IQMSR) and the RO Code that was presented to IQARB 2 on the 28th February 2020 (MSC 102/22). Based on the IQARB 2 (MSC 102/22 (Item 8) and IQARB 2 / WP 01 (Item 8)) QCC performed the analysis of the Appendix 1 to the IMO RO Code and IACS PR7 that resulted with the identification of minor not substantial discrepancies. Based on the QC discussion the draft revision 3 was amended and finally approved by the QC on the 3rd July 2020.

5 Other Resolutions Changes:

None

6 Any hinderance to MASS, including any other new technologies:

None

7 Dates:

Original Proposal: 22 May 2020 Made by QCC
Quality Committee Approval: 3 July 2020
Council Approval: 31 August 2020 (Ref: 20127_ICb)

• **Rev.2 (Aug 2019)**

1 Origin of Change:

Suggestion by IACS member (the policy decision made by GPG)

2 Main Reason for Change:

Introduction of the policy decision made by GPG establishing the format of industry standards designation referenced in the IACS Resolutions/Recommendations, replacing any references to A.739(18) and/or A.789(19) with the RO Code and updating references to the latest version of the HSSC Guidelines (i.e. res. A.1120(30))

3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

4 History of Decisions Made:

Based on the policy decision made by GPG the draft revision 2 prepared by QCC was submitted to QC on the 1th April 2019 as one of the working papers for the QC51 Meeting. Based on the discussion during QC51 (April 2019) and consultation with the IACS Accredited Representative to IMO the draft revision 2 was amended and finally approved by the QC on the 29th May 2019.

5 Other Resolutions Changes:

None

6 Any hinderance to MASS, including any other new technologies:

None

7 Dates:

Original Proposal: 1st April 2019 Made by: QCC
Panel Approval: 29th May 2019
GPG Approval: 5th August 2019 (Ref: 19119_IGb)

- **Rev.1 (Nov 2012)**

.1 Origin for Change:

- Suggestion by QC (further to approval by Council)

.2 Main Reason for Change:

QC submitted to Council at C60 the need for review of PR6 and PR7, to be carried out by an Expert Group / training Managers, under the supervision of QC.

C60 approved the ToR for Expert Group Training:

The task group shall review PR7 and as necessary identify and recommend to the QC areas for maintenance and improvement.

The group's initial attention is required with respect to the following aspects of the PR:

1. Developing more specific criteria for establishing and assessing competence;
2. Developing criteria for acceptable maintenance of authorizations taking into consideration periods of survey inactivity and identifying acceptable alternative methods of maintaining competence during such periods;
3. Developing criteria for measuring the effectiveness of training for both theoretical and practical training.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

EG/TM was constituted in beginning of 2010, and Council C61 appointed the Chairman.

EG/TM started its works in September 2010. 1st task was to review PR6, and this task was completed in December 2010.

Once this task was completed, EG/TM started from February 2011 to work on review of PR7 on the basis of terms given by QC as detailed in 2 above. The work consisted first in preliminary discussion by correspondence (several rounds) and finally met in Hamburg from 20th to 21st June 2012.

The draft revision 1 prepared by EG/TM was submitted to QC on 6th July 2012 and transmitted to QC members for discussion and was approved by QC at its QC 38 meeting (September 2012).

.5 Other Resolutions Changes

None

.6 Dates:

Original Proposal: *06/07/2012 by EG/TM*

Quality Committee Approval: *14th September 2012 (QC 38)*

Council Approval: *15th November 2012 (12193_ICd)*

- **Rev.0 (July 2009)**

As part of a review of all PRs in July 2009, PR7 was re-issued as Rev.0 July 2009.

Part B. Technical Background

List of Technical Background (TB) documents for PR7:

Annex 1. **TB for Rev.1 (Nov 2012)**

See separate TB document in Annex 1.



Note:

1) *There is no separate Technical Background (TB) document for PR7 Rev.0 (Jul 2009), Rev.2 (Aug 2019) and Rev.3 (Aug 2020).*

2) *Technical background documents for versions of PR7 issued prior to July 2009 can be found in the section 'TBs for PRs issued prior to 1 July 2009'*

Technical Background (TB) document for PR7 Rev.1 (Nov 2012)

1. Scope and objectives

To amend PR7 based on feedback from QSCS Audit Inputs and the general experience collected by the Societies in applying latest revision of PR7.

The task given to EG/TM was as follows:

The task group shall review PR7 and as necessary identify and recommend to the QC areas for maintenance and improvement.

The group's initial attention is required with respect to the following aspects of the PR:

1. Developing more specific criteria for establishing and assessing competence;
2. Developing criteria for acceptable maintenance of authorizations taking into consideration periods of survey inactivity and identifying acceptable alternative methods of maintaining competence during such periods;
3. Developing criteria for measuring the effectiveness of training for both theoretical and practical training.

2. Engineering background for technical basis and rationale

The following is an extract of the note issued by EG/TM Chairman summarizing the results of work by correspondence and meeting held in Hamburg and changes made to the PR7:

2.1 General comment

Throughout the various written correspondences during the past 12 months it became clear that the specific tasks (1. - 3. as described in 1 above) given to the group are extremely difficult to achieve and to agree upon. There are several reasons for it:

- a) The audit results during the past years have shown that all IACS classes have sophisticated training and qualification systems and processes. Findings were generally not raised due to poor training systems or processes.
- b) The individual training systems/processes have grown over the years in each society. They are well known and well accepted within the respective class.
- c) The fact, which has mainly raising concerns by the IACS Advisory Committee and other involved parties, was that the implementation of the PR7 was done in various ways. Differences in implementation of the PR7 by each society are located in countless details, structural and formal variations.
- d) The investments in the existing training systems and initiatives by each and every IACS member are overall very high and impressive. To be forced to do it in a common way by identifying even more detailed criteria will lead to immense further investments in order to adjust the individual training system/processes, most probably without the effect of increasing the quality and efficiency of the training.

Hence, there was a serious reluctance to go into the requested direction.

2.2 Decisions taken

The EG/TM group has identified various areas for improvements within the PR7 and is proposing a number of minor and major adjustments, which are related to the specific tasks, and reference is made to the text of the former rev0 of this PR.

For better understanding of this technical background:

- Quote of the text as amended is indicated in italic
- Addition to former text are indicated in bold

1. Purpose **and application**

It was felt that the content is not just *purpose*, it is also *application*. By integration of the new paragraph 1.4 this was even more evident. This new paragraph 1.4 contains the former section 12. "Training of support staff", which was not properly integrated into the revision 0 of PR7:

"1.4 The requirements of this PR do not apply to support staff assisting in the performance of classification or statutory work. However they should have education, training and supervision commensurate with the tasks they are authorized to perform."

2. Definitions

The definition of Survey staff has been linked to the PR5 definition:

*2.1 **Survey staff** are **exclusive and non-exclusive surveyors as defined in PR5** authorized to carry out surveys and to conclude whether or not compliance has been achieved.*

3. Trainee entry requirements

No area for improvement identified.

4. Modules

No area for improvement identified.

5. Theoretical Training of survey and plan approval staff

5.4 The word "*programme*" could be misleading and was deleted.

5.5 The phrase "**area of activity**" is preferred in order to prevent misunderstanding with the phrase "field of work", which is a defined term used in the PR6.

5.6 Explains when reduction of training plans is possible. The former last sentence is re-phrased and becomes now chapter 5.7.

5.7 "**Extensions** or reductions in the individual training plans shall be documented."

5.8 Theoretical training was defined as described in accordance to revised section 10, paragraph 10.3 in particular.

6. Practical training for survey and plan approval staff

The first paragraph had to be adjusted in accordance to section 5 (same approach towards theoretical and practical training):

*"Practical training shall ensure the trainee is sufficiently proficient to carry out survey or plan approval work independently. **In case survey or plan approval staff have obtained particular qualifications through their previous work experience prior to their joining the Society, the training may be reduced and shall be documented.**"*

7. Examination and tests

7.3. With respect to competence gained through practical training being demonstrated by:

7.3.1 The following phrase was deleted:

"The surveyor would be expected to be able to answer associated technical questions raised as thought necessary by the tutor to confirm levels of understanding."

Comment: It is considered not be appropriate to point this out as this is related to practical training and the focus should be more on "doing the right things the right way" and not question-and-answer-sessions, which are better suited for theoretical training. The strength of practical training is the application of knowledge.

Former 7.4 was deleted:

"Examinations of theoretical training or witnessing of practical competence shall be performed by a competent person."

Comment: The terms "tutor" and "trainer" are defined in section 2. "Definitions" and are applicable.

8. Qualification

A structural change is made in order to be consistent with the other sections. The order of 8.1 and 8.2 was exchanged.

9. Assessment of training effectiveness

This section was completely revised and is to be considered a key improvement of the PR 7 related to the third specific task directed to our expert group by the IACS QC:

9.1 The criteria adopted by the Society for training effectiveness assessment shall be documented in the appropriate Society QMS documents.

9.2 Assessment of training effectiveness shall be done on short and long term basis.

9.3 Short term assessment may be a test/interview, course evaluation etc. at the end of a training initiative.

9.4 Long term assessment may be done as part of the annual performance review and/or through activity monitoring, ref. PR6.

EG/TM would like to point out the consequences:

Short term and long term assessment is a new demand of the PR7.

The annual performance review and the activity monitoring are seen by all members of the Group as suitable tools for the long term assessment of training effectiveness.

The PR7 is now logically linked to the PR6.

10. Maintenance of qualification

Also this critical section was heavily revised and the proposals have to be seen in connection to the tasks above:

10.2 Maintenance of qualifications in accordance with these criteria is to be verified at annual performance review and during activity monitoring, ref. PR6.

10.3 Maintenance and updating of qualifications may be done through any or a combination of the following methods:

- 1) Training courses, seminars or meetings*
- 2) Practical Training (on-the-job)*
- 3) Other learning methods (e.g. blended learning, e-learning, self-study, simulators, mobile learning etc.)*

10.4 Maintenance of qualification may also require relevant training for individuals as determined by

- activity monitoring or*
- long time absence of practical experience from the following two fields of work as defined in PR6: survey and/or plan approval or*
- annual performance review or*
- any other means.*

In paragraph 10.2 the link/reference to the PR6 is pointed out. Paragraph 10.3 was revised to create a better understanding of different qualification methods.

Paragraph 10.4 shows that the activity monitoring and the annual performance review are not just tools for verifying the proper maintenance of qualification, but that they also can and shall be the tools to identify new training needs.

It is also explicitly written down that **long time absence from practical work** experience might require training, but there could be no agreement reached within the Group to mention a specific time frame (5 years or similar). Several aspects would have to be taken into consideration and might not justify a certain time frame: How long was the absence? How long has the person worked in the field before the period of absence? Was there similar work done during the absence? What is the scope of potential re-authorisation? In any case, an Activity Monitoring in the field of work has to be performed as demanded by the new PR6.

Hence, the majority of the group felt that the proposed revision of section 10. is an appropriate and sufficient improvement – also in relation to the second specific task (see above.)

11. Records

Only minor wording adjustments to be considered.

12. Training of support staff

To be deleted, as it is not required anymore.

3. Source/derivation of the proposed IACS Resolution

None

4. Summary of Changes intended for the revised Resolution:

See chapter 2 Engineering background detailing main changes brought in this PR7.

5. Points of discussions or possible discussions

None

6. Attachments if any

None

PR8 “Procedure for Responding to Port State Control”

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.1 (Dec 2010)	13 December 2010	1 July 2011
Rev.0, Corr.1 (Dec 2009)	-	-
Rev.0 (Jul 2009)	1 July 2009	1 July 2009

- **Rev.1 (Dec 2010)**

.1 Origin of Change:

- Suggestion by an IACS member

.2 Main Reason for Change:

The task concerning II 12 was previously assigned to Statutory Panel, however, following discussions at GPG 68, was reassigned to the Survey Panel.

Thus, Survey Panel was tasked to review II 12 and compare the content with PR 8. Appropriate text missing in PR 8 should be considered for inclusion and redundant or outdated text should be deleted.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

Results of discussion at GPG 68.

.5 Other Resolutions Changes

None

.6 Dates:

Original Proposal: *May 2010* Made by: *Survey Panel*
 Panel Approval: *24 August 2010, by Survey Panel*
 GPG Approval: *13 December 2010 (Ref: 10115_IGc)*

- **Rev.0, Corr.1 (Dec 2009)**

.1 Origin for Change:

- Suggestion by IACS member

.2 Main Reason for Change:

One member advised that it had been brought to their attention that PR8 is referring, in its paragraph 1 (ii) (b) to section 11 of PR9, which, as far as they understood, is not a correct reference.

.3 History of Decisions Made:

Permsec investigated the matter and discovered that Section 11 of PR9 was deleted and moved to a new Annex 3 when PR9 was completely revised in May 2005 (Rev.7), however the reference in PR8 had not been updated.

Permsec therefore created a corrected version of PR8 with the reference to PR9 updated accordingly.

.4 Other Resolutions Changes

N/A

.5 Any dissenting views

N/A

.6 Dates:

Corrected file circulated to members: *3 December 2009 (Ref. 9664_IAa)*

- **Rev.0 (Jul 2009)**

As part of a review of all PRs in July 2009, PR8 was re-issued as Rev.0 July 2009.

Part B. Technical Background

List of Technical Background (TB) documents for PR8:

Annex 1. **TB for Rev.1 (Dec 2010)**

See separate TB document in Annex 1



Note:

1) There are no separate Technical Background (TB) documents for PR8 Rev.0 (Jul 2009) and Corr.1 (Dec 2009).

2) There are also no Technical background documents available for versions of PR8 issued prior to July 2009.

Technical Background for PR8 Rev.1, Dec 2010

1. Scope and objectives

The Survey Panel was tasked to review II12 and compare the content with PR 8. Appropriate text missing in PR 8 should be considered for inclusion and redundant or outdated text should be deleted.

Upon the results of comparing of PR8 and II12 the following text was included in PR8:

5 Sub-contracting Port State Control Duties

(i) Societies shall follow principles established:

-to encourage port state control authorities to undertake their duties with their own staff (and not delegate),

-to indicate that they are willing to assist port state control officers with technical training.

2. Engineering background for technical basis and rationale

-to exclude misalignments in two similar documents

3. Source/derivation of the proposed IACS Resolution

PR8 & II12

4. Summary of Changes intended for the revised Resolution:

1) New item 5 has been added in the PR8

2) Chapter 4 of the II12 was not considered to be a procedural requirement and therefore not included in the revised PR8.

5. Points of discussions or possible discussions

To delete II12 after updating of PR8

6. Attachments if any

None

PR 9 “Procedural Requirements for ISM Code Certification”

Summary

Rev.4 has been developed in order to introduce requirements for possible modification of audit plan due to performance of audit during hours of darkness, set requirements for tour onboard to be performed as part of the ISM audit, require that additional company audit is mandatory following downgrade of MNC during company ISM audit and redefine requirements for determination of ship types on DOC.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.4 (Oct 2020)	26 October 2020	1 January 2021
Rev.3 (Apr 2018)	23 April 2018	1 July 2018
Rev.2 (Sept 2012)	11 September 2012	1 February 2013
Rev.1 Corr.1 (Mar 2010)	-	-
Rev.1 (Jan 2010)	22 January 2010	1 July 2010
Rev.0 (July 2009)	1 July 2009	1 July 2009

• Rev.4 (Oct 2020)

1 Origin of Change:

- Other - analysis of QSCS ISM-related findings of 2017 and 2018
- Other – GAP Analysis with requirements of Appendix 1 of RO code
- Other – Comments following IACS QC auditability check

2 Main Reason for Change:

Based on the analysis of QSCS ISM related findings from 2017 and 2018 modifications to PR 09 Rev.3 were proposed in order to enhance audit performance.

Proposed modifications include revision of audit plan due to performance of audit under restrictive operating conditions, setting requirements for tour onboard, including witnessing of emergency drills as appropriate, to be performed as part of the ISM audit, requiring that additional company audit is mandatory following downgrade of MNC during company ISM audit, redefining requirements for determination of ship types on DOC and information to the Company in case of mandatory Flag requirements to be verified during ISM audit.

3 List of non-IACS Member classification societies contributing or participating in IACS Working Group:

None

4 History of Decisions Made:

In January 2019, GPG requested EG/MS (18109_IGg) to make, in consultation with QC and QS, an analysis of QSCS ISM-related findings of 2017 and 2018, to develop measures to reduce such findings (e.g. revision of PR9 and PR 10).

Following the analysis on 15 March 2019 EG/MS sent to GPG (18109_EMSc) proposal of possible amendments to PR9 related to necessary modification of audit plan due to performance of audit during hours of darkness, setting requirements for tour onboard to be performed as part of the ISM audit, requiring that additional company audit is mandatory following downgrade of MNC during company ISM audit and redefining requirements for determination of ship types on DOC. GPG reviewed submitted documents and information and requested EG/MS to consider additional comments and instructions (18109_IGj). In reply on 9 June 2019 EG/MS sent to GPG (18109_EMSc) revised draft PR09 Rev.4. GPG considered these documents and came back with some new comments and proposals of amendments. On 25 September 2019 EG/MS during its 5th Meeting discussed at length all these matters and prepared amended draft PR09 Rev.4.

On 04 October 2019 (18109_EMSe) EG/MS resubmitted to GPG revised draft PR09 Rev.4. GPG considered these documents and came back with new comments and proposals of amendments on 25 November 2019 (18109_IGp). Proposals were discussed by EG/MS by correspondence and revised draft PR09 Rev.4 was resubmitted to GPG on 25 March 2020. (18109_EMSc). GPG discussed draft PR 09 Rev.4 by correspondence in several rounds (from 18109_IGq dated 28 March 2020 to 18109_IGv dated 04 May 2020) and draft PR 09 Rev.4 was agreed by GPG on 04 May 2020 (18109_IGv). EG/MS submitted clean and underlined version of PR 09 Rev 4 together with related HF+TB to GPG for approval on 11 May 2020 (18109_EMSc).

Subsequently on 20 May 2020 (20046bIGa) EG/MS has been tasked to review PR 09 based on the GAP analysis of PR 9 and Appendix 1 to the IMO RO Code. EG/MS submitted clean and underlined version of PR 9 (20046b_EMSc) on 11 June 2020 and following comments by GPG members EG/MS has been informed that modification has been accepted by GPG on 16 July 2020. (20046bIGf). Modified PR 9 Rev4 has been submitted for auditability review by QC and further comments were provided. GPG has tasked EG/MS to review comments provided by QC and revise PR 9 Rev 4 as applicable on 28 July 2020. (18109_IGzb). Following discussion by correspondence EG/MS has submitted revised PR_9 on 15 September 2020 together with revised HF and TB documents for GPG approval (18109_EMSc).

5 Other Resolutions Changes:

PR 17 and PR10

6 Any hinderance to MASS, including any other new technologies:

This resolution is neither related to MASS nor any new technologies on board ships.

7 Dates:

Original Proposal: 15 March 2019 Made by: EG/MS (18109_EMSc)
EG Approval: 15 September 2020 Made by: EG/MS (18109_EMSc)
Council Approval: 26 October 2020 (Ref: 18109_ICd)

- **Rev.3 (Apr 2018)**

1 Origin of Change:

- Suggestion by IACS member
- Based on IMO Resolutions (A.1118(30), MSC.349(92), MEPC.237(65))
- Other (auditability review of PR9 by QC)

2 Main Reason for Change:

IMO resolution A.1022(26) referred to in this PR has been superseded by A.1118(30) "Revised guidelines on the implementation of the International Safety Management (ISM) Code by Administrations".

IMO resolution A.739(18) "Guidelines for the Authorisation of Recognised Organisations acting on behalf of the Administrations" referred to in this PR has been superseded by the "Code for Recognized Organizations" adopted by the IMO by resolutions MSC.349(92) and MEPC.237(65).

Reference to IMO resolution A.996(25) "Code for the Implementation of Mandatory IMO Instruments 2007" has been deleted (it is not in force anymore and the superseding resolution A.1070(28) "IMO Instruments Implementation Code is not applicable to ROs).

Update of requirements based on operational experience plus some editorials.

Comparison and harmonization of ship certification scenarios for ISM, ISPS and MLC.

QC comments and proposals aimed at better consistency and clarity of the terms and wording used, removal of ambiguous provisions and making the PR auditable.

3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

4 History of Decisions Made:

In June 2015 during the 1st meeting of the merged EG/ISM-ISPS and EG/MLC it was decided to review for relevance, adequacy and completeness all ship certification scenarios of PR 9, PR 24 and Rec.129. It was carried out as a separate task and completed in Nov 2016. Outcome of the task consists part of this Rev.3.

In June 2017 during the 3rd meeting of the EG/MS all matters of members concern were discussed and agreed. Final text was adopted in subsequent correspondence.

5 Other Resolutions Changes:

Changes regarding ship certification scenarios to PR24, Rec.129 as well as introduction of such scenarios to a newly developed PRXX are required.

6 Dates:

Original Proposal: *30 August 2017* Made by: *EG/MS*
EG Approval: *18 March 2018 (Ref. IMS17007)*
GPG Approval: *23 April 2018 (Ref. 17121_IGk)*

- **Rev.2 (Sept 2012)**

1 Origin of Change:

- Suggestion by IACS member

2 Main Reason for Change:

Updating of requirements based on operational experience. Also some editorial amendments.

3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

4 History of Decisions Made:

The proposed amendments were discussed and agreed to during the meeting of the EG/ISM-ISPS that took place on 27th – 29th September 2011 and in subsequent correspondence.

5 Other Resolutions Changes:

None

6 Dates:

Original proposal: *27 September 2011* Made by: *An IACS member*
EG Approval: *27 June 2012* Made by: *EG/ISM-ISPS*
GPG Approval: *11 September 2012 (Ref. 12101_IGc)*

- **Rev.1 Corr.1 (Mar 2010)**

1 Origin of Change:

- Suggestion by IACS member
- Based on IMO Regulation (Res. A.1022(26))

2 Main Reason for Change:

As IMO resolution A.913(22) has been superseded by A.1022(26), the reference to A.913(22) should be changed.

3 History of Decisions Made:

EG/ISM-ISPS Chairman proposed that references to A.913(22) should be updated within PR9. Therefore the reference to A.913(22) is corrected to A.1022(26) in 'Introduction', 2.1.1, 2.1.6 (v) and Annex 2 paragraph 1.

4 Other Resolutions Changes

None.

5 Any dissenting views

None.

6 Dates:

Original Proposal: *19 March 2010*

Circulated to GPG on: *26 March 2010 (ref: 9668_IAb)*

- **Rev.1 (Jan 2010)**

1 Origin of Change:

Other (*Routine revision and updating*)

2 Main Reason for Change:

Review and amendment based on experience gained in the provision of audit and certification services.

3 History of Decisions Made:

The review took place during several meetings of the EG/ISM-ISPS (EGs 1, 2, 3, 4, and 5). Amendments were further developed in intersessional correspondence and the final version was produced following EG 6.

4 Other Resolutions Changes

None.

5 Any dissenting views

None.

6 Dates:

Original Proposal: *1 December 2009* Made by: *EG/ISM-ISPS*

GPG Approval: *22 January 2010 (Ref. 9668_IGc)*

- **Rev.0 (July 2009)**

As part of a review of all PRs in July 2009, PR9 was re-issued as Rev.0 July 2009.

Part B. Technical Background

List of Technical Background (TB) documents for PR9:

Annex 1. TB for Rev.1 (Jan 2010)

See separate TB document in Annex 1.

Annex 2. TB for Rev.2 (Sept 2012)

See separate TB document in Annex 2.

Annex 3. TB for Rev.3 (Aug 2017)

See separate TB document in Annex 3.

Annex 4. TB for Rev.4 (Oct 2020)

See separate TB document in Annex 4.



Note:

1) There are no separate Technical Background (TB) documents for PR9 Rev.0 (Jul 2009) and Rev.1 Corr. 1 (Mar 2010).

2) Technical background documents for versions of PR9 issued prior to July 2009 can be found in the section 'TBs for PRs issued prior to 1 July 2009'.

Technical Background for PR9 Rev.1, Jan 2010

1. Scope and objectives

PR9 establishes procedural requirements for the planning, preparation, conduct, reporting and follow-up of ISM audits and the issue, endorsement and withdrawal of ISM certificates.

2. Summary of Changes intended for the revised Resolution:

Numerous detailed amendments have been made to reflect recent experience in the provision of ISM certification services and to correct weaknesses identified in the preceding version.

3. Points of discussions or possible discussions

All sections of the PR were subjected to review and amendment to varying degrees.

Technical Background for PR 9 (Rev.2 Sept 2012)

1. Scope and objectives

PR9 establishes procedural requirements for the planning, preparation, conduct, reporting and follow-up of ISM audits and the issue, endorsement and withdrawal of ISM certificates.

2. Engineering background for technical basis and rationale

Numerous detailed amendments have been made to reflect recent experience in the provision of ISM certification services and to correct weaknesses identified in the preceding version.

3. Source/derivation of the proposed IACS Resolution

See item 5 below.

4. Summary of Changes intended for the revised Resolution:

See item 5 below.

5. Points of discussions or possible discussions

The Group identified the need for, and agreed to, the following amendments to PR 9:

1. The Group had been notified of concerns raised by the Marshall Islands administration regarding the reporting of major non-conformities in cases in which the company holds DOCs issued on behalf of more than one flag. In particular, it had been suggested that ROs should be required to inform all the flags involved of major non-conformities identified during shipboard and shore-based ISM audits.

The members agreed that an RO should report major non-conformities identified during *office audits* to all flags on whose behalf DOCs have been issued and by which the society is authorised. This is because the audit is being carried out on behalf of them all.

The members also agreed that an RO should report major non-conformities identified during *shipboard audits* only to the flag of the ship concerned. The RO is not in a position to know which other flags might have issued DOCs to the company. Also, the audit is being conducted at the request of the company and on behalf of only one flag and reporting on system failures to other flags may be regarded as a breach of confidentiality.

Paragraph 3.11.5 has been amended accordingly and a new paragraph 3.11.6 has been inserted.

2. The Group considered the question of whether it is necessary to carry out an additional shipboard audit on every occasion following the identification of a major non-conformity during an SMC audit. It had been suggested that where a system failure has its origins ashore and corrective action needs to be taken by the

company's shore-based staff, an additional audit on board the ship should not be required.

The members concluded that, in the majority of such cases, it is only on board that the effective implementation of the affected procedures can be verified. They were also of the opinion that maintaining the requirement for an additional audit on board emphasises the importance given to major non-conformities and their resolution. Furthermore, the RO that issued the DOC may not be the same as the RO that issued the SMC, in which case it is considered preferable for the organisation that raised the major non-conformity on board to satisfy itself that effective corrective action has been taken.

3. Annex 6, Scenario 3 is amended to clarify the requirement for the checking of crew members' qualifications and certification. "IMO" is to be deleted.
4. Paragraphs 3.3 and 3.4 are amended to emphasise that the scopes described apply to renewal audits also.
5. Paragraph 3.6.1 is amended to emphasise the fact that all scheduled ISM audits address all elements of the ISM Code and all aspects of the company's management system. This is in response to recent criticisms made by EMSA auditors concerning the use of intermediate and periodic audits for practical auditor training.
6. Annex 6, Scenario 7 (Change from Non-convention to Convention) is deleted because the assumptions on which it was based are no longer considered to be valid. This provision was originally included to cater for voluntarily certificated non-convention ships that later become subject to mandatory ISPS certification. Based on their experience since then, the members concluded that the situation described is most unlikely to occur and that, in any event, each case should be treated on its merits depending on the circumstances that brought about the change in the ship's status.

A number of other minor editorial changes were also approved.

6. Attachments if any

None

Technical Background (TB) document for PR 9 (Rev.3 Apr 2018)

1 Scope and objectives

PR9 establishes procedural requirements for the planning, preparation, conduct, reporting and follow-up of ISM audits and the issue, endorsement and withdrawal of ISM certificates.

2 Engineering background for technical basis and rationale

Recent experience in the provision of ISM certification services and the need to correct weaknesses identified in the preceding version.

3 Source/derivation of the proposed IACS Resolution

ISM Code, Res.A.1118(30).

4 Summary of Changes intended for the revised Resolution

Res.A.1022(26) referred to in the Introduction, para 2.1.1 and 2.1.6, Annex 2, para 1) changed to Res.A.1118(30). Res. A.739(18) referred to in the Introduction and para 3.1.2.3 changed to RO Code. Definition of Branch Office (para 1.1.4) amended, validity of issued DOC and SMC (para 3.1.1.3 and 3.1.2.4) amended, review of survey records during auditing (para 3.6.9) amended, adding additional Branch Office to the list of Branch Offices (Annex 1, para 3.2)) amended, retention of ship types on DOCs (Annex 4, para 2.1) and 2.2)) amended, two Company certification scenarios (Annex 5, scenario Nos. 1 and 7) amended, all Ship certification scenarios (whole Annex 6) amended. Unification of using the terms: RO, classification society, flag State and Administration throughout the document. "Periodic audit" superseded with "scheduled audit". The phrase in Annex 6 "by special arrangement" clarified.

5 Points of discussions or possible discussions

None

6 Attachments if any

None

Technical Background (TB) document for PR 9 (Rev.4 Oct 2020)

1 Scope and objectives

PR9 establishes procedural requirements for the planning, preparation, conduct, reporting and follow-up of ISM audits and the issue, endorsement and withdrawal of ISM certificates.

2 Engineering background for technical basis and rationale

Based on the analysis of QSCS ISM related findings from 2017 and 2018 modifications to PR 09 Rev.3 were proposed in order to enhance audit performance. Analysis showed that in some occasion performance of the audit is influenced if performed under any restrictive condition. Setting requirements of mandatory tour onboard as part of the audit also increase the amount of information at auditors disposition. Modification of Annex 1 related to determination of ship types on DOC simplifies the process when vessel is equipped to operate in more IMO ship types.

3 Source/derivation of the proposed IACS Resolution

Analysis of QSCS ISM related findings from 2017 and 2018 and additional requirements as proposed by IACS EG and GPG members during draft approval process. GAP analysis of PR 9 Rev3 with applicable requirements of Appendix 1 of RO Code and modification following auditability check by IACS Quality Committee.

4 Summary of Changes intended for the revised Resolution

Major modifications of PR 9 include revision of audit plan due to performance of audit under any restrictive condition in Paragraph 3.6.4, setting requirements for tour onboard to be performed as part of the ISM audit in Paragraph 3.6.11, requiring that additional company audit is mandatory following downgrade of MNC during company ISM audit in Paragraph 3.11.2, information to flag state in 5 working days when certificate is invalidated in Annex 2, Paragraph 2, redefining requirements for determination of ship types on DOC in Annex 4 as well as minor modifications of various paragraphs within the document. Based on conclusion of the auditability review by IACS QC various modifications were performed including changing word "should" to "shall" throughout the document. Definition of Auditor in Paragraph 1.1.2. has been modified as a result of alignment with requirements of RO Code Appendix 1 following GAP analysis.

5 Points of discussions or possible discussions

During the review of proposed PR 9 modification GPG members have discussed possible inclusion of audit duration in PR 9. Majority of GPG members did not see the need to revisit the proposed PR 9 modification and include the issue related to the audit duration in this modification.

6 Attachments if any

None

PR10 “Procedure for the Selection, Training, Qualification and Authorisation of Marine Management Systems Auditors”

Summary

Rev.5 has been developed in order to define Virtual Classroom Training performed in synchronous mode as equivalent to classroom based training required for training of ISM/ISPS Auditors as per Paragraph 4.2

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.5 (Sep 2023)	21 September 2023	01 January 2024
Rev.4 (Oct 2020)	26 October 2020	01 January 2021
Rev.3 (Mar 2019)	19 March 2019	01 April 2019
Rev.2 (Nov 2014)	4 November 2014	1 January 2015
Rev.1 (Sept 2012)	25 September 2012	1 February 2013
Rev.0 (July 2009)	1 July 2009	1 July 2009

• Rev.5 (Sep 2023)

1 Origin of Change:

- Other – At request from IACS GPG following COVID

2 Main Reason for Change:

Providing possibility to use of Virtual Classroom Training performed in synchronous mode as equivalent to Classroom Training in training of ISM/ISPS auditors.

3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

4 History of Decisions Made:

Due to impossibility of performance of classroom training sessions for qualification of ISM/ISPS auditors during COVID 19 pandemic period Addendum to IACS PR 10 has been issued giving possibility for distance learning or e-learning based on modern network technique which has the function to allow discussion and debate between trainees and trainers, to be considered equivalent to the classroom-based training.

Following the end of COVID 19 pandemic situation requirements of Paragraph 4.2 of IACS PR10 was returned to pre COVID 19 time defining that minimum 50% of required theoretical training time must be classroom based.

The requirements that minimum 50% of training for auditors must be classroom based are also defined in RO Code Paragraph A1.5.5.1.3

With development of virtual classroom tools, virtual classroom training performed in synchronous mode allowing constant live interaction between trainer and trainees were widely used during COVID 19 pandemic period EG/MS was tasked to evaluate if virtual classroom training performed in synchronous mode may be accepted as equivalent to classroom training.

During the discussion on virtual classroom training, three members raised concerns about the effectiveness of such delivery due to:

- inability of tutor and delegates to observe body language on delivery;
- difficulty for students to remain online for 8 hours over a number of days;
- distraction for students which may not be identified (e.g. if video is switched off), and may even allow for inappropriate behaviours such as dealing with e-mails on another screen;
- temporary loss of connection for one or more delegates, which could impact delivery.

However, a clear majority of eight members considered that the above issues could be effectively resolved by virtual classroom training performed in a synchronous, instructor-led, remote learning environment conducted in real time with continuous interaction between tutors and participants.

5 Other Resolutions Changes:

IACS PR 10B

6 Any hinderance to MASS, including any other new technologies:

This resolution is neither related to MASS nor any new technologies on board ships.

7 Dates:

Original Proposal:	08 July 2023	Made by: EG/MS (23068_EMSb)
EG Approval:	08 July 2023	Made by: EG/MS (23068_EMSb)
GPG Approval:	21 September 2023	(Ref: 23068_IGg)

- **Rev.4 (Oct 2020)**

1 Origin of Change:

- ☑ Other - analysis of QSCS ISM-related findings of 2017 and 2018
- ☑ Other – GAP Analysis with requirements of Appendix 1 of RO code
- Other – Comments following IACS QC auditability check

2 Main Reason for Change:

Based on the analysis of QSCS ISM related findings from 2017 and 2018 it has been determined that additional requirements related to training of auditors may reduce number of findings in the future. Proposed requirements are related to definition of maximum number of trainee auditors participating in practical training audit and requirements for final evaluation of trainee auditor before authorization to conduct audits independently is granted. Additional clarifications and modifications were made following GAP analysis of PR 10 with applicable requirements of RO Code Appendix 1 and auditability check performed by IACS Quality Committee.

3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

4 History of Decisions Made:

In January 2019, GPG requested EG/MS (18109_IGg) to make, in consultation with QC and QS, an analysis of QSCS ISM-related findings of 2017 and 2018, to develop measures to reduce such findings (e.g. revision of PR9 and PR 10).

Following the analysis on 15 March 2019 EG/MS sent to GPG (18109_EMSc) proposal of possible amendments to PR10 related to gradual increase and monitoring of trainee auditors participation during practical training audits. GPG reviewed submitted documents and information and requested EG/MS to consider additional comments and instructions (18109_IGj). In reply on 9 June 2019 EG/MS sent to GPG (18109_EMSc) revised draft PR10 Rev.4. GPG considered these documents and came back with some new comments and proposals of amendments. On 25 September 2019 EG/MS during its 5th Meeting discussed at length all these matters and prepared amended draft PR10 Rev.4.

On 04 October 2019 (18109_EMSe) EG/MS resubmitted to GPG revised draft PR10 Rev.4. GPG considered these documents and came back with new comments and proposals of amendments on 25 November 2019 (18109_IGp). Proposals were discussed by EG/MS by correspondence and revised draft PR10 Rev.4 was resubmitted to GPG on 25 March 2020. (18109_EMSc). GPG discussed draft PR 10 Rev.4 by correspondence in several rounds (from 18109_IGq dated 28 March 2020 to 18109_IGv dated 04 May 2020) and draft PR 10 Rev.4 was agreed by GPG on 04 May 2020 (18109_IGv). EG/MS submitted clean and underlined version of PR 10 Rev 4 together with related HF+TB to GPG for approval on 11 May 2020 (18109_EMSc).

Subsequently on 20 May 2020 (20046bIGa) EG/MS has been tasked to review PR 09 based on the GAP analysis of PR 9 and Appendix 1 to the IMO RO Code. EG/MS submitted clean and underlined version of PR 9 (20046b_EMSc) on 11 June 2020 and following comments by GPG members EG/MS has been informed that modification has been accepted by GPG on 16 July 2020. (20046bIGf). Modified PR 9 Rev4 has been submitted for auditability review by QC and further comments were provided. GPG has tasked EG/MS to review comments provided by QC and revise PR 9 Rev 4 as applicable on 28 July 2020. (18109_IGzb). Following discussion by correspondence EG/MS has submitted revised PR_9 on 15 September 2020 together with revised HF and TB documents for GPG approval (18109_EMsk).

5 Other Resolutions Changes:

PR 17 and PR 9

6 Any hinderance to MASS, including any other new technologies:

This resolution is neither related to MASS nor any new technologies on board ships.

7 Dates:

Original Proposal: 15 March 2019	Made by: EG/MS (18109_EMSc)
EG Approval: 15 September 2020	Made by: EG/MS (18109_EMsk)
GPG Approval: 26 October 2020 (Ref: 18109_ICd)	

• Rev.3 (Mar 2019)

1 Origin of Change:

Suggestion by IACS members

2 Main Reason for Change:

To achieve compliance with IMO resolution A.1118(30) Revised Guidelines on the implementation of the International Safety Management (ISM) Code by Administrations.

3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

4 History of Decisions Made:

The review started by correspondence in January 2018 followed by a discussion during EG/MS meeting in June 2018 and was completed by correspondence.

5 Other Resolutions Changes:

None

6 Any hinderance to MASS, including any other new technologies:

This resolution is neither related to MASS nor any new technologies on board ships.

7 Dates:

Original Proposal: *18 December 2017* Made by: *EG/MS IACS member*

EG Approval: *14 August 2018*

GPG Approval: *19 March 2019 (Ref. 19018_IGe)*

• **Rev.2 (Nov 2014)**

1 Origin of Change:

Suggestion by IACS members

2 Main Reason for Change:

To achieve compliance with A.1071(28) which becomes mandatory under MSC.349(92)/MEPC.237(65)

3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

4 History of Decisions Made:

GPG requested EG/ISM-ISPS to develop amendments to PR 10 to align it with the IMO Guidelines in Res. A.1071(28) (Ref: 14039_IGd). Following an initial review of the draft (submitted by EG/ISM-ISPS) by GPG, Quality Committee carried out an auditability review of the revision. The revised PR and its HF/TB file was finally approved by GPG (Ref: 14039_IGn).

5 Other Resolutions Changes:

None

6 Dates:

Original Proposal: *23 June 2014* Made by: *EG/ISM-ISPS*

GPG Approval: *04 November 2014 (Ref. 14039_IGn)*

- **Rev.1 (Sept 2012)**

1 Origin of Change:

- Suggestion by IACS member

2 Main Reason for Change:

Updating of requirements based on operational experience. Also some editorial amendments.

3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

4 History of Decisions Made:

The proposed amendments were discussed and agreed to during the meeting of the ISM/ISPS Expert Group that took place on 27th – 29th September 2011 and in subsequent correspondence.

5 Other Resolutions Changes:

None

6 Dates:

Original Proposal: *27 September 2011* Made by: *An IACS member*
EG Approval: *27 June 2012* Made by: *EG ISM/ISPS*
GPG Approval: *25 September 2012 (Ref. 12103_IGd)*

- **Rev.0 (July 2009)**

As part of a review of all PRs in July 2009, PR10 was re-issued as Rev.0 July 2009.

Part B. Technical Background

List of Technical Background (TB) documents for PR10:

Annex 1. TB for Rev.1 (Sept 2012)

See separate TB document in Annex 1.

Annex 2. TB for Rev.2 (Nov 2014)

See separate TB document in Annex 2.

Annex 3. TB for Rev.3 (Aug 2018)

See separate TB document in Annex 3.

Annex 4. TB for Rev.4 (Oct 2020)

See separate TB document in Annex 4.

Annex 5. TB for Rev.5 (Sep 2023)

See separate TB document in Annex 5.

Note:

1) There is no separate Technical Background (TB) document for PR10 Rev.0 (July 2009).

2) Technical background documents for versions of PR10 issued prior to July 2009 can be found in the section 'TBs for PRs issued prior to 1 July 2009'.

Technical Background for PR10 (Rev.1, Sep 2012)

1 Scope and objectives

PR10 establishes procedural requirements for the selection, training, qualification and authorisation of marine management systems auditors.

2 Engineering background for technical basis and rationale

Two amendments have been made to reflect recent experience in the training of auditors and in the revalidation of qualified auditors whose authorisations have lapsed.

3 Source/derivation of the proposed IACS Resolution

See item 5 below.

4 Summary of Changes intended for the revised Resolution

Numerous detailed amendments have been made to reflect recent experience in the provision of ISPS certification services and to correct weaknesses identified in the preceding version.

5 Points of discussions or possible discussions

The Group identified the need for, and agreed to, the following amendments to PR 10:

1. An amendment to the provisions for revalidation training in paragraph 9.1 was approved. The present requirement is to be replaced by two audits which may be ISM or ISPS or jointly held ISM and ISPS audits that cover all the requirements of the relevant codes and all elements of the management systems under consideration. The audits may be carried out on board or ashore.

2. A statement is to be inserted in section 6.7 explaining the scope of the practical training audits and emphasising the fact that periodic audits have the same scope as initial and renewal audits thereby ensuring that IACS requirements exceed those in resolution A.1022(26). This is in response to adverse comments that have been made by some external auditors regarding a perceived failure by the societies to meet IMO requirements.

This is to be supported by amendments to paragraph 3.6.1 of PR9 and section 6 of PR24 to further clarify the scope of intermediate audits. In the longer term, this matter will be addressed in the proposed revision of resolution A.1022(26).

6 Attachments if any

None

Technical Background for PR10 (Rev.2, Nov 2014)

1 Scope and objectives

PR10 establishes procedural requirements for the selection, training, qualification and authorization of marine management systems auditors.

2 Engineering background for technical basis and rationale

Several class societies have reported experiencing difficulties with some EMSA auditors who have insisted on the literal application of the IMO guidance on the training of auditors (Appendix of IMO Res. A 1071(28)). The guidance assumes that intermediate and periodic audits have reduced scopes and states that only initial and renewal audits may be used for training purposes.

This is despite the fact that the IACS requirements are more demanding both in terms of the numbers of audits that must be carried out under supervision and in relation to the types and scopes of those audits. PR10 permits the use of intermediate and periodic audits because all scheduled audits carried out by IACS auditors are fully scoped audits that address all elements of the Code and all aspects of the management system.

3 Source/derivation of the proposed IACS Resolution

A.1071(28)

4 Summary of Changes intended for the revised Resolution

The main changes were to achieve compliance with A.1071(28) which becomes mandatory under MSC.349(92) / MEPC.237(65).

Following changes were made to the PR:

New Para 1.2bis added:

1.2bis Paragraph A2.3.5.2 of Appendix 2 of IMO Resolution MSC.349(92) "Specifications on the survey and certification functions of recognized organizations acting on behalf of the flag state" and MEPC.237(65) requires that "the system shall comply with the qualification and training requirements for ISM Code assessors contained in the Guidelines on Implementation of the International Safety Management (ISM) Code by Administrations" adopted by Resolution A.1071(28).

Para 1.3 revised:

1.3 Paragraphs 3 and 4 of the Appendix to IMO Resolution ~~A.913(22)~~ A.1071(28) "**Standards on ISM Code certification arrangements**" contain standards of competence and qualification arrangements for those who are to participate in verification of compliance with the requirements of the ISM Code.

Para 4.3 revised:

4.3 A minimum of ten days of theoretical training shall be provided. Where appropriate, some elements may be delivered by means such as distance learning and e-learning. However, at least fifty percent of the total theoretical training

five days shall be classroom-based in order to allow for discussion and debate and to allow candidates to benefit from the experience of the trainer.

Para 6.1 revised:

6.1 A person authorised to carry out ISM and ISPS audits must have completed at least 5 four training audits under supervision and in accordance with the following criteria:

- ~~1. At least 3 of the audits must be shipboard ISM audits.~~
21. At least one of the audits must be an ISPS verification audit.
2. At least three of the audits must be ISM initial or renewal verification audits.
3. At least one of the audits must be an ISM company audit.
4. At least one of the audits must be an ISM shipboard audit.
45. All training audits must be carried out under the supervision of suitably qualified and experienced auditors.
56. All training audits must be completed within twenty-four months of the end of the theoretical training.
67. A combined ISM and ISPS audit shall count as single ISM or ISPS audit for the purpose of arriving at the total number of audits carried out under supervision.

Para 6.7 deleted:

~~6.7 Because all routine, scheduled audits conducted in accordance with IACS PR 9 (ISM Code Certification) and PR 24 (ISPS Code Certification) are fully scoped audits that address all elements of the ISM and ISPS Codes and all aspects of shipboard safety and security management, as appropriate, the training audits may be initial, renewal, annual or intermediate audits. Additional audits may be used, but only where they address all elements of the Code. The number of training audits required and their scopes ensure that these training requirements are in excess of those specified in IMO Resolution A.1022(26).~~

5 Points of discussions or possible discussions

See above

6 Attachments if any

None

Technical Background for PR10 (Rev.3, Dec 2018)

1 Scope and objectives

PR10 establishes procedural requirements for the selection, training, qualification and authorization of marine management systems auditors.

2 Engineering background for technical basis and rationale

N/A

3 Source/derivation of the proposed IACS Resolution

IMO Resolution A.1118(30) dated 10 January 2018.

4 Summary of Changes intended for the revised Resolution

Following changes were made to the PR to achieve compliance with A.1118(30):

- in para 2.2 four areas of competences of an auditor have been listed,
- in para 6.1 numbers of necessary practical training have been amended,

Following changes were made to the PR to achieve consistency with PR10B:

- in para 4.2 statement of the equivalence of distance or e-learning has been added,
- paras 7.1 and 7.2 have been merged and slightly amended (total number of training days has been deleted),
- paras 8.1 and 8.2 have been amended (instead of Certificate of Competency more general term Record indicating authorisations granted is used) to reflect the actual practice of some members,
- in para 9.1 MLC inspections have been accepted for the maintenance of an auditor's authorisation,
- in para 9.2 acceptable alternative learning methods have been introduced

Other changes (minor corrections, consistency of terms used, obsolete references):

- Notes at the bottom of first page,
- paras 1.2b, 1.3, 2.1.3, 3.1, 3.2, 3.3, 6.3, 6.5, 7.2, 8.2, 10.1, 11.1.7,
- App.1.

5 Points of discussions or possible discussions

None

6 Attachments if any

None

Technical Background for PR10 (Rev.4, Oct 2020)

1 Scope and objectives

PR10 establishes procedural requirements for the selection, training, qualification and authorization of marine management systems auditors.

2 Engineering background for technical basis and rationale

Based on the analysis of QSCS ISM related findings from 2017 and 2018 it has been determined that additional requirements related to training of auditors may reduce number of findings in the future. Proposed requirements are related to definition of maximum number of trainee auditors participating in practical training audit, setting requirements for final evaluation of trainee auditors before authorization to conduct audits independently is granted.

3 Source/derivation of the proposed IACS Resolution

Analysis of QSCS ISM related findings from 2017 and 2018 and additional comments as proposed by IACS EG and GPG members during draft approval process, GAP analysis with applicable requirements of RO code Appendix 1 and auditability check by IACS QC.

4 Summary of Changes intended for the revised Resolution

Following changes were made to the PR 10 following analysis of QSCS ISM related findings from 2017 and 2018, GAP analysis with applicable requirements of RO code Appendix 1 and auditability check by IACS QC:

- paragraph 6.1 Item 6 defining maximum number of trainees to two
- paragraph 6.3 auditor shall be confirmed by the trainer supervising the final training audit before authorization is granted to conduct audits independently. Clarification that the final authorization can be granted only to one trainee auditor participating to final training audit regardless of whether a second trainee is also attending the same training audit

Other changes (minor corrections)

- paragraph 6.1 Item 5

5 Points of discussions or possible discussions

None

6 Attachments if any

None

Technical Background for PR10 (Rev.5, Sep 2023)

1 Scope and objectives

PR10 establishes procedural requirements for the selection, training, qualification and authorization of marine management systems auditors.

2 Engineering background for technical basis and rationale

Providing possibility to use of Virtual Classroom Training performed in synchronous mode as equivalent to Classroom Training in training of ISM/ISPS auditors.

3 Source/derivation of the proposed IACS Resolution

Experience gained in performance of Virtual Classroom Training in synchronous mode during COVID 19 pandemic opened the possibility of accepting such training as equivalent to classroom training which is required for 50% of theoretical training days defined for training of ISM/ISPS auditors.

4 Summary of Changes intended for the revised Resolution

Following changes were made to the PR 10:

- Paragraph 4.2 of IACS PR10 is amended by adding foot note “*Virtual Classrooms are considered classroom-based provided the virtual classroom is a synchronous, instructor-led, remote learning environment conducted in real time.”
- Foot note No.1 in Paragraph 5.1 renumbered to Foot note No.2

5 Points of discussions or possible discussions

None

6 Attachments if any

None

PR 10B “Procedure for the Selection, Training, Qualification and Authorisation of Maritime Labour Inspectors.”

Summary

Rev.1 has been developed in order to define Virtual Classroom Training performed in synchronous mode as equivalent to classroom based training required for training of MLC Inspectors as per Paragraph 4.3

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.1 (Sep 2023)	21 September 2023	01 January 2024
New (Dec 2016)	20 December 2016	1 January 2017

- **Rev.1 (Sep 2023)**

1 Origin of Change:

- Other – At request from IACS GPG following COVID

2 Main Reason for Change:

Providing possibility to use of Virtual Classroom Training performed in synchronous mode as equivalent to Classroom Training in training of ISM/ISPS auditors.

3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

4 History of Decisions Made:

Due to impossibility of performance of classroom training sessions for qualification of MLC Inspectors auditors during COVID 19 pandemic period Addendum to IACS PR 10B have been issued giving possibility for distance learning or e-learning based on modern network technique which has the function to allow discussion and debate between trainees and trainers, to be considered equivalent to the classroom-based training.

Following the end of COVID 19 pandemic situation requirements of Paragraph 4.3 of IACS PR 10B were returned to pre COVID 19 time defining that minimum 3 days of theoretical training time must be classroom based.

The requirements that minimum 50% of training for auditors must be classroom based are also defined in RO Code Paragraph A1.5.5.1.3

With development of virtual classroom tools, virtual classroom training performed in synchronous mode allowing constant live interaction between trainer and trainees were widely used during COVID 19 pandemic period EG/MS was tasked to evaluate if virtual classroom training performed in synchronous mode may be accepted as equivalent to classroom training.

During the discussion on virtual classroom training, three members raised concerns about the effectiveness of such delivery due to:

- inability of tutor and delegates to observe body language on delivery;
- difficulty for students to remain online for 8 hours over a number of days;
- distraction for students which may not be identified (e.g. if video is switched off), and may even allow for inappropriate behaviours such as dealing with e-mails on another screen;
- temporary loss of connection for one or more delegates, which could impact delivery.

However a clear majority of eight members considered that the above issues could be effectively resolved by virtual classroom training performed in a synchronous, instructor-led, remote learning environment conducted in real time with continuous interaction between tutors and participants.

5 Other Resolutions Changes:

IACS PR 10

6 Any hinderance to MASS, including any other new technologies:

This resolution is neither related to MASS nor any new technologies on board ships.

7 Dates:

Original Proposal:	08 July 2023	Made by: EG/MS (23068_EMSb)
EG Approval:	08 July 2023	Made by: EG/MS (23068_EMSb)
GPG Approval:	21 September 2023	(Ref: 23068_IGg)

• **New (Dec 2016)**

1 Origin of Change:

- Suggestion by IACS member

2 Main Reason for Change:

None

3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

4 History of Decisions Made:

During the 7th Meeting of EG/ILO in Gdańsk (2-4 September 2014) Members decided to extend the scope of application of PR10 in order to cover MLC inspectors. Relevant amendments prepared afterwards by CCS Member were discussed by correspondence but cannot be agreed. Finally Members decided to prepare a dedicated PR concerning the selection, training, qualification and authorisation of MLC Inspectors. This dedicated draft PR was produced by MLC and ISM/ISPS experts during their 1st Meeting (after the merger of EG/ILO and EG/ISM-ISPS) in Gdańsk (23-25 June 2015).

The main reason for producing a dedicated PR for MLC inspectors was the sake of clarity of requirements.

5 Other Resolutions Changes:

None

6 Dates:

Original Proposal: 10 October 2016	Made by: EG/MS
Panel Approval: 14 October 2016	(Ref: IL1404c)
GPG Approval: 20 December 2016	(Ref: 16179_IGg)

Part B. Technical Background

List of Technical Background (TB) documents for PR10B:

Annex 1. **TB for New (Dec 2016)**

See separate TB document in Annex 1.

Annex 2. **TB for Rev.1 (Sep 2023)**

See separate TB document in Annex 2.

Technical Background for PR10B (New, Dec 2016)

1 Scope and objectives

Scope of this PR covers the competence requirements and selection criteria of candidates for maritime labour inspectors as well as their training, authorization and authorization maintenance process.

The objectives of this PR are as follows:

- candidates for inspectors have necessary competence and experience,
- candidates receive necessary theoretical and practical training before they can be authorized as maritime labour inspectors,
- IACS societies acting as recognized organizations have a unified system of training maritime labour inspectors.

As a consequence the following requirements of the MLC, 2006 are met:

- paragraph 3 of Standard A5.1.4 concerning inspectors training, competence, terms of reference and status, to enable them to carry out the verification and ensure the compliance with relevant MLC, 2006 requirements,
- paragraph 1 and subparagraph 1(b) of Standard A5.1.2 concerning Recognized organization's ability to maintain and update the expertise of its personnel,
- paragraph 4 of Guideline B5.1.2 concerning timely updating of recognized organization's inspectors knowledge and expertise.

2 Engineering background for technical basis and rationale

N/A

3 Source/derivation of the proposed IACS Resolution

This PR is based on IACS PR10 **Procedure for the Selection, Training, Qualification and Authorisation of Marine Management Systems Auditors.**

4 Summary of Changes intended for the revised Resolution

N/A

5 Points of discussions or possible discussions

GENERAL NOTE:

Members achieved consensus on the below contentious issues bearing in mind that since the implementation of MLC, 2006 class societies have developed their own criteria concerning maritime labour inspectors and that the subject PR shall contain minimum requirements while each class society can have more strengthen requirements.

Paragraphs 2.1.1.1 and 3.1

The degree of knowledge and understanding of the principles and practice of management systems auditing by maritime labour inspectors was discussed. It was also discussed whether candidates for maritime labour inspectors should be first qualified as marine management systems auditors.

Paragraphs 4.3 and 4.4

The number of minimum theoretical training days was discussed in general. The number was also discussed for candidates already qualified either as surveyors or marine management systems auditors. Equivalence of distance or e-learning to classroom training was discussed.

Paragraph 6.1

The minimum practical training (number of inspections) for candidates already qualified either as surveyors or marine management systems auditors was discussed.

Paragraph 7.1

The total training as a sum of minimum theoretical and practical training was discussed.

Paragraph 9.1

Substitution of ISM/ISPS audits for the maintenance of maritime labour inspector authorization was discussed.

6 Attachments if any

None

Technical Background for PR10B (Rev.1, Sep 2023)

1 Scope and objectives

Scope of this PR covers the competence requirements and selection criteria of candidates for maritime labour inspectors as well as their training, authorization and authorization maintenance process.

The objectives of this PR are as follows:

- candidates for inspectors have necessary competence and experience,
- candidates receive necessary theoretical and practical training before they can be authorized as maritime labour inspectors,
- IACS societies acting as recognized organizations have a unified system of training maritime labour inspectors.

As a consequence the following requirements of the MLC, 2006 are met:

- paragraph 3 of Standard A5.1.4 concerning inspectors training, competence, terms of reference and status, to enable them to carry out the verification and ensure the compliance with relevant MLC, 2006 requirements,
 - paragraph 1 and subparagraph 1(b) of Standard A5.1.2 concerning Recognized organization's ability to maintain and update the expertise of its personnel,
- paragraph 4 of Guideline B5.1.2 concerning timely updating of recognized organization's inspectors knowledge and expertise.

2 Engineering background for technical basis and rationale

Providing possibility to use of Virtual Classroom Training performed in synchronous mode as equivalent to Classroom Training in training of ISM/ISPS auditors.

3 Source/derivation of the proposed IACS Resolution

Experience gained in performance of Virtual Classroom Training in synchronous mode during COVID 19 pandemic opened the possibility of accepting such training as equivalent to classroom training which is required for 50% of theoretical training days defined for training of ISM/ISPS auditors.

4 Summary of Changes intended for the revised Resolution

Following changes were made to the PR 10B:

- Paragraph 4.3 of IACS PR10B is amended by adding foot note "*Virtual Classrooms are considered classroom-based provided the virtual classroom is a synchronous, instructor-led, remote learning environment conducted in real time."
- Foot note No.1 in Paragraph 5.1 renumbered to Foot note No.2

5 Points of discussions or possible discussions

None

6 Attachments if any

None

PR No.11 “IACS Procedure for Assigning Date of Build”

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.1 (Nov 2010)	13 Nov 2010	1 Jan 2012
New (July 2009)	01 July 2009	1 July 2009

- **Rev.1 (Nov 2010)**

.1 Origin of Change:

- Other (Comment arising from EMSA Audit)

.2 Main Reason for Change:

To clarify the definition of ‘Major Portion of the Ship’.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

Discussed through IACS Survey Panel.

.5 Other Resolutions Changes

None

.6 Dates:

Original Proposal: *23 March 2010 Made by a member*

Panel Approval: *15 October 2010 by Survey Panel*

GPG Approval: *13 November 2010 (Ref: 10097_IGd)*

- **New (July 2009)**

New PR developed based on SG/PR revision’s report to GPG (*Ref: 9517a*).

No TB document available.

Part B. Technical Background

List of Technical Background (TB) documents:

Annex 1 **TB for Rev.1 (Nov 2010)**

See separate TB document in Annex 1.



Note: There is no separate Technical Background (TB) document for the original resolution (July 2009).

Technical Background for PR 11 Rev.1, Nov 2010

1. Scope and objectives

The purpose of the Rev.1 is to clarify the definition of 'Major Portion of the Ship'.

2. Engineering background for technical basis and rationale

At the recent EMSA audit of LR London, following comment was received: -

"However it is noted that it is undefined in PR11 what is a major portion of the ship"

The existing Rev 0 of PR11 defines major portion of the ship as: -

"eg forward section, after section, main cargo section"

The purpose of the revision is to give some clearer definition of 'Major Portion of the Ship'

3. Source/derivation of the proposed IACS Resolution

None

4. Summary of Changes intended for the revised Resolution:

a) Changing the definition of Major Portion of the Ship to: -

"where 'major portion' is defined as a complete forward or after section, or a complete main cargo section"

b) Adding to the definition of date of build after modification where it has been agreed that newer structure will be on a different survey cycle.

5. Points of discussions or possible discussions

Discussions revolved around whether it was possible to satisfactorily define Major Portion of the Ship. Suggestions were that it might be possible using a percentage of length or a section of tank or cargo hold over bulkheads.

The rationale for having a secondary date of build on a Certificate of Class is purely to indicate that a Major Portion of the ship is on a different survey cycle to the remainder of the Ship. If this is not the case there is no need to have two dates of build on the certificate. In such a case the new portion of the ship must be suitably large for any benefit to be gained out of adopting a different survey cycle, hence the definition offered.

6. Attachments if any

None

PR12 "Procedure for Statutory Certification at Change of Class without Change of Flag"

Summary

This revision is to harmonize the requirement of this PR with PR 28 regarding submission/provision of the documentation for approval of an exemption.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.4 (Oct 2024)	18 October 2024	1 January 2026
Rev.3 (May 2019)	30 May 2019	1 July 2020
Rev.2 (June 2016)	28 June 2016	1 January 2017
Rev.1 (Nov 2012)	21 November 2012	1 July 2013
Rev.0 (July 2009)	1 July 2009	1 July 2009

• Rev. 4 (Oct. 2024)

1 Origin of Change:

- Suggestion by an IACS member

2 Main Reason for Change:

During discussion at Survey Panel to develop Rev.10 of PR 1A "Procedure for Transfer of Class", difficulty to receive "documents related to exemptions" during such transfer was observed by an IACS member.

3 Surveyability review of UR and Auditability review of PR

None

4 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

5 History of Decisions Made:

During the 40th panel meeting, Survey Panel noted that documents related to exemptions are statutory. While inclusion of those documents in PR 1A was not agreed by the Panel, Para. 4.3 of PR 12 "Procedure for Statutory Certification at Change of Class without Change of Flag" and Para. 4.1 of PR 28 "Procedure for

Change of Flag” were compared. Having noted that Para. 4.1 of PR 28 has already required the information or documentation for approval of an exemption to be addressed to the gaining flag State Administration, the Panel agreed that Para. 4.3 of PR 12 should also have a similar requirement to newly mandate submission/provision (by the Owner or by the losing Society) of the documentation for approval of an exemption.

No TB is expected for the present revision.

6 Other Resolutions Changes:

It was agreed that changes to PR 1A should be made as Rev.10 together with Rev.4 of PR 12.

7 Any hinderance to MASS, including any other new technologies:

None

8 Dates:

Original Proposal: 6 June 2024 (24049_IGa)
Panel Approval: 29 August 2024 (40th Survey Panel meeting (PSU24017))
GPG Approval: 18 October 2024 (24049_IGh)

• Rev. 3 (May 2019)

.1 Origin of Change:

Suggestion by an IACS member

.2 Main Reason for Change:

This revision is to address the policy decision made by GPG using the common terminology ‘Condition of Class’(CoC) instead of the terms ‘Recommendation/Condition of Class’ based on the outcome of III 5.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

During the 29th panel meeting, the panel discussed about the comments of members, and concurred with the view to retain the present definitions of CoC in the IACS resolutions with the wording ‘Recommendation’ to be removed. The panel also agreed to use the term ‘Statutory Condition’ for the ‘recommendation’ of the statutory certificates in IACS resolutions and RECs, and when discussing the proposal of a member to consider the harmonization of the terms of ‘recommendation’ and ‘condition of class’ in RO Code, the panel unanimously agreed to take no action on the IMO instruments, leaving the relevant actions to be decided by the relevant IMO

bodies when IACS feeds back to IMO the IACS action on the harmonization of the two terms.

Panel members concurred with the view that it is not necessary to develop a new procedure requirement, and agreed to set the implementation date of these IACS resolutions (other than RECs) as 1st July 2020.

Before the implementation date of 1st July 2020 for using the common terminology 'Condition of Class' only, 'Recommendations' and 'Condition of Class' are to be read as being different terms used by Societies for the same thing, i.e. requirements to the effect that specific measures, repairs, surveys etc. are to be carried out within a specific time limit in order to retain Classification.

No TB is expected for the present revision.

.5 Other Resolutions Changes:

The following IACS resolutions and Recommendations (RECs) were agreed to be revised:

- Procedural Requirements: PR1A, PR1B, PR1C, PR1D, PR1 Annex, PR3, PR12, PR20, PR35 and the attachment of PR16;
- Unified Requirements: Z7, Z7.1, Z7.2, Z10.1, Z10.2, Z10.3, Z10.4, Z10.5, Z15 and Z20
- Unified Interpretations: GC13
- Recommendations: Rec.41, Rec.75, Rec.96, Rec.98

.6 Any hinderance to MASS, including any other new technologies:

None

.7 Dates:

Original Proposal: 14 January 2019 tasked by GPG (17044bIGm)

Panel Approval: 22 March 2019 (PSU19010)

GPG Approval: 30 May 2019 (17044bIGu)

• Rev.2 (June 2016)

.1 Origin of Change:

- Suggestion by IACS Members
- Other (GPG suggestion)

.2 Main Reason for Change:

- a) A Panel Member proposed to review PR12 in the light of the incoming provisions of the RO Code MSC 349(92), further discussions about the interpretation of relevant paragraphs of RO Code were carried out and subsequently Members concurred that a new revision of PR12 is necessary to be elaborated in order to encompass the requirements of the RO Code as relevant.

- b) A Panel Members also highlighted that transfer of information on Alternative Design and Arrangements (AD&A) between Societies should be considered during the process of statutory certification at transfer of class, which therefore might be merged into the revision of PR12.
- c) IACS GPG suggested to revise the PR12 as consequence of the issue of IMO Recommendation A.1104(29).

.3 List of non-IACS Member Classification Societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

Survey Panel Members discussed the matter under PSU14009 and concurred that the revision is better to be guided by the current practice of IACS and should have different survey requirements for vessels subject to PR1A and those subject to PR1D.

Panel agreed that the principle as contained in PR1A and PR1D shall generally apply to statutory certification while transferring class, taking into account of paragraphs 3.9.3.4, 3.9.3.5 and 3.9.3.6 of RO Code as minimum requirements and the cases that transfer of certification from a classification society recognized as RO but not subject to verification of compliance with QSCS is to be appropriately addressed or covered in the revision of PR12.

Panel Members agreed to set a one-man PT (PT26/2014) which provided the first draft of the revision 2 of PR12. The Form A and Form 1 of the PT 26/2014 have been approved by GPG on 08 January 2015 (under GPG task 14201).

PR12 has been updated in order to achieve the intended aim of revision, not only with the new contents such as Paragraph 3 "Obligation and Reporting" and Paragraph 4 "Plans and Information" added, also with the remaining sections particularly with reference to "Scope of surveys" and "Type and validity period of certificates" reconstructed and adjusted.

The title of the procedural requirement has been also modified by adding the following wording "Procedure for".

Following the GPG examination of the drafted revision 2, some comments raised. Panel reviewed the GPG Members comments during the 22nd Survey Panel Meeting by producing a new draft version.

Further GPG suggested to carry out a final revision of the draft towards the provisions of the IMO Resolution A.1104(29) which has been issued on December 2015.

Members, during the 23rd Survey Panel meeting, agreed some modifications of the text aligning it to the provisions of paragraphs 4.7 and 4.8.3 of the IMO Resolution A.1104(29).

No Technical Background has been expected for this revision.

.5 Other Resolutions Changes

None.

.6 Dates:

Original Proposal: 08 April 2014 Made by: Survey Panel Member
Panel Approval: 04 April 2016 by Survey Panel during the 23rd Survey Panel Meeting (Ref: PSU14009)
GPG Approval: 28 June 2016 (Ref: 14201_IGI)

• Rev.1 (Nov 2012)

.1 Origin for Change:

Suggestion by IACS member

.2 Main Reason for Change:

Justification of full Radio Renewal/Periodical Survey requirements at TOC from another IACS Member.

.3 List of non-IACS Member Classification Societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

A Survey Panel member proposed to discuss the justification of carrying out a full Radio Renewal/Periodical Survey, as required by Chap 2(a) of PR12, during Transfer of Class from another IACS Member particularly TOC on completion of new construction where the full survey was done perhaps 2 days before and possibly with the same technician.

Survey Panel discussed this matter and agreed to include following text in PR.12 to clarify this matter:

"In cases where the Cargo Ship Safety Radio survey is not to be credited as periodical or renewal survey and the service supplier used by the LS is acceptable to the GS, the survey may be limited to a general verification by the attending surveyor based on the last service report."

.5 Other Resolutions Changes

None

.6 Dates:

Original Proposal: 27 February 2012 Made by: Survey Panel Member

Panel Approval: 23 August 2012 by Survey Panel
GPG Approval: 21 November 2012 (12162_IGc)

- **Rev.0 (July 2009)**

As part of a review of all PRs in July 2009, PR12 was re-issued as Rev.0 July 2009.

Part B. Technical Background

List of Technical Background (TB) documents for PR12:

Note:

1) There are no separate Technical Background (TB) documents for PR12 Rev.0 (Jul 2009), Rev.1 (Nov 2012), Rev.2 (June 2016), Rev.3 (May 2019) and Rev.4 (Oct 2024).

PR 16 “Procedure for providing lists of classed ships to Equasis”

Summary

Corr.1 to PR 16 (Rev.1) updates the name of an IACS member Society referred in the attachment of PR 16.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Corr.1 (Nov 2020)	02 November 2020	-
Rev.1 (May 2019)	30 May 2019	1 July 2020
Corr.2 (Feb 2016)	-	-
Corr.1 (May 2015)	26 May 2015	-
Rev.0 (July 2009)	1 July 2009	1 July 2009

• Corr.1 (Nov 2020)

.1 Origin for Change:

- Suggestion by IACS member

.2 Main Reasons for Develop:

- To update the name of an IACS member Society from “Korean Register of Shipping” to “Korean Register”.

.3 List of non-IACS Member Classification Societies contributing or participating in IACS Working Group:

- None.

.4 History of Decisions Made:

- An IACS member requested to update its company name referred in the attachment of PR 16 from “Korean Register of Shipping” to “Korean Register”.
- GPG endorsed to make a relevant corrigenda.

.5 Other Resolutions Changes

- Rec. 75

. 6 Any hinderance to MASS, including any other new technologies:

- None

.7 Dates:

Original Proposal: 22 September 2020 (made at GPG by a GPG Member)
EG Approval: 12 October 2020 (Ref: 20156_Eda)
GPG Approval: 02 November 2020 (Ref: 20156_Ige)

• Rev.1 (May 2019)

.1 Origin of Change:

- Suggestion by an IACS member

.2 Main Reason for Change:

This revision is to address the policy decision made by GPG using the common terminology 'Condition of Class'(CoC) instead of the terms 'Recommendation/Condition of Class' based on the outcome of III 5.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

During the 29th panel meeting, the panel discussed about the comments of members, and concurred with the view to retain the present definitions of CoC in the IACS resolutions with the wording 'Recommendation' to be removed. The panel also agreed to use the term 'Statutory Condition' for the 'recommendation' of the statutory certificates in IACS resolutions and RECs, and when discussing the proposal of a member to consider the harmonization of the terms of 'recommendation' and 'condition of class' in RO Code, the panel unanimously agreed to take no action on the IMO instruments, leaving the relevant actions to be decided by the relevant IMO bodies when IACS feeds back to IMO the IACS action on the harmonization of the two terms.

Panel members concurred with the view that it is not necessary to develop a new procedure requirement, and agreed to set the implementation date of these IACS resolutions (other than RECs) as 1st July 2020.

Before the implementation date of 1st July 2020 for using the common terminology 'Condition of Class' only, 'Recommendations' and 'Condition of Class' are to be read as being different terms used by Societies for the same thing, i.e. requirements to the effect that specific measures, repairs, surveys etc. are to be carried out within a specific time limit in order to retain Classification.

No TB is expected for the present revision.

.5 Other Resolutions Changes:

The following IACS resolutions and Recommendations (RECs) were agreed to be revised:

- Procedural Requirements: PR1A, PR1B, PR1C, PR1D, PR1 Annex, PR3, PR12, PR20, PR35 and the attachment of PR16;
- Unified Requirements: Z7, Z7.1, Z7.2, Z10.1, Z10.2, Z10.3, Z10.4, Z10.5, Z15 and Z20
- Unified Interpretations: GC13
- Recommendations: Rec.41, Rec.75, Rec.96, Rec.98

.6 Any hinderance to MASS, including any other new technologies:

None

.7 Dates:

Original Proposal: 14 January 2019 tasked by GPG (17044bIGm)

Panel Approval: 22 March 2019 (PSU19010)

GPG Approval: 30 May 2019 (17044bIGu)

• Corr.2 (Feb 2016)

.1 Origin for Change:

- Suggestion from an IACS Member

.2 Main Reason for Change:

To correct DNV GL's details and codes.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

Following suggestion from DNV GL, Permsec reviewed PR16 and updated DNV GL's details and codes. The new revision has been confirmed by DNV GL before being circulated to GPG for information.

.5 Other Resolutions Changes

None.

.6 Dates:

Original Proposal: Feb 2016, made by DNV GL

Circulate to GPG for information: 17 February 2016 (Ref: 16040_IAa)

- **Corr.1 (May 2015)**

.1 Origin for Change:

- Suggestion from an IACS Member

.2 Main Reason for Change:

To correct IACS Members' details and codes.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

Following suggestion from an IACS Member, GPG tasked Permsec to review PR16 and update IACS Members' details and codes. Permsec made the required corrections in Annex 1 sections 1.2 and 3.4.1.

.5 Other Resolutions Changes

None.

.6 Dates:

Original Proposal: *March 2015, made by a Member*
GPG Approval: *26 May 2015 (Ref: 15053_IGd)*

- **Rev.0 (July 2009)**

As part of a review of all PRs in July 2009, PR23 was re-issued as Rev.0 July 2009.
(*Ref: 9517a*)

Part B. Technical Background

List of Technical Background (TB) documents for PR16:



Note:

1) There are no separate Technical Background (TB) documents for PR16 Rev.0 (Jul 2009), Corr.1 (May 2015), Corr.2 (Feb 2016), Rev.1 (May 2019) and Corr.1 (Nov 2020).

2) Technical background documents for versions of PR16 issued prior to July 2009 can be found in the section 'TBs for PRs issued prior to 1 July 2009'.

PR17 “Reporting on deficiencies possibly affecting the implementation of the ISM Code on board”

Summary

(Rev.2) Introduction of “leading indicator” definition, new provisions concerning: sending reports to organisations issuing DOC and to flag Administrations requiring such reports, establishing databases for collecting reported deficiencies.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.2 (Oct 2020)	26 October 2020	1 January 2021
Rev.1 (Sept 2016)	15 September 2016	1 January 2017
Rev.0 (July 2009)	1 July 2009	1 July 2009

• Rev.2 (Oct 2020)

.1 Origin for Change:

- Other (*ISM concerns raised by AVC – C77 FUA28*)
- Other – Comments following IACS QC auditability check

.2 Main Reason for Change:

To improve the effectiveness of ISM implementation on board ships by making use of analysis of deficiencies reported under PR17.

.3 List of non-IACS Member classification societies contributing or participating in IACS Working Group:

None

.4 History of Decisions Made:

Following C77 FUA28 on 30 August 2018 EG/MS reported its thoughts on PR17 and PR9 to GPG (18109_EMsa) and advised on possible measures that can be taken to make better use of information reported under PR17 and to make ISM audits more effective. In reply (18109_IGc) GPG presented its comments and requested the group to refine the report. On 26 October 2018 EG/MS sent to GPG revised report (18109_EMsb) which contained inter alia draft definition of “leading indicators”, proposal of possible amendments to PR17 and information on factors that are not reported under PR17 and which may affect ISM implementation on board. After consideration of EG/MS reply GPG requested the group (18109_IGg) to make, in

consultation with QC and QS, an analysis of QSCS ISM-related findings of 2017 and 2018, to develop measures to reduce such findings (e.g. revision of PR9), to prepare the procedures for identification of leading indicators including collecting, analysing and utilizing the related data (in the form of amendments to PR17 or a separate procedure similar to PR39), to prepare amendments to PR17 which would ensure that PR17 reports are sent to relevant flag Administration without delay. On 15 March 2019 EG/MS sent to GPG (18109_EMSc) draft PR17 Rev.2, results of the analysis of QSCS ISM-related findings with proposal of possible amendments to PR10, pros and cons for establishing a central database for PR17 reported deficiencies and proposal of possible amendments to PR9. GPG reviewed submitted documents and information and requested EG/MS to consider additional comments and instructions (18109_IGj). In reply on 9 June 2019 EG/MS sent to GPG (18109_EMSc) revised draft PR17 Rev.2 together with related HF+TB, draft PR9 Rev.4 and draft PR10 Rev.4. GPG considered these documents and came back with some new comments and proposals of amendments. On 25 September 2019 EG/MS during its 5th Meeting discussed at length all these matters and prepared amended PR17 Rev.2, PR9 Rev.4 and PR10 Rev.4.

On 04 October 2019 (18109_EMSe) EG/MS resubmitted to GPG revised draft PR17 Rev.2 together with related HF+TB, draft PR9 Rev.4 and draft PR10 Rev.4. GPG considered these documents and came back with new comments and proposals of amendments on 25 November 2019 (18109_IGp). Proposals were discussed by EG/MS by correspondence and revised draft PR17 Rev.2 together with related HF+TB, draft PR9 Rev.4 and draft PR10 Rev.4 were resubmitted to GPG on 23 March 2020. (18109_EMSc). PR 17 Rev2 has been submitted for auditability review by QC and further comments were provided. GPG has tasked EG/MS to review comments provided by QC and revise PR 9 Rev 4 as applicable on 28 July 2020. (18109_IGzb). Following discussion by correspondence EG/MS has submitted revised PR_17 on 15 September 2020 together with revised HF and TB documents for GPG approval (18109_EMSc).

.5 Other Resolutions Changes:

PR9 and PR10

.6 Any hinderance to MASS, including any other new technologies:

None

.7 Dates:

Original Proposal:	30 August 2018	Made by:	EG/MS
EG/MS Approval:	15 September 2020	Made by:	EG/MS (18109_EMSc)
GPG Approval:	26 October 2020 (Ref: 18109_ICd)		

• Rev.1 (Sept 2016)

.1 Origin for Change:

Suggestion by EG/ISM-ISPS-MLC

.2 Main Reason for Change:

Amend PR17 to make IACS less vulnerable to criticism from external parties, where class and ISM certification of the vessel are not provided by the same society. PR17 shall be amended to become better understood, and more practicable and easier to comply with, without changing the objective.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

Over the past few years, the members of the IACS EG/ISM-ISPS Expert Group have repeatedly shared and compared their experiences of the implementation of PR17.

During these discussions, questions have been raised about the way in which the procedure operates, its practical effects, and the risks it creates for those involved. The Group considered that a new approach was needed to address the practical difficulties associated with PR17 implementation.

.5 Other Resolutions Changes

None

.6 Dates:

Original proposal: 26 May 2015 Made by EG/ISM-ISPS
EG/ISM-ISPS Approval: 03 Feb 2016 (Ref: 10159EMa)
GPG Approval: 15 September 2016 (Ref: 15100_IGk)

- **Rev.0 (July 2009)**

No records available.

Part B. Technical Background

List of Technical Background (TB) documents for PR17:

Annex 1. **TB for Rev.1 (Sept 2016)**

See separate TB document in Annex 1.

Annex 2. **TB for Rev.2 (Oct 2020)**

See separate TB document in Annex 2.



Note:

- 1) *There is no separate Technical Background (TB) document for PR17 Rev.0 (July 2009)*

Technical Background (TB) document for PR17 (Rev.1 Sept 2016)

1. Scope and objectives

The IACS EG/ISM-ISPS Expert Group was instructed by GPG (Task Form A No 3) to carry out a thorough review of PR17 and to develop procedures and guidance to ensure that the necessary co-operation and co-ordination are achieved to ensure more consistent implementation between the societies.

2. Engineering background for technical basis and rationale

The IACS EG/ISM-ISPS Expert Group believes that PR17 is a very problematic tool that involves a considerable amount of work and exposes the societies to undue criticism by external parties. The EG/ISM-ISPS agreed at the last EG meeting in December 2014, that replacement of PR 17 by a completely new and more robust approach, though desirable, is not possible prior to the merger with EG/ILO.

However, the group recognized the urgent need to amend PR 17 at this stage to make IACS less vulnerable to criticism by external parties.

3. Source/derivation of the proposed IACS Resolution

None

4. Summary of Changes intended for the revised Resolution:

The following was agreed:

- Amend the examples of deficiencies which should be reported.
- Move the examples of deficiencies from the Annex to the main text of the PR to clarify circumstances which do not warrant a PR 17 report and why.
- Continue to require each Class Society to internally document implementation of PR 17, regardless if deficiencies have been found, e.g. leave paragraph 3.2 as is in the document.
- Clarify that the "organisation responsible for the SMS audit of the ship", shall receive the report, and not the organisation that has issued the full term SMC, if these are different organisations. Organisation responsible for the SMS audit of the ship is specified in the Continuous Synopsis Record.
- Change the title of the document, to avoid the negative reactions to the word "failure" in the title.
- Draft an introduction which better explains the purpose of the procedure in the introduction.

5. Points of discussions or possible discussions

None

6. Attachments if any

None

Technical Background (TB) document for PR17 (Rev.2 Oct 2020)

1. Scope and objectives

Scope of changes covers: PR application, deadline for sending reports, sharing of reports, establishing databases for reports, analysis of collected reports.

Objectives of the changes: more effective circulation of reports, possibility of sharing reports with other interested parties and better utilisation of reported information (identification of leading indicators) with a view to improving effectiveness of ISM implementation on board ships.

2. Engineering background for technical basis and rationale

Leading indicators derived from reports could help to reveal weaknesses in a Company's ISM procedures. Sharing information with organisations auditing Companies for the issuance of DOC may facilitate quicker and more effective follow up with the Company (e.g. through additional verification audit).

3. Source/derivation of the proposed IACS Resolution

ISM concerns raised by AVC – C77 FUA28 and Comments following IACS QC auditability check

4. Summary of Changes intended for the revised Resolution:

The following changes to be introduced into the revised PR:

- determination of classification societies which are addressee of the PR and visits on board to which this PR applies,
- new definitions: "Leading indicator" and "Surveyor"
- making report on possible deficiencies available to ship master or Company representative, organisation responsible for auditing the Company for the issuance of DOC and, if it is specifically required, to flag Administration,
- setting time limit for submission of reviewed report to interested parties if reported deficiencies have been assessed as possibly affecting the implementation of the ISM Code on board,
- establishment and maintenance of databases for reported deficiencies by each member and making analysis of collected reports in order to identify leading indicators, which may further be used in accordance with each Recognized Organization's internal procedures.
- minor orthographical modification in last row of Annex 2 table due to IACS QC comment following the auditability check,

5. Points of discussions or possible discussions

Para 5.4: How the flag Administrations intend to use the reports? What actions or input are they going to provide to the ISM RO? Aren't these reports a duplication of information already provided in other class/statutory reports?

6. Attachments if any

None

PR 18 “Transfer of Safety and Security Management Systems Certification”

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.1 (Sept 2012)	11 September 2012	1 February 2013
Rev.0 (July 2009)	1 July 2009	1 July 2009

• Rev.1 (Sept 2012)

.1 Origin for Change:

- Suggestion by IACS member

.2 Main Reason for Change:

Updating of requirements based on operational experience. Also some editorial amendments were made including a correction to the reference to IACS procedures for handling complaints.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

The proposed amendments were discussed and agreed to during the meeting of the ISM/ISPS Expert Group that took place on 27th – 29th September 2011 and in subsequent correspondence.

.5 Other Resolutions Changes

None

.6 Dates:

Original proposal: *27 September 2011 Made by: An IACS member*
 EG Approval: *27 June 2012 Made by EG ISM/ISPS*
 GPG Approval: *11 September 2012 (Ref. 12105_IGd)*

• Rev.0 (July 2009)

As part of a review of all PRs in July 2009, PR9 was re-issued as Rev.0 July 2009 (Ref: 9517a).

Part B. Technical Background

List of Technical Background (TB) documents for PR18:

Annex 1. **TB for Rev. 1 (Sept 2012)**

See separate TB document in Annex 1.



Note:

1) *There is no separate Technical Background (TB) documents for PR18 Rev.0 (Jul 2009).*

2) *Technical background documents for versions of PR18 issued prior to July 2009 can be found in the section 'TBs for PRs issued prior to 1 July 2009'.*

Technical Background for PR 18 (Rev.1 Sept 2012)

1. Scope and objectives

PR18 establishes procedural requirements for the transfer from one classification society to another of ISM and ISPS management system certification.

2. Engineering background for technical basis and rationale

Two amendments have been made to reflect recent experience in the provision of ISM and ISPS certification services and to correct weaknesses identified in the preceding version. Also some editorial amendments were made including a correction to the reference to IACS procedures for handling complaints.

3. Source/derivation of the proposed IACS Resolution

See item 5 below.

4. Summary of Changes intended for the revised Resolution:

See item 5 below.

5. Points of discussions or possible discussions

The Group identified the need for, and agreed to, the following amendments to PR 18:

1. Paragraph 2.1 has been amended to extend the application of the procedure to transfers during the period of interim certification.
2. Paragraph 3.4 has been amended to refer to cases in which the certificate has been issued by the flag administration.

PermSec proposed a correction to Paragraph 5.0 to the reference to IACS procedures for handling complaints.

6. Attachments if any

None

PR19 “Procedural Requirement for Thickness Measurements”

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.1 (July 2017)	31 July 2017	1 January 2018
Rev.0 (July 2009)	1 July 2009	1 July 2009

Rev.1 (July 2017)

.1 Origin of Change:

- Suggestion by IACS Members

.2 Main Reason for Change:

A Survey Panel Member proposed to revise PR19 to provide clarity by specifying the applicability of mobile offshore drilling units (MODU).

.3 List of non-IACS Member Classification Societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

The proposed amendments were discussed and agreed under the task PSU17015.

In addition, two versions of para 2.1 were shown, so the opportunity was taken to delete the old version of paragraph 2.1 as it has been superseded by the new version of paragraph 2.1; the associated note was deleted at the same time.

.5 Other Resolutions Changes

UR Z17

.6 Dates:

Original Proposal: 05 May 2017 Made by: Survey Panel Member
 Panel Approval: 13 July 2017 (Ref: PSU17015)
 GPG Approval: 31 July 2017 (Ref: 16161aIGb)

• Rev.0 (July 2009)

As part of a review of all PRs in July 2009, PR19 was re-issued as Rev.0 July 2009.

Part B. Technical Background

List of Technical Background (TB) documents for PR19:



Note:

1) There are no separate Technical Background (TB) documents for PR19 Rev.0 (July 2009) and Rev.1 (July 2017).

2) Technical background documents for versions of PR19 issued prior to July 2009 can be found in the section 'TBs for PRs issued prior to 1 July 2009'.

PR20 “Procedural Requirement for certain ESP Surveys”

Summary

This revision is to harmonize the terms of ‘recommendation’ and ‘condition of class’ with only the term ‘condition of class’ being retained.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.3 (May 2019)	30 May 2019	1 July 2020
Rev.2 (Apr 2016)	26 April 2016	1 January 2017
Rev.1 (April 2010)	19 April 2010	1 July 2010
Rev.0 (July 2009)	1 July 2009	1 July 2009

• Rev.3 (May 2019)

.1 Origin of Change:

- Suggestion by an IACS member

.2 Main Reason for Change:

This revision is to address the policy decision made by GPG using the common terminology ‘Condition of Class’(CoC) instead of the terms ‘Recommendation/Condition of Class’ based on the outcome of III 5.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

During the 29th panel meeting, the panel discussed about the comments of members, and concurred with the view to retain the present definitions of CoC in the IACS resolutions with the wording ‘Recommendation’ to be removed. The panel also agreed to use the term ‘Statutory Condition’ for the ‘recommendation’ of the statutory certificates in IACS resolutions and RECs, and when discussing the proposal of a member to consider the harmonization of the terms of ‘recommendation’ and ‘condition of class’ in RO Code, the panel unanimously agreed to take no action on the IMO instruments, leaving the relevant actions to be decided by the relevant IMO bodies when IACS feeds back to IMO the IACS action on the harmonization of the two terms.

Panel members concurred with the view that it is not necessary to develop a new procedure requirement, and agreed to set the implementation date of these IACS resolutions (other than RECs) as 1st July 2020.

Before the implementation date of 1st July 2020 for using the common terminology 'Condition of Class' only, 'Recommendations' and 'Condition of Class' are to be read as being different terms used by Societies for the same thing, i.e. requirements to the effect that specific measures, repairs, surveys etc. are to be carried out within a specific time limit in order to retain Classification.

No TB is expected for the present revision.

.5 Other Resolutions Changes:

The following IACS resolutions and Recommendations (RECs) were agreed to be revised:

- Procedural Requirements: PR1A, PR1B, PR1C, PR1D, PR1 Annex, PR3, PR12, PR20, PR35 and the attachment of PR16;
- Unified Requirements: Z7, Z7.1, Z7.2, Z10.1, Z10.2, Z10.3, Z10.4, Z10.5, Z15 and Z20
- Unified Interpretations: GC13
- Recommendations: Rec.41, Rec.75, Rec.96, Rec.98

.6 Any hinderance to MASS, including any other new technologies:

None

.7 Dates:

Original Proposal: 14 January 2019 tasked by GPG (17044bIGm)

Panel Approval: 22 March 2019 (PSU19010)

GPG Approval: 30 May 2019 (17044bIGu)

• Rev.2 (Apr 2016)

.1 Origin of Change:

- Suggestion by IACS Member

.2 Main Reason for Change:

A Survey Panel Member proposed to review PR20 to provide clarity by specifying which areas of the ship are subject to be surveyed by at least two exclusive surveyors

.3 List of non-IACS Member Classification Societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

Panel discussed under task PSU15058 the proposed matter and agreed that the text of the revision 1 of PR20 was not sufficiently clear in respect to the areas of the ship to which the PR itself is applicable.

Moreover it has been highlighted that this procedural requirement is applicable exclusively to special/renewal and intermediate surveys of ESP ships (starting from special/renewal survey no. 3 for ships of 20000 tonnes DWT and above and for intermediate survey of Bulk Carriers having age between 10 and 15 years and of 100000 tonnes DWT and above).

Members recalled that the applicable Unified Requirements for the ESP surveys (the UR Z10.s) are additional to those for all ships (UR Z7), therefore it has been concurred that only the areas to which the enhanced survey program applies are those to which the provisions of the PR20 are applicable.

The areas subject to ESP surveys are those listed into:

- paragraph 1.1.2 of UR Z10.1, UR Z10.2, UR Z10.3, UR Z10.4, and
- paragraph 1.1.3 of UR Z10.5

Taking in consideration the above the Panel agreed the modification of the text of PR20.

No Technical Background is expected for this revision.

.5 Other Resolutions Changes

None.

.6 Dates:

Original Proposal: 27 November 2015 Made by: *Survey Panel Member*

Panel Approval: 02 February 2016 (Ref: PSU15058)

GPG Approval: 26 April 2016 (Ref: 16027_IGd)

• Rev.1 (April 2010)

.1 Origin of Change:

- Other (Suggestion by GPG)

.2 Main Reason for Change:

Following GPG 67 a Small Group was established to investigate the consequences of new EU and SOLAS regulations concerning the use of exclusive surveyors (EC Regulation 391/2009 and amended A.739(18)) and to review the IACS PRs to see if any amendments were necessary. The results were presented to GPG 68 in March 2010.

.3 History of Decisions Made:

The SG concluded that no change was necessary to PR20, however for clarity GPG proposed that the opening of the second sentence of sub-para 2 should be amended to read:

“Where compatible with relevant laws and regulations, on dual class vessels, the requirement for two surveyors may be fulfilled by having one surveyor attend from each Society.”

During GPG discussion it was agreed that the changes should be implemented from 1 July 2010 to align with IMO MSC.208(81).

.4 Other Resolutions Changes

PRs 1B, 1C and 21 were also changed at this time based on the outcome of the SG.

5 Any dissenting views

None

.6 Dates:

Original Proposal: *15 March 2010* Made by: *SG of GPG on Exclusive Surveyors*
GPG Approval: *19 April 2010 (ref.: 9558aIGe and IGf)*

- **Rev.0 (July 2009)**

As part of a review of all PRs in July 2009, PR20 was re-issued as Rev.0 July 2009.

Part B. Technical Background

List of Technical Background (TB) documents for PR20



Note:

1) *There are no separate Technical Background (TB) documents for PR20 Rev.0 (Jul 2009), Rev.1 (Apr 2010), Rev.2 (Apr 2016) and Rev.3 (May 2019).*

2) *Technical background documents for versions of PR20 issued prior to July 2009 can be found in the section 'TBs for PRs issued prior to 1 July 2009'.*

PR21 "Procedural Requirement for Statutory Surveys by Exclusive Surveyors"

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.2 (Mar 2018)	12 March 2018	1 January 2019
Rev.1 (April 2010)	19 April 2010	1 July 2010
Rev.0 (Jul 2009)	1 July 2009	1 July 2009

• Rev.2 (March 2018)

.1 Origin for Change:

- Other (*Recommendation by GPG on Exclusive Surveyors*)

.2 Main Reason for Change:

As proposed by DG MOVE policy officers, the task was triggered by GPG to consider the use of own exclusive surveyors and exclusive surveyors of other ROs on survey regime.

.3 List of non-IACS Member Classification Societies contributing through the TC Forum and/or participating in IACS Working Group:

None.

.3 History of Decisions Made:

This issue was raised at the EG/EU 11th meeting in December 2016. It was proposed by DG MOVE policy officers that the PR5 needed to be reviewed to reflect the entry into force of the IMO RO Code.

GPG tasked survey panel on 07/05/2017 to consider the issue of revising PR5 and develop a Form A for this task. The approved Form A had been implemented and the target date was set as the end of 2017.

During the discussions within the panel, by recalling the discrepancy between EU Regulation 391/2009 Annex I, B.1 which gives the possibility to use, in exceptional and duly justified cases, exclusive surveyors of other recognised organisations, and IMO RO Code, Part 2, para.4.2.4 which does not specifically refer to such possibility, as well as the definition of "exclusive surveyor" in the PR5 in line with that of the RO Code, the Survey Panel agreed to slightly update/clarify the current PR21 with contents about "exceptional and duly justified cases" being included, without making any amendments to the PR5.

As the conclusion of discussion in 26th survey panel meeting, the PR21 had been revised as proposed by panel member by inserting "in exceptional and duly justified cases" into the paragraph 3 of PR21, with the PR5 being left as it is, and the Form A had been modified accordingly.

No TB is expected for the present revision.

.5 Other Resolutions Changes

None

.6 Dates:

Original Proposal: 07 May 2017, made by GPG on Exclusive Surveyors
Panel Approval: 02 November 2017 by Survey Panel (Ref: PSU17001)
GPG Approval: 12 March 2018 (Ref: 16236_IGr)

• Rev.1 (April 2010)

.1 Origin for Change:

- Other (*Recommendation by SG of GPG on Exclusive Surveyors*)

.2 Main Reason for Change:

Following GPG 67 a Small Group was established to investigate the consequences of new EU and SOLAS regulations concerning the use of exclusive surveyors (EC Regulation 391/2009 and amended A.739(18)) and to review the IACS PRs to see if any amendments were necessary. The results were presented to GPG 68 in March 2010.

.3 History of Decisions Made:

The SG recommended to GPG that PR21 be amended as follows:

- Replace "survey" by "work" in the second sentence of para. 2, as follows:

"Purely administrative ~~surveys~~ work having no bearing on safety or pollution prevention may be carried out by non-exclusive surveyors where allowed by the relevant flag Administration."

- Amend para. 3, as follows:

"3. For the purpose of this Procedural Requirement, use of properly qualified, exclusive surveyors employed by other Classification Societies ~~may be used at the discretion of the Classification Societies~~, is subject to the discretion of the flag Administration."

- Delete the footnote 3 :

~~*"3. Classification Surveys required by Societies are excluded from Statutory Surveys."*~~

During GPG discussion it was agreed that the changes should be implemented from 1 July 2010 to align with IMO MSC.208(81).

.4 Other Resolutions Changes

PRs 1B, 1C and 20 were also changed at this time based on the outcome of the SG.

.5 Any dissenting views

None

.6 Dates:

Original Proposal: *15 March 2010, made by SG of GPG on Exclusive Surveyors*
GPG Approval: 19 April 2010 (ref.: 9558aIGe and IGf)

- **Rev.0 (Jul 2009)**

As part of a review of all PRs in July 2009, PR21 was re-issued as Rev.0 July 2009.

Part B. Technical Background

List of Technical Background (TB) documents for PR21:



Note:

1) There are no separate Technical Background (TB) documents for PR21 Rev.0 (Jul 2009), Rev.1 (Apr 2010) and Rev.2 (Mar 2018).

2) There are also no Technical background documents available for versions of PR21 issued prior to July 2009.

PR 23 “Procedure for Reporting Cancellation of Approval of a Thickness Measurement Firm”

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Corr.1 (Dec 2013)	02 December 2013	-
Rev.1 (August 2013, Complete revision)	12 August 2013	1 November 2013
Rev.0 (July 2009)	1 July 2009	1 July 2009

• Corr.1 (December 2013)

In Paragraph 2.3 Permanent Secretariat’s email account, for archiving the messages, has been changed from permsec@iacs.org.uk to efs@iacs.org.uk (Ref: 12112_IAG).

• Rev.1 (August 2013, Complete revision)

.1 Origin for Change:

- Suggestion from an IACS Member

.2 Main Reason for Change:

To develop a mechanism to replace the current TM firm database with a more efficient information exchange system.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

At GPG 73, members discussed the issues related to the inconsistencies and duplicate entries in IACS TM firm database and agreed to develop a mechanism to replace the current TM firm database with a more efficient information exchange system.

Following GPG 73 Permanent Secretariat (Permsec), in consultation with Member’s representatives, constructed a list containing information on where Members publish the information on their own websites. A Member offered to revise PR 23 to suit the original GPG intention to discontinue the publication of the IACS thickness measurement firms DB on the IACS website, as discussed in GPG 73, and to replace it with a simplified alternative methodology.

At GPG 74 it was agreed that:

- Permsec will post the list of links (URLs) on IACS website to the TM Firm approval database on each Classification Society's public website so the public and IACS Members can easily check the information on any Society's website.

- When a Society cancels a TM Firm approval for specified reasons, they will inform by email the other participating Classification Societies in this scheme of their action.
- Revise PR 23 accordingly.

No underline version of the document was prepared as the revision was considered as a 'complete revision'.

.5 Other Resolutions Changes

None.

.6 Dates:

Original Proposal: *April 2013 (GPG 74), made by a Member*
GPG Approval: *12 August 2013 (Ref: 12112_IGk)*

- **Rev.0 (July 2009)**

As part of a review of all PRs in July 2009, PR23 was re-issued as Rev.0 July 2009.
(Ref: 9517a)

Part B. Technical Background

List of Technical Background (TB) documents for PR 23:



Note:

1) There are no separate Technical Background (TB) documents for PR23 Rev.0 (Jul 2009), Rev.1 (August 2013) and Corr. 1 (Dec 2013).

2) Technical background documents for versions of PR23 issued prior to July 2009 can be found in the section 'TBs for PRs issued prior to 1 July 2009'.

PR24 "Procedural Requirements for ISPS Code Certification"

Summary

(Rev.2) Amended certification scenarios, elimination of ambiguous provisions, unification of wording used, update to allow for new techniques of managing amendments to previously approved documents, corrections.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.2 (May 2019)	28 May 2019	1 July 2019
Rev.1 (Dec 2010)	13 December 2010	1 July 2011
Rev.0 (July 2009)	1 July 2009	1 July 2009

Rev.2 (May 2019)

1 Origin of Change:

- Other (*Routine revision and updating*)

2 Main Reason for Change:

Review and alignment of certification scenarios for ISM, ISPS and MLC.

3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

4 History of Decisions Made:

The review started during EG/MS meeting in June 2017. Amendments were further discussed by correspondence and during next EG/MS meeting in June 2018. Final version was agreed and developed by correspondence.

5 Other Resolutions Changes:

None

6 Any hinderance to MASS, including any other new technologies:

None

7 Dates:

Original Proposal: 7 June 2017 Made by: EG/MS
EG Approval: 22 March 2019
GPG Approval: 28 May 2019 (Ref: 19057_IGe)

Rev.1 (Dec 2010)

1 Origin of Change:

- Other (*Routine revision and updating*)

2 Main Reason for Change:

Review and amendment based on experience gained in the provision of audit and certification services.

3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

4 History of Decisions Made:

The review took place during several meetings of the ISM/ISPS Expert Group. Amendments were further developed in inter-sessional correspondence and the final version was produced following EG7.

5 Other Resolutions Changes:

None

6 Dates:

Original Proposal: 1 December 2009 Made by: EG/ISM-ISPS
GPG Approval: 13 December 2010 (Ref: 10126_IGc)

Rev.0 (July 2009)

As part of a review of all PRs in July 2009, PR24 was reissued as Rev.0 July 2009. (*Ref: 9517a*)

Part B. Technical Background

List of Technical Background (TB) documents for PR24:

Annex 1. **TB for Rev.1 (Dec 2010)**

See separate TB document in Annex 1.



Annex 2. **TB for Rev.2 (May 2019)**

See separate TB document in Annex 2.



Note:

1) *There is no separate Technical Background (TB) document for PR24 Rev.0 (July 2009).*

2) *Technical background documents for versions of PR24 issued prior to July 2009 can be found in the section 'TBs for PRs issued prior to 1 July 2009'.*

Technical Background for PR24 (Rev.1 Dec 2010)

1 Scope and objectives

PR24 establishes procedural requirements for the planning, preparation, conduct, reporting and follow-up of ISPS audits and the issue, endorsement and withdrawal of ISPS certificates.

2 Engineering background for technical basis and rationale

None

3 Source/derivation of the proposed IACS Resolution

None

4 Summary of Changes intended for the revised Resolution

Numerous detailed amendments have been made to reflect recent experience in the provision of ISPS certification services and to correct weaknesses identified in the preceding version.

5 Points of discussions or possible discussions

All sections of the PR were subjected to review and amendment to varying degrees.

6 Attachments if any

None



Technical Background for PR24 (Rev.2 May 2019)

1 Scope and objectives

PR24 establishes procedural requirements for the planning, preparation, conduct, reporting and follow-up of ISPS audits and the issue, endorsement and withdrawal of ISPS certificates.

2 Engineering background for technical basis and rationale

None

3 Source/derivation of the proposed IACS Resolution

None

4 Summary of Changes intended for the revised Resolution

Annex 1 (certification scenarios) amended entirely as a result of comparison and unification with scenarios for ISM and ISPS.

Deletion of unnecessary definitions (2.16, 2.17, 2.18). Two of the terms were used in the PR in a different context than defined which could cause confusion. Unification of terms and wordings in numerous paragraphs.

Change of "corrective actions" to "actions to prevent recurrence" in paras 7.4, 7.5, 7.6 to indicate that corrections of deviations should have already been made (addressing EMSA focus on that).

Corrections of wrong references to SOLAS (1.3, 8.2).

Some provisions expressed in a more general way to allow for the actual practice of classification societies concerning new techniques of managing amendments to previously approved documents (5.5, ex 5.7).

Additional clarification concerning the issuance of certificates and their validity (8.4, 8.5).

5 Points of discussions or possible discussions

Paras 5.5, 5.7, 7.5.

6 Attachments if any

None



PR28 “Procedure for Change of Flag”

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.2 (Jan 2018)	22 January 2018	1 January 2019
Rev.1 (June 2016)	28 June 2016	1 January 2017
Rev.0 (July 2009)	1 July 2009	1 July 2009

Rev.2 (Jan 2018)

.1 Origin of Change:

- Suggestion by IACS Members

.2 Main Reason for Change:

Survey Panel Member proposed to review PR28 to aim for the title of PR28

.3 List of non-IACS Member Classification Societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

One member raised this issue, mentioning that the current PR 28 could not cover the cases changing the flag with change of class, due to the content of the title of this PR: “Procedure for Statutory Certification at Change of Flag without Change of Class”.

Survey Panel discussed this matter deeply, about the consistencies of IACS PR1A, PR1D, PR12 and PR28 with the requirements of Paragraph 3.9.3 of RO Code.

Panel noted that under panel task PSU 14009 the survey panel made amendments to PR28 Rev 0. The title at Rev 0 was “Procedure for Change of Flag”, this title was not changed by the survey panel in their submission to the GPG; however it was changed by the GPG, following their review, without reference to the Survey Panel. The Panel reviewed the history discussions about the draft revision 1 of the PR 28 in 2015 with the title being changed to “Procedure for Statutory Certification at Change of Flag without Change of Class”, and agreed with that the title change in 2015 was irrelevant and therefore it is proposed to change back the title of PR28 to “Procedure for Change of Flag”.

During the discussions at 26th Survey Panel Meeting, the panel concurred with the view that the requirements of the RO Code are fully covered by existing PR12, PR28 and PR1s. For Class and the Certificate of Class the survey requirements of PR1A or PR1D would apply. For Statutory Certification, PR28 and flag requirements apply, as well as Rec 117. The panel unanimously agreed to only revert the title of PR28 back to “Procedure for Change of Flag” without any other revisions.

well as Rec 117. The panel unanimously agreed to only revert the title of PR28 back to "Procedure for Change of Flag" without any other revisions.

Upon the discussions about the item 3.2.4 of PR 28 for Passenger Ships providing the survey scopes with the reference to life saving and fire-fighting means without specifying the scope of relevant ascertainment/test, which seemed to be not appropriate as referring to annual survey of SAFECON under 3.2.1 for cargo ships, Survey Panel concurred with the view that: Passenger Ship Renewal Surveys are held every 12 months. The requirements laid down in 3.2.4 are the minimum requirements when the COF survey is held outside of the Renewal window, and need not to be amended.

One member mentioned that the provisions of para 5.8 of IMO Res. A.1104(29) "Surveys required after transfer of the ship to the flag of another State" are not covered by PR28 in full scope, while the other members preferred not to revise PR 28 and concurred with the following view:

Para. 5.8 of IMO Res. A.1104(29) provides guidelines as being incumbent on the losing flag to provide the information if requested. If a statutory survey report is required, then we see the correct and proper process to be for us to request the gaining flag to obtain the report from the losing flag. We don't see that we could add a provision in an IACS PR placing an obligation direct on the losing flag's RO, and particularly if the Change of Class is not a TOC. Therefore we believe this requirement should not be added to PR28 since it is a matter between Flag Administrations. Notwithstanding the foregoing, Statutory Certificates and Records will be found onboard of a vessel at COF, while Survey Reports are not normally found on vessels, however at COF with Change of Class specific requests for statutory survey reports are not experienced by IACS members.

No Technical Background is expected for this revision.

.5 Other Resolutions Changes

None.

.6 Dates:

Original Proposal: 22 March 2017 Made by: Survey Panel Member
Panel Approval: 13 September 2016 by Survey Panel (Ref: PSU17009)
GPG Approval: 22 January 2018 (Ref: 17134_IGe)

Rev.1 (June 2016)

.1 Origin of Change:

- Suggestion by IACS Members

.2 Main Reason for Change:

- a) Survey Panel Member proposed to review PR28 in the light of the incoming provisions of the RO Code MSC 349(92), further discussions about the interpretation of relevant paragraphs of RO Code were carried out and

subsequently Members concurred that PR28 is necessary to be updated in order to be consistent with the requirements of the RO Code as relevant.

- b) Panel Members also highlighted that transfer of information on Alternative Design and Arrangements (AD&A) should be considered at Change of Flag, which therefore might be merged into the revision of PR28.

.3 List of non-IACS Member Classification Societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

Discussion outcomes have been satisfied through the following revisions made by PT:

- a) Introducing Paragraph 4 "Obligations and Reporting" to reflect the requirements of the RO Code as relevant and the issue of AD&A as mentioned above.
- b) Adding Subparagraph 1.4 in order to be consistent with Paragraph 5.7.3 of RO Code.
- c) Updating subparagraph 2.3 and correcting an error in subparagraph 3.2.4.

Panel Members agreed to set a one-man PT (PT26/2014) which provided the first draft of the revision 2 of PR12. The Form A and Form 1 of the PT 26/2014 have been approved by GPG on 08 January 2015 (under GPG task 14201).

Panel, after discussion, approved the draft presented by the PT.

Following the GPG examination of the drafted revision 1, two comments raised. Panel reviewed the GPG Member comments during the 22nd Survey Panel Meeting by producing a new draft version.

In particular, the paragraph 4.1 of the original drafted revision 1 has been deleted since it contemplated the case of a change of flag associated to a change of class that is outside of the scopes of PR 28 (Change of Flag without change of class).

No Technical Background is expected for this revision.

.5 Other Resolutions Changes

None.

.6 Dates:

Original Proposal: 08 April 2014 Made by: Survey Panel Member

Panel Approval: 15 March 2016 by Survey Panel during the 23rd Survey Panel Meeting (Ref: PSU14009)

GPG Approval: 28 June 2016 (Ref: 14201_IGI)

- **Rev.0 (July 2009)**

As part of a review of all PRs in July 2009, PR28 was re-issued as Rev.0 July 2009.

Part B. Technical Background

List of Technical Background (TB) documents for PR28:

Note:

1) There are no separate Technical Background (TB) documents for PR28 Rev.0 (Jul 2009), Rev.1 (June 2016) and Rev.2 (Jan 2018).

PR 31 “Additional measures to ensure mandatory application of IACS Unified Interpretations”

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.1 (July 2014)	7 July 2014	1 August 2014
Rev.0 (July 2009)	1 July 2009	1 July 2009

• Rev.1 (July 2014)

.1 Origin for Change:

- Suggestion from an IACS Member

.2 Main Reason for Change:

To clarify that Classification Societies are to adopt measures requiring compliance with the IACS Unified Interpretations applicable to a vessel, its machinery and equipment, in accordance with the implementation dates and provisions stated in the UI, when acting as a recognized organization, authorized by a flag State Administration to act on its behalf, unless provided with written instruction to apply a different interpretation by the flag Administration.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

At GPG 76, Members discussed the issues related to the implementation of IACS UIs and agreed to implement the UIs after IMO Sub-Committee's consideration when no comments were made on these UIs at the IMO Sub-Committee where they were submitted; and to consider, on a case by case basis, the UIs that were commented at IMO Sub-Committees according to the information provided by the Accredited Representative to IMO in his IACS Observer's Reports. In such cases, it might be decided to wait for the MSC or MEPC decision before implementing the UIs.

In relation to the above, some Members proposed to modify the standard wording used in IACS submissions to IMO on IACS UIs in order to clarify that the instruction of a flag Administration to its ROs should be done by a specific, written communication. A similar amendment to the wording of the first paragraph of PR 31 was also proposed.

Revised PR31 is approved by GPG with an implementation date of 1 August 2014.

.5 Other Resolutions Changes

None.

.6 Dates:

Original Proposal: April 2014 (GPG 76)

GPG Approval: 07 July 2014 (Ref: 14069_IGe)

- **Rev.0 (July 2009)**

As part of a review of all PRs in July 2009, PR31 was re-issued as Rev.0 July 2009.
(Ref: 9517a)

Part B. Technical Background

List of Technical Background (TB) documents for PR 31:



Note:

- 1) *There are no separate Technical Background (TB) documents for PR31 Rev.0 (Jul 2009) and Rev. 1 (July 2014).*
- 2) *Technical background documents for versions of PR31 issued prior to July 2009 can be found in the section 'TBs for PRs issued prior to 1 July 2009'.*

PR32 "Procedure for handling technical questions regarding the IACS CSRs"¹

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.1 (Sept 2011)	01 September 2011	-
Rev.0, Corr.1 (Sept 2009)	23 September 2009	-
Rev.0 (Jul 2009)	1 July 2009	1 July 2009

• Rev.1 (Sept 2011)

.1 Origin of Change:

- Other (SG/PR Revision & SG/CSR)

.2 Main Reason for Change:

During the review of all the PRs in July 2009 it was proposed that the main body of PR 32 should be incorporated into the IACS Procedures with the exception of para 7 of Annex A.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None.

.4 History of Decisions Made:

Due to lack to time in July 2009, incorporation of the main body of PR32 into the IACS Procedures was put on-hold. However in 2010-2011 following a complete overhaul of the IACS Procedures, a new Volume 4 of the Procedures dealing with CSR matters was created. PR32 was subsequently updated so that only the text in para 7 of Annex A dealing with the procedure for the handling of technical questions regarding CSRs in each individual Society remains.

.5 Other Resolutions Changes:

New Procedures Volume 4, CSR published.

.6 Dates:

Original Proposal: 13 May 2009, made by SG/PR Revision
GPG Approval: 01 September 2011 (Ref: 9588cIGx)

¹ Name changed from 'Maintenance, Harmonization and Further Development of IACS CSR for Double Hull Oil Tankers and Bulk Carriers' as part of Rev.1 update.

- **Rev.0, Corr.1 (Sept 2009)**

.1 Origin for Change:

Other

.2 Main Reason for Change:

IACS Permanent Secretariat noticed that the main text of "new" PR 32 Rev.0 still contained information on the revision history of PR32 prior to July 2009 and information about the effective date for Rev.1.

.3 History of Decisions Made:

IACS Permanent Secretariat decided to issue a "correction" to "new" PR 32 Rev.0 in which paragraphs 1.4 'Revision history' and 1.5 'Effective date' of the main text were deleted to avoid confusion to readers.

.4 Other Resolutions Changes

N/A

.5 Any dissenting views

N/A

.6 Dates:

Amendment date: *23 September 2009 (Ref. 9517aIAf)*

- **Rev.0 (Jul 2009)**

As part of a review of all PRs in July 2009, PR32 was re-issued as Rev.0 July 2009.

Part B. Technical Background

List of Technical Background (TB) documents for PR32:



Note:

1) There are no separate Technical Background (TB) documents for PR 32 Rev.0 (Jul 2009), Corr. 1 (Sept 2009) and Rev. 1 (Sept 2011).

2) Technical background documents for versions of PR32 issued prior to July 2009 can be found in the section 'TBs for PRs issued prior to 1 July 2009'.

PR34 "Procedural Requirement on Application of the IMO Performance Standard for Protective Coatings (PSPC), Resolution MSC.215(82), under IACS Common Structural Rules for Bulk Carriers and Oil Tankers"

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Deleted (July 2012)	05 August 2011	1 July 2012
Rev.0, Corr.1 (Aug 2009)	5 August 2009	-
Rev.0 (Jul 2009)	1 July 2009	1 July 2009

• Deleted (July 2012)

Hull Panel Chairman reported that current CSR refer to the SOLAS requirements only and do not mention the PR34. Therefore, officially the PR34 will not ever come into force and may be withdrawn at any time and replaced by UI SC223.

GPG agreed with the proposal to withdraw PR34 from 1 July 2012 (11090_IGh dated 05 August 2011).

• Rev.0, Corr.1 (Aug 2009)

.1 Origin for Change:

- Suggestion by IACS member

.2 Main Reason for Change:

One member advised that it had been brought to their attention that the PR 34 Rev.0, which says it applies from 1 July 2009, also says in the first para of the Introduction that it applies to ships contracted for construction from 8 December 2006. Therefore they proposed a clarification in the Note and a revision to the date in the Introduction.

.3 History of Decisions Made:

GPG agreed to issue a "Correction" to "new" PR 34 Rev.0 in which:

- the Note is revised to read:
"1. This Procedural Requirement applies to ships subject to the IACS Common Structural Rules (CSR) for Bulk Carriers and for Oil Tankers which are contracted for construction on or after 1 July 2009."
- and the first paragraph of the Introduction is revised to read:
"This Procedural Requirement shall be applied by Classification Societies for application of the IMO PSPC to ships subject to the IACS Common Structural Rules (CSR) for Bulk

Carriers and for Oil Tankers which are contracted for construction on or after 1 July 2009."

.4 Other Resolutions Changes

N/A

.5 Any dissenting views

N/A

.6 Dates:

Original Proposal: *17 July 2009*

GPG Approval: *5 August 2009 (Ref. 9517aIGm)*

• **Rev.0 (Jul 2009)**

As part of a review of all PRs in July 2009, PR34 was re-issued as Rev.0 July 2009.

Part B. Technical Background

List of Technical Background (TB) documents for PR34:



Note:

1) There are no separate Technical Background (TB) documents for PR 34 Rev.0 (Jul 2009) and Corr.1 (Aug 2009).

2) Technical background documents for versions of PR34 issued prior to July 2009 can be found in the section 'TBs for PRs issued prior to 1 July 2009'.

PR35 “Procedure for Imposing and Clearing Conditions of Class”

Summary

This revision is to harmonize the terms of ‘recommendation’ and ‘condition of class’ with only the term ‘condition of class’ being retained.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.1 (May 2019)	30 May 2019	1 July 2020
Rev.0 (July 2009)	1 July 2009	1 July 2009

• Rev.1 (May 2019)

.1 Origin of Change:

- Suggestion by an IACS member

.2 Main Reason for Change:

This revision is to address the policy decision made by GPG using the common terminology ‘Condition of Class’(CoC) instead of the terms ‘Recommendation/ Condition of Class’ based on the outcome of III 5.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

During the 29th panel meeting, the panel discussed about the comments of members, and concurred with the view to retain the present definitions of CoC in the IACS resolutions with the wording ‘Recommendation’ to be removed. The panel also agreed to use the term ‘Statutory Condition’ for the ‘recommendation’ of the statutory certificates in IACS resolutions and RECs, and when discussing the proposal of a member to consider the harmonization of the terms of ‘recommendation’ and ‘condition of class’ in RO Code, the panel unanimously agreed to take no action on the IMO instruments, leaving the relevant actions to be decided by the relevant IMO bodies when IACS feeds back to IMO the IACS action on the harmonization of the two terms.

Panel members concurred with the view that it is not necessary to develop a new procedure requirement, and agreed to set the implementation date of these IACS resolutions (other than RECs) as 1st July 2020.

Before the implementation date of 1st July 2020 for using the common terminology 'Condition of Class' only, 'Recommendations' and 'Condition of Class' are to be read as being different terms used by Societies for the same thing, i.e. requirements to the effect that specific measures, repairs, surveys etc. are to be carried out within a specific time limit in order to retain Classification.

No TB is expected for the present revision.

.5 Other Resolutions Changes:

The following IACS resolutions and Recommendations (RECs) were agreed to be revised:

- Procedural Requirements: PR1A, PR1B, PR1C, PR1D, PR1 Annex, PR3, PR12, PR20, PR35 and the attachment of PR16;
- Unified Requirements: Z7, Z7.1, Z7.2, Z10.1, Z10.2, Z10.3, Z10.4, Z10.5, Z15 and Z20
- Unified Interpretations: GC13
- Recommendations: Rec.41, Rec.75, Rec.96, Rec.98

.6 Any hinderance to MASS, including any other new technologies:

None

.7 Dates:

Original Proposal: 14 January 2019 tasked by GPG (17044bIGm)
Panel Approval: 22 March 2019 (PSU19010)
GPG Approval: 30 May 2019 (17044bIGu)

• Rev.0 (July 2009)

As part of a review of all PRs in July 2009, PR35 was re-issued as Rev.0 July 2009.

Part B. Technical Background

List of Technical Background (TB) documents for PR35



Note:

1) *There are no separate Technical Background (TB) documents for PR20 Rev.0 (Jul 2009) and Rev.1 (May 2019).*

2) *Technical background documents for versions of PR20 issued prior to July 2009 can be found in the section 'TBs for PRs issued prior to 1 July 2009'.*

PR 36 “Transfer of Maritime Labour Convention, 2006 Certification”

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
New (March 2013)	05 March 2013	20 August 2013

- **New (March 2013)**

.1 Origin for Change:

Suggestion by EG/ILO

.2 Main Reason for Change:

Uniform implementation of procedures and requirements pertaining to the transfer of Maritime Labour Convention, 2006 (MLC) certification.

.3 List of non-IACS Member Classification Societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

GPG approved the development the PR for transfer of certification which was decided in the 2nd EG/ILO meeting. EG/ILO finalized the PR in its 3rd meeting and submitted it to GPG for review and approval. GPG approved the PR and decided to publish this with newly developed IACS recommendation 129 (Guidance on DMLC Part II review, inspection and certification under the Maritime Labour Convention, 2006).

.5 Other Resolutions Changes

None

.6 Dates:

Original Proposal: 16 June 2011 Made by: EG/ILO

GPG Approval: 05 March 2013 (Ref: 13029aIGc & 9671eIGg)

Part B. Technical Background

List of Technical Background (TB) documents:

Note: There is no separate Technical Background (TB) document for PR 36 (New, March 2013).

PR 37 “Procedural Requirement for Confined Space Safe Entry”

Summary

This Procedural Requirement has been updated for establishing a more uniform approach to technical safety matters related to confined space entry by considering the latest technological changes.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.3 (Aug 2023)	18 August 2023	1 January 2024
Rev.2 (Dec 2018)	01 December 2018	1 July 2019
Rev.1 (May 2014)	20 May 2014	1 January 2015
New (Apr 2013)	24 April 2013	30 June 2013

• Rev.3 (Aug 2023)

.1 Origin of Change:

- Other(Suggestion by IACS GPG)

.2 Main Reason for Change:

PR37 - IACS' standard for Confined Space Work - needs reviewing to reflect sectoral changes in confined space governance standards as well as technology changes that need to be reflected in IACS procedures.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

- i) Para 2.7 – “Adjacent space” definition amended and Connected space definition newly added.
- ii) Para 2.8 – ‘Toxic Product’ definition deleted. “Hazardous atmosphere” definition is added newly.
- iii) Para 2.10- permit to entry into confined spaces “validity not to exceed 8 hours” introduced.
- iv) Para 3.2.1.3- Consideration of permanent means of access(PMA) being safe for entry into confined spaces included.
- v) Para 3.2.1.7 – amended to include "Safe limits for entry" instead of "safe limits" for atmospheric oxygen limits in confined space. Foot Note(1)

- introduced for providing clarity on maximum and minimum limits for Oxygen level alarms for personal multi-gas meters.
- vi) Para 3.2.1.8 – amended to include "throughout the period the surveyors are inside the confined space" for better clarity.
 - vii) Para 3.2.1.13 – Amended to provide clarity on availability of emergency response equipment.
 - viii) Para 3.2.5, 3.2.6, 3.2.7, 3.2.8, 3.2.9, 3.2.10.2, 3.2.10.3, 3.2.13 & 3.2.14 newly added. Para 3.2.10 modified to replace "toxic product" with "Hazardous atmosphere". Re-numbering of sub-paragraphs of para 3.2 done accordingly.
 - ix) Para 3.3.1.7 – Reference to ISO 19891-1:2017(en) "Ships and marine technology – Specifications for gas detectors intended for use on board ships – Part 1: Portable gas detectors for atmosphere testing of enclosed spaces" included as foot note(2).

The above proposals were agreed by all members of the EG/SOS and submitted to GPG for review and approval.

.5 Other Resolutions Changes:

Recommendation 72

.6 Any hinderance to MASS, including any other new technologies

None

.7 Dates:

Original Proposal:	18 February 2022	(by IACS GPG)
EG Approval:	01 August 2023	(Ref: 23015_ESd)
GPG Approval:	18 August 2023	(Ref: 23015_IGg)

• Rev.2 (Dec 2018)

.1 Origin of Change:

- Based on IACS Requirement (Rev.3 of Rec. 72)

.2 Main Reason for Change:

When finalizing the draft Rev.3 of Rec. 72, it was realized that the toxic gases assigned with suffixes "F+T" in column "f" of table given in Chapter 19 of IGC Code should be also additionally included into paragraph 2.8.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

The Para 2.8 of Rev.2 of PR 37 was entered with 'or "F+T" ', in accordance with the table given in Chapter 19 of IGC Code.

.5 Other Resolutions Changes:

Revision 3 of Recommendation 72.

.6 Dates:

Original Proposal: 2018 by Persmec

Panel Approval: 15 November 2018 (Ref: 17119_PYd).

GPG Approval: 01 December 2018 (Ref: 17119_IGh)

• Rev.1 (May 2014)

.1 Origin of Change:

- Suggestion by IACS member

.2 Main Reason for Change:

PR 37 came into effect in June 2013. At the Feb 2014 meeting of the EG/SOS, a review was made as to whether any issues had arisen from initial application of the PR. Consequently, a proposal to revise section 3.2.5 of PR 37 was made by a member based on feedback from ship owners/operators that the current text of 3.2.5 is too restrictive.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None.

.4 History of Decisions Made:

a) A proposal was made to amend 3.2.5 and add new paragraphs 3.2.5.1 and 3.2.5.2 as shown below (in blue, bold font).

"3.2.5 Surveyor shall not enter the confined space if a toxic product is contained in an adjacent space, until the following is carried out:

3.2.5.1 A risk assessment is completed by the ship and risk is mitigated.

3.2.5.2 All identified controls are confirmed in place prior to tank entry."

b) The proposal was agreed to by all members of the EG/SOS and submitted to GPG for review and approval.

.5 Other Resolutions Changes:

Related para 3.3.2 of draft Rev.3 of Recommendation 72 proposed to be revised along the same lines when Rev.3 is finalized.

.6 Dates:

EG Approval: April 2014

GPG Approval: 20 May 2014 (Ref: 14060_IGc)

• NEW (Apr 2013)

.1 Origin for Change:

- Suggestion by IACS member

.2 Main Reason for Change:

Not applicable

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

- Document was drafted with input from all EG members
- Feedback was requested by EG chair on the acceptability of the inclusion of a clause for toxic material/cargo in adjacent spaces
- Confirmation was requested from EG members if it was acceptable to keep a requirement to issue personal multi-gas meters
- Version reviewed by GPG, including QC, was used to work at time of EG Meeting of Dec 2012
- EG Members achieved a final document, in Dec 2012
- Document approval was subject to voting and it was approved unanimously. Attendees were all EG Members except one society
- Chairman of EG assigned to proceed with the final submittal to GPG

.5 Other Resolutions Changes

None

.6 Dates:

Original proposal: May 2011 by a Member

EG Approval: December 2012 by: EG/SoS

GPG Approval: 24 April 2013 (Ref: 12011_IGf)

Part B. Technical Background

List of Technical Background (TB) documents for PR 37:

Annex 1. **TB for New (Apr 2013)**

See separate TB document in Annex 1.

Annex 2. **TB for Rev.1 (May 2014)**

See separate TB document in Annex 2.



Note: *There is no separate Technical Background (TB) document for Rev.2 (Dec 2018) and Rev.3 (Aug 2023).*

Technical Background (TB) document of PR 37 (New, Apr 2013)

1. Scope and objectives

The proposed PR contains the minimum requirements that IACS societies shall prescribe to help keep personnel safe when conducting confined space entry activities. It applies to survey activities carried out on existing vessels, at new construction and repair yards and in vendors' fabrication shops and facilities. Societies will prescribe the measures outlined in the PR as a minimum and also must meet any relevant occupational safety and health legislative requirements in place at locations where work is conducted.

2. Engineering background for technical basis and rationale

The marine industry continues to have fatalities where confined spaces are entered that are not safe for human occupancy. The general principles for confined space entry are widely known and combine ensuring that those who enter and work in confined spaces are competent to do so, that the space has been confirmed containing a safe atmosphere, that a safe system of work is adopted and that suitable personal protective equipment is used.

IACS has, until now, not had any specific requirements place on members regarding confined space entry; this PR provides these requirements. All the requirements in this PR are currently being implemented by one or more of the member societies and have been proven to be practical.

3. Source/derivation of the proposed IACS Resolution

- EG member expertise
- EG member internal procedures and requirements for confined space entry
- IACS Confined Space Safe Practice Recommendations No. 72

4. Summary of Changes intended for the revised Resolution

This is the original resolution. No changes are intended at this point. December 2012 version is the finally voted and approved (by all members of the EG) document.

5. Points of discussions or possible discussions

Section 3.3.1.7 Requirement to make available to all surveyors a suitable personal multi-gas meters

- This requirement was disputed by one member of the expert group but a majority vote was taken to keep the requirement as it was supported by all but two IACS societies in the expert group.
- This matter was further discussed and a consensus was finally achieved by all attending members (All IACS members except one society)

Section 3.2.1.7 The safe atmospheric oxygen limits for safe entry to a confined space

- The limits that were considered safe for entry into a confined space were debated within the expert group. It was agreed in the end to take the guidance in the existing IACS Confined Space Safe Practice Recommendations No. 72 as the source of the limits in this PR
- This matter was further debated and a consensus was finally achieved by all attending members (All IACS members except one society) to use the 20.6% (meaning as per applicable recognized standards, 20.8 +0.2) to 22% by volume.

Section 3.2.1.14 Requirement to include in procedures a clause that surveyors shall refuse to enter a confined space if there are toxic materials in adjacent compartments.

- This may be considered to present practical difficulties for clients in certain situations spaces (e.g. damage surveys or survey at sea)
- The above item was considered by most of the EG members a valid comment for reference. But the safety of the surveyors should be supported by their society's management.
- Section 3.2.8 was agreed to enter in the PR document and accepted by all the attending members:
3.2.8 If any of minimum requirements addressed in 3.2.1 through 3.2.7 are not complied with or in any other situation where the surveyor has a valid concern over the safety of the confined space, he/she shall refuse to enter the confined space.

6. Attachments if any

None

Technical Background (TB) document for PR 37 (Rev.1 May 2014)

1 Scope and objectives

PR 37 came into effect in June 2013. At the Feb 2014 meeting of the EG/SOS, a review was made as to whether any issues had arisen from initial application of the PR. Consequently, a proposal to revise section 3.2.5 of PR 37 was made by a member based on feedback from ship owners/operators that the current text of 3.2.5 is too restrictive.

2 Engineering background for technical basis and rationale

3.2.5 of PR 37 requires that "Surveyor shall not enter the confined space if a toxic product is contained in an adjacent space," leaving no recourse other than to not carry out the survey until a toxic product is not contained an adjacent space. Considering the wide range of risks associated with different arrangements and various "toxic cargoes", the EG/SOS considered that the space could be entered provided a risk assessment is carried out, the identified risks mitigated and identified controls confirmed to be in place prior to tank entry.

3 Source/derivation of the proposed IACS Resolution

- Feedback from ship owners/operators

4 Summary of Changes intended for the revised Resolution

a) A proposal was made to amend 3.2.5 and add new paragraphs 3.2.5.1 and 3.2.5.2 as shown below (in blue, bold font).

"3.2.5 Surveyor shall not enter the confined space if a toxic product is contained in an adjacent space, until the following is carried out:

3.2.5.1 A risk assessment is completed by the ship and risk is mitigated.

3.2.5.2 All identified controls are confirmed in place prior to tank entry."

b) The proposal was agreed to by all members of the EG/SOS and submitted to GPG for review and approval.

5 Points of discussions or possible discussions

Related para 3.3.2 of draft Rev.3 of Recommendation 72 proposed to be revised along the same lines when Rev.3 is finalized.

6 Attachments if any

None

PR38 "Procedure for calculation and verification of the Energy Efficiency Design Index (EEDI)"

Summary

REV.5 has been issued to enhance clarity on two specific matters. First, it addresses potential misinterpretation of the 1% accuracy margin permitted in previous versions when rounding attained/required EEDI calculated values. Second, it offers additional guidance to clarify the classification of cement carriers within ship type categories under the EEDI requirements.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.5 (Oct 2024)	11 October 2024	1 January 2025
Rev.4 (Feb 2023)	24 February 2023	1 April 2023
Rev.3 (Jan 2021)	28 January 2021	1 April 2021
Rev.2 (Mar 2019)	28 March 2019	1 July 2019
Rev.1 (Mar 2016)	17 March 2016	1 July 2016
New (May 2013)	21 May 2013	1 July 2013

• Rev.5 (Oct. 2024)

1 Origin of Change:

- Suggestion by IACS member

2 Main Reason for Change:

REV.5 has been issued to enhance clarity on two specific matters.

.1 First, the panel identified a potential source of misinterpretation regarding the 1% accuracy margin allowed in the calculation

Previous revision of PR 38 (Part II, section 3) stated: "*Due to the uncertainties in the estimation of the different parameters, the accuracy of the calculation of the attained EEDI cannot be better than 1%. Therefore, the values of attained and required EEDI have to be reported with no more than three significant figures (for instance, 2.23 or 10.3) and compliance with Regulations 22, 24 of Chapter 4 of MARPOL Annex VI is to be verified in accordance with this accuracy*"

The panel identified that the paragraph could be misinterpreted to mean that the 1% accuracy margin is a tolerance margin rather than a rounding value.

.2 The panel also considered the classification of cement carriers within the scope of the EEDI requirements, noting that classification may vary. One approach is to consider cement carriers as bulk carriers, based on the definition of reference lines in MEPC.231(65). Others view them as general cargo ships, referencing

Internal Note PE21055a and the wing tank arrangement. Another perspective is that they fall under 'other ship types' and are therefore exempt from EEDI/EEXI/CII requirements, based on certain flag state instructions.

3 List of non-IACS Member classification societies contributing or participating in IACS Working Group:

None

4 History of Decisions Made:

Regarding the clarification on 1% accuracy margin the panel made the following decision

- The previous version (last paragraph in section 3 - EEDI calculation) allowed a 1% accuracy margin for rounding EEDI values to no more than two significant figures. However, the panel identified a risk of misinterpreting this as a $\pm 1\%$ tolerance, which was not intended. The sentence has been reformulated to provide clearer guidance.
- Discussions revealed debates over the correct mathematical terminology for rounding methodology. To address this, Rev.5 now includes detailed guidance and examples to clarify the appropriate rounding procedures.

Regarding the enhance definition of cement carriers the panel made the following decisions:

- The panel acknowledged that certain flag states have already established classifications for cement carriers. Consequently, IACS' clarification must account for these existing decisions which always prevail. The panel made the decision that the proposed clarification should focus on ensuring consistency in cement carriers classification across various IMO instruments, with a particular emphasis on aligning SOLAS and MARPOL, given that the MARPOL definition references SOLAS.
- The panel also noted that previous attempts at IMO to address the application of Chapter 4 regulations based on ship types listed in MEPC.231(65) (see MEPC 74/5/14) did not produce the intended results, as outlined in MEPC 75/15. Therefore, it was concluded that revisiting this issue at the IMO level would not be productive.

5 Other Resolutions Changes:

None

6 Any hinderance to MASS, including any other new technologies:

None

7 Dates:

Original Proposal : 27 September 2022 (By IACS Member)
Panel Approval : 16 August 2024 (Ref:PE24032_)

• **Rev.4 (Feb 2023)**

1 Origin of Change:

- Suggestion by IACS member

2 Main Reason for Change:

- Revised MARPOL Annex VI (adopted vide MEPC 328(76) entering into force from 1st November 2022, which results in the renumbering of various regulations referred to in the PR.
- Updates of relevant IMO guidelines, including Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions MEPC.1/Circ.850/Rev.3 as amended, and 2021 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI, MEPC.1/Circ.896.
- Modification to para.4.1 of the industry guidelines to clarify the determination of SFC and CF concerning paragraph 2.2.1 of MEPC.308(73) for consistent implementation.
- Update paragraphs 6.3.1 as well as 6.5.2 to 6.5.4 to reflect the amendments adopted by MEPC.364(79) of the paragraph 2.2.5.2 of "2018 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for new ships", MEPC308(73). The amendment aims to clarify the maximum allowable deduction formula by changing the format, these amendments has not impact on the results. In addition, the reference to the new 2022 Guidelines on the Survey and Certification of the Energy Efficiency Design Index (EEDI) adopted by MEPC.365(79) was also updated.

3 List of non-IACS Member classification societies contributing or participating in IACS Working Group:

None

4 History of Decisions Made:

During the periodical review conducted by Environmental Panel, one EP Member (IRS) identify the need for updating rev.3 of PR 38. After being confirmed by other EP Members, Environmental Panel agreed to the proposal of updating rev.3 of PR 38 and the member who raised the proposal was requested to submit a draft revision of rev.4 of PR 38.

In addition, the Panel agreed on a substantial modification to the second paragraph of para.4.1 in the industry guidelines, pertaining to the fuel used when determining SFC, to reflect the following understanding:

- In case SFC is corrected to ISO standard reference conditions with standard LCV of LFO (41,200 kJ/kg), SFC and the conversion factor, Cf (3.151), are

to correspond to LFO.

- In case SFC is corrected to ISO standard reference conditions with standard LCV of MDO (42,700kJ/kg), SFC and the conversion factor, Cf (3.206), are to correspond to MDO.

After the review of draft rev.4 of PR 38, Environmental Panel agreed with the draft revision and submitted the same to GPG for further consideration with a view to approval.

The Panel also agreed on no need for an auditability review of the draft revision of rev.4 of PR 38 by QC, considering the nature of this revision.

Following the submission of rev.4, GPG agreed to account in rev.4 the upcoming "2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships" adopted by Resolution MEPC.364(79) in particular regarding the amendment of paragraph 2.2.5.2 (providing a clarification of the maximum allowable deduction due to the shaft generator) by changing the format of the equation (without any change on the calculation results). In addition, even if not requested by GPG, the new draft rev.4 was also updated to consider the Resolution MEPC.365(79) after the review of the new draft Rev.4 of PR 38 Environmental Panel agreed with the draft revision and submitted the same to GPG for further consideration with a view to approval. The auditability review of the new draft Rev.4 was considered as unnecessary by the Panel because of the type of changes.

5 Other Resolutions Changes:

None

6 Any hinderance to MASS, including any other new technologies:

None

7 Dates:

Original Proposal	: 27 September 2022	(By IACS Member)
Panel Approval	: 03 February 2023	(Ref: PE22035b)
GPG Approval	: 24 February 2023	(Ref: 22005aIGH)

• Rev.3 (Jan 2021)

.1 Origin of Change:

- Suggestion by IACS member
- Request by non-IACS entity: (*Turk Loydu*)

.2 Main Reason for Change:

It is noted that the substantial items of IMO Guidelines have been included in the current PR 38. Hence, each time IMO Guidelines are revised, IACS should conduct consequent amendments to PR 38. To avoid these revisions, it deemed necessary to remove those items covered by the IMO Guidelines and add

reference(s) in PR 38 to the IMO Guidelines as necessary

.3 List of non-IACS Member classification societies contributing or participating in IACS Working Group:

None

.4 History of Decisions Made:

While considering the PR 38 pursuant to the GPG 85 FUA 10 the Environmental Panel reported to GPG the view that there was compelling need that further works for removing any part in PR 38 which have been covered by IMO guidelines, rather than updating the part industry standards PR 38 which are part of IMO guidelines.

Following GPG's consideration of the panel's view, GPG instructed to Environmental Panel to proceed with the establishment of a PT for a critical review of PR 38 (Rev.2) and, when delivering the outcome of a PT, to report the Panel's view on the necessity of submitting the revised PR 38 to IMO (Ref. 17021_IGo dated 04 March 2019).

PT has discussed the changes in 3 rounds of correspondence. No physical meeting was held. Refer Form A and Form 1 of Environmental Panel Task no.PT PE02/2019 (EP16026a)

.5 Other Resolutions Changes:

None

.6 Any hinderance to MASS, including any other new technologies:

None

.7 Dates:

Original Proposal:	4 March 2019 (Made by: GPG)
Panel Approval:	12 January 2021 (Ref: 17021_PEj)
GPG Approval:	28 January 2021 (Ref: 17021_IGzg)

• Rev.2 (Mar 2019)

.1 Origin of Change:

Based on IMO Regulation (Specify: MEPC 308(73), as amended)

.2 Main Reason for Change:

To clarify the application of EPT (Electric Power Table) in order to facilitate the consistent implementation of IMO Guidelines (RES.MEPC308(73), as amended) in aspect of calculation of PAE value and use of EPT.

.3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

CESA and INTERFERRY expressed the concern of inconsistent application of EPT. Regarding this matter, Environmental Panel members detected that these had been derived from inconsistency between RES.MEPC 308(73) and PR 38. Thus Panel Members expressed the opinion of establishing a Project Team (PT) in order to develop a common approach and prepare a draft revision of PR 38. PT has discussed this matter during last six (6) months and proposed the revision for section 5.2 of the Industry Guidelines attached in PR 38. The revision proposed by PT was agreed within the panel.

.5 Other Resolutions Changes:

None

.6 Any hinderance to MASS, including any other new technologies:

None

.7 Dates:

Original Proposal: 4 January 2019 (by PT)

Panel Approval: 8 February 2019 (Ref: EP16026_PCq)

GPG Approval: 28 March 2019 (Ref: 17021_IGr)

• Rev.1 (Mar 2016)

.1 Origin for Change:

- Other (*Decision of IACS Council 67 (June 2013)*)

.2 Main Reason for Change:

- Expand the scope of application to deal with all ship types and technologies covered by Chapter 4 of MARPOL Annex VI
- Remain in line with the amendments of IMO Guidelines for calculation and certification of the EEDI
- Accept towing tank tests witnessed by another Society than the one verifying the ship
- Accept towing tank tests performed by an experienced or certified organization for ships designed before the entry into force of the MARPOL Annex VI amendments on energy efficiency for ships

.3 List of non-IACS Member Classification Societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

- Decided by IACS Council 67 (June 2013)
- 2015 Industry Guidelines on calculation and verification of EEDI noted by MEPC 68 in May 2015

.5 Other Resolutions Changes

None

.6 Dates:

Original Proposal: June 2013 by C67

Panel Approval: October 2015 (Ref: EP15019)

GPG Approval: 17 March 2016 (Ref: 15007_IGg)

- **New (May 2013)**

.1 Origin for Change:

Decision by IACS Council

.2 Main Reason for Change:

Uniform implementation of verification procedure of EEDI as defined in MARPOL by IACS members acting as verifiers.

.3 List of non-IACS Member Classification Societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

Decided by IACS Council 66 (December 2012)

.5 Other Resolutions Changes

None

.6 Dates:

Original Proposal: 14 December 2012 Made by: Council 66

Developed by: JWG/EEDI Chairman on 01 February 2013

GPG Approval: 21 May 2013 (Ref: 13015_IGg)

Part B. Technical Background

List of Technical Background (TB) documents for PR 38:

Annex 1. **TB for New (May 2013)**

See separate TB document in Annex 1.

Annex 2. **TB for Rev.1 (Mar 2016)**

See separate TB document in Annex 2.

Annex 3. **TB for Rev.2 (Mar 2019)**

See separate TB document in Annex 3.

Annex 4. **TB for Rev.3 (Jan 2021)**

See separate TB document in Annex 4.

Annex 5. **TB for Rev.4 (Feb 2023)**

See separate TB document in Annex 5.

Annex 6. **TB for Rev.5 (Oct 2024)**

See separate TB document in Annex

Annex 1 Technical background for PR38 New (May 2013)

1. Scope and objectives

The procedure applies to all cases of Class Societies' involvement in conducting the survey and certification of EEDI in accordance with regulations 5, 6, 7, 8 and 9 of MARPOL Annex VI as a Verifier defined in the "2012 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI)" IMO Resolution MEPC 214(63).

The scope of the procedure is defined in Part I of the Industry Guidelines and corresponds to the calculation and verification of EEDI of Cargo ships, without considering innovative energy efficient technologies, contracted for construction after 1st July 2013.

The procedure requests IACS members to apply the Industry Guidelines for calculation and verification of the Energy Efficiency Design Index (EEDI) here below called "the Industry Guidelines" , provided in annex of the procedure.

2. Engineering background for technical basis and rationale

The first version of "the Industry Guidelines" was developed by a Joint Industry Working Group (JWG) formed by the following shipping associations and organisations: IACS, ITTC, BIMCO, CANSI, CESA, CESS, ICS, INTERCARGO, INTERTANKO, KOSHIPA, OCIMF, SAJ and WSC.

The Industry Guidelines are divided in three parts:

Part I: A definition of the scope of the Industry Guidelines, explaining that the first version of the document applies to cargo ships which are not fitted with innovative energy efficient technologies. It is intended to develop further the Industry Guidelines to remain in line with the future IMO Guidelines energy efficient technologies.

Part II: Explanatory notes on calculation of EEDI in compliance with IMO EEDI calculation Guidelines. This is a kind of "user handbook" on the procedure to compute EEDI, with a developed sample calculation in Appendix 2. Three points appear in the Industry Guidelines:

1. Due to the uncertainties of measurements and estimation of the parameters, the accuracy of the calculation of attained EEDI cannot be better than 1%. Therefore, EEDI values are reported and checked with no more than 3 significant digits as mentioned in section 3.
2. The part dedicated to the computation of EEDI with shaft motor and shaft generator is particularly developed in section 6 to explain paragraphs 2.5.2 and 2.5.3 of the IMO calculation Guidelines. The logic of the treatment of shaft motor in 2.5.3 of the IMO calculation Guidelines is explained in Figure 1.

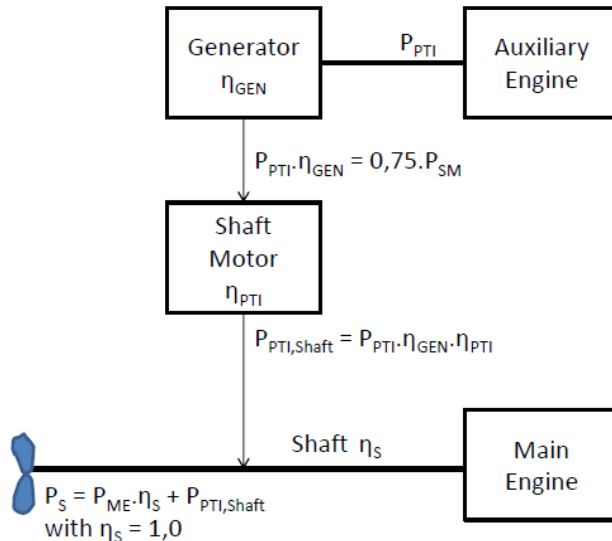


Figure 1: flow of power in a generic shaft motor installation

- The fi capacity factor in the 2012 Guidelines for the calculation of EEDI is computed as the product of the individual capacity factors for ice notation, voluntary structural enhancements and application of Common Structural Rules. This is implicit in the IMO calculation Guidelines.

Part III: A procedure for verification of the EEDI by the verifier, in compliance with IMO Guidelines on survey and certification of EEDI. It is the part of the Industry Guidelines which corresponds to Note 2 of the IMO Guidelines "A joint industry standard to support the method and role of the verifier will be developed".

The flow of survey and verification process by verifier is given in Figure 2 below:

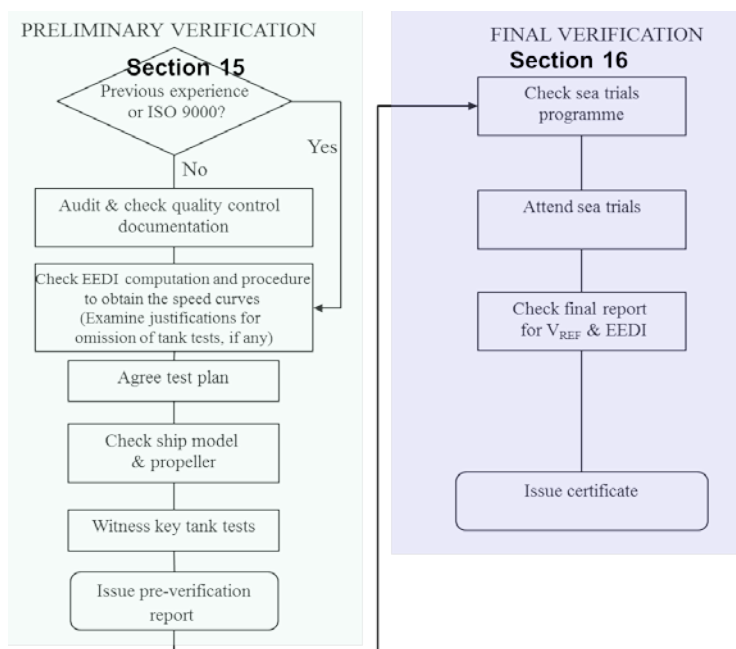


Figure 2: flow of EEDI verification

Section 14 of the Industry Guidelines provides a list of documents to be submitted to the verifier.

Section 15 deals with preliminary verification at the design stage. This verification is based on two items:

- a) A review of the towing tank test organisation quality system, when the verifier has no recent experience of the towing tank test facilities and the towing tank test organization quality control system is not certified according to a recognized scheme (ISO 9001 or equivalent)
- b) A number of survey and witness points, following the logic of IACS UR Z23 "Hull survey for new construction". The points are listed in Figure 3:

Ref.	Function	Survey method	Reference document	Documentation available to verifier	Remarks
01	EEDI Technical File	Review	IMO Verification Guidelines This document	Documents in table 2	
04	Calibration of tank test measuring equipment	Review & witness	Appendix 3	Calibration reports	Check at random that measuring devices are well identified and that calibration reports are currently valid
05	Model tests – ship model	Review & witness	Appendix 4	Ship lines plan & offsets table Ship model report	Checks described in Appendix 4.1
06	Model tests – propeller model	Review & witness	Appendix 4	Propeller model report	Checks described in Appendix 4.2
07	Model tests – Resistance test, Propulsion test, Propeller open water test	Review & witness	Appendix 4	Tank tests report	Checks described in Appendix 4.3
08	Model-ship extrapolation and correlation	Review	ITTC 7.5-02-03-01.4 1978 ITTC performance prediction method (rev.02 of 2011 or subsequent revision) Appendix 4 This document 15.7	Documents in table 2	Check that the ship-model correlation is based on thrust identity with correlation factor according to method 1 ($C_F - C_N$) or method 2 ($\Delta C_{FC} - \Delta W_C$) Check that the power-speed curves obtained for the EEDI condition and sea trial condition are obtained using the same calculation process with justified values of experience-based parameters
11	Programme of sea trials	Review	IMO Verification Guidelines	Programme of sea trials	Check minimum number of measurement points (3) Check the EEDI condition in EPT (if P_{AE} is computed from EPT)
12	Sea trials	Witness	ISO 19019:2005 or ITTC 7.5-04-01-01.1 (latest revision)		Check: <ul style="list-style-type: none"> • Propulsion power, particulars of the engines • Draught and trim • Sea conditions • Ship speed • Shaft power & rpm
13	Sea trials – corrections calculation	Review	ITTC 7.5-04-01-01.2.1 rev 0.6 of 2012 or equivalent	Sea trials report	Check that the displacement and trim of the ship in sea trial condition has been obtained with sufficient accuracy Check compliance with ISO 15016:2002 or equivalent
14	Sea trials – adjustment from trial condition to EEDI condition	Review	This document 16.2	Power curves after sea trial	Check that the power curve estimated for EEDI condition is obtained by power adjustment
15	EEDI Technical File – revised after sea trials	Review	IMO Verification Guidelines	Revised EEDI Technical File	Check that the file has been updated according to sea trials results

Figure 3: Survey and witness points

Point 8 listed in Figure 3 includes a checking of the model-ship correlation provided by the towing tank test organization which is further detailed under paragraph 15.7 of the Industry Guidelines. SAJ members of the JWG kindly provided the typical values of the experience-based coefficients given in Figures 3.1 and 3.2 of the Industry Guidelines. ITTC member of the JWG kindly provided the text of the appendixes 3 and 4. Section 16 deals with final verification at sea trial. The main point is the estimation of the EEDI reference speed further to the sea trials. The Industry Guidelines require three measurements of ship speed in sea trials condition as a minimum for each individual vessel, even if the ship is a sistership of a parent vessel and refers to ITTC Recommended Procedure 7.5-04-01-01.2 or equivalent for sea trials corrections, in line with the IMO Verification Guidelines as amended by MEPC 64 (a note in 16.1 of the Industry Guidelines lists the documents considered as equivalent to the ITTC Recommended Procedure 7.5-04-01-01.2).

3. Source/derivation of the proposed IACS Resolution

The procedure implements and mandates compliance with the following IMO Guidelines:

- 2012 Guidelines on the method of calculation of EEDI for new ships, Res. MEPC.212(63) adopted on 2 March 2012, referred to as the "IMO Calculation Guidelines" in the present document, as amended by resolution MEPC.224(64)
- 2012 Guidelines on survey and certification of EEDI, Res. MEPC.214(63) adopted on 2 March 2012, referred to as the "IMO Verification Guidelines" in the present document, as amended by MEPC 64.

4. Summary of Changes intended for the revised Resolution:

None.

5. Points of discussions or possible discussions

Three points were thoroughly discussed in the JWG/EEDI before the final agreement:

- 1) The consideration of CFD numerical calculations in equivalence to model tests in 15.3 of the Industry Guidelines.
- 2) The checking of the model-ship correlation established by the Towing tank test organisation in 15.7 of the Industry Guidelines.
- 3) The request of a minimum of three speed measurements during sea trials even for sisterships of a parent ship in 16.1 of the Industry Guidelines.

6. Attachments if any

None.

Technical Background (TB) document for PR38 (Rev.1 Mar 2016)

1. Scope and objectives

The scope of the procedure is now the same than the one of MARPOL Annex VI Chapter 4 at the level of the covered ship types.

Major conversions and innovative energy-efficient technologies are considered.

PR 38 now allows acceptance of towing tank tests witnessed by another Society than the one verifying the ship.

PR 38 now allows acceptance of towing tank tests performed by an experienced or certified organization for ships designed in 2013 before the entry into force of the MARPOL Annex VI amendments on energy efficiency for ships.

2. Engineering background for technical basis and rationale

Reference is made to the attached Technical Background for 2015 Industry Guidelines.

3. Source/derivation of the proposed IACS Resolution

The procedure implements and mandates compliance with the following IMO Guidelines, updated till MEPC 68 in May 2015:

- 2014 Guidelines on the method of calculation of EEDI for new ships, Res. MEPC.245(66) adopted on 4 April 2014, as amended up to Res. MEPC 263(68), referred to as the "IMO Calculation Guidelines" in the present document
- 2014 Guidelines on survey and certification of EEDI, Res. MEPC.254(67) adopted on 17 October 2014, as amended up to Res. MEPC 261(68), referred to as the "IMO Verification Guidelines" in the present document

4. Summary of Changes intended for the revised Resolution:

- Sections 5 and 6 of the main body of PR38 are new and take into account the cases of towing tank tests performed under of the survey of another Society and the towing tank tests performed before the entry into force of EEDI requirements, respectively
- The procedure has been updated to refer to the IMO Calculation and Verification Guidelines into force after MEPC 68, as amended.
- For correction of power curves, the procedure (Industry Guidelines, sec.16.1), now refers to ITTC Recommended Procedure 7.5-04-01 -01.1 Speed and Power Trials Part 1; 2014 or ISO 15016:2015, in line with Res. MEPC 261(68).
- additional examples of EEDI calculations have been provided for a diesel-electric cruise passenger ship, a diesel-electric LNG-carrier, a diesel-driven LNG carrier with re-liquefaction and a LNG carriers having steam turbine propulsion system in the Industry Guidelines, Appendix 6
- Energy efficient technologies are dealt with in the Industry Guidelines, sec.11.
- Criteria to request speed trials for verification of the attained EEDI after a major conversion are now given in the Industry Guidelines, sec.17.

5. Points of discussions or possible discussions

There are no specific requirements in the Industry Guidelines concerning the sea trials procedure, other than the reference to the IMO Verification Guidelines and hence to ISO15016:2015 or ITTC Recommended Procedure 7.5-04-01-01.1.

The way to deal with cruise passenger ships with diesel-electric propulsion illustrated in Appendix 6.1 of the Industry Guidelines is in line with the IMO Calculation Guidelines and the main suggestions of CLIA paper MEPC 65/4/6 were incorporated. The text of Appendix 6.1 was submitted to CLIA without comment back.

Discussions between members occurred on the interpretation of coefficient C1 for LNG carriers with steam turbine propulsion; please refer to paragraph 2.2 of the Technical Background for 2015 Industry Guidelines.

6. Attachments if any

Technical Background for 2015 Industry Guidelines.

Technical Background for 2015 Industry Guidelines

1. Scope and objectives

The objectives of the revision of the Industry Guidelines submitted to IMO in document MEPC 64/INF.22 is to introduce the new types of ships and propulsion systems included in the MARPOL Annex VI amendments approved at MEPC 66 and to deal with the following points:

- 1). Compliance with the updated IMO EEDI Guidelines: "2014 Guidelines on the method of calculation of EEDI for new ships", Res. MEPC.245(66) and the "2014 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI)" IMO Resolution MEPC 214(63)
- 2). Treatment of innovative energy efficient technologies
- 3). Treatment of major conversions, introducing a criteria to require sea trials for V_{ref} verification
- 4). Introduction of the new ISO standard 15016:2015 for the corrections to the measured speed of the ship during sea trials and the conditions of the sea trials.

2. New ship types and calculation of EEDI

The indications of the 2014 IMO EEDI calculation Guidelines are sufficient for the majority of the ships. However, two ship types were more difficult to deal with:

- 1). Diesel-electric cruise passenger ships, as the indications on this type of ship are sparse in the 2014 IMO EEDI calculation guidelines,
- 2). LNG carriers with steam turbine propulsion, due to the specific determination of the specific fuel consumption during sea trials.

2.1 diesel-electric cruise passenger ships

After discussion, the following interpretation was selected:

To take $P_{ME} = 0$ (zero) and the propulsion power as ΣP_{PTI} computed back from the rated power output of the main electrical propulsion motors, according to 2.5.3 of the IMO calculation Guidelines. This is the solution proposed in document MEPC65/4/6, is in line with the present text of IMO calculation Guidelines in Resolution MEPC.245 (66) and is coherent with the procedure followed to determine the reference line for required EEDI adopted at MEPC 66.

The logic of the treatment of shaft motor in 2.5.3 of the IMO calculation Guidelines is explained in Figure 1.

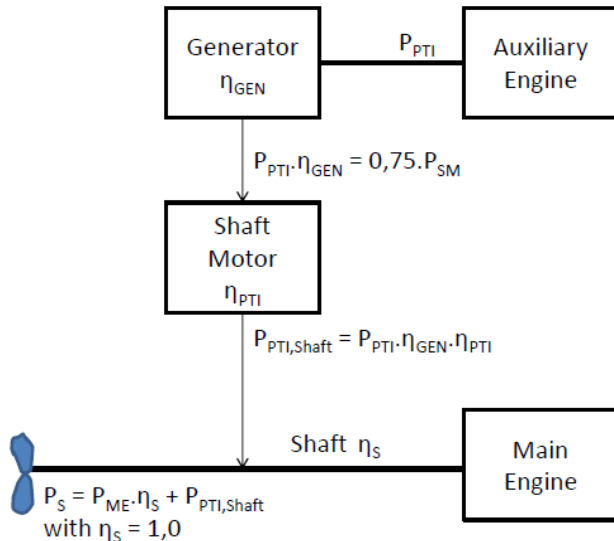


Figure 1: flow of power in a generic shaft motor installation

This interpretation was submitted to CLIA.

2.2 LNG carrier with steam turbine propulsion

All the sample calculations for LNG carriers were kindly provided by SAJ.

The discussion concerned the computation of the specific fuel oil consumption, SFC, in compliance with the 2014 IMO EEDI calculation Guidelines.

According to the text of the IMO Guidelines, there are two possibilities:

- 1). If P_{AE} is treated as 0(zero) in the attained EEDI formula, SFC should be computed by dividing the total consumption of the boiler providing steam both for propulsion and the electrical loads by ΣP_{ME}
- 2). If the computed value of P_{AE} is accounted for in the attained EEDI formula, SFC should be computed by dividing the total consumption of the boiler by $\Sigma P_{ME} + P_{AE}$ or the consumption only used for propulsion by ΣP_{ME}

This is understandable considering that in all cases, the term $(\Sigma P_{ME} * SFC_{ME} + P_{AE} * SFC_{AE})$ in the numerator of the EEDI formula is the fuel consumption of the boiler corrected for using LNG at SNAME condition, taking P_{AE} as zero or not.

This is explicitly stated in the IMO EEDI calculation guidelines as the reduction of SFC computed to take into account the sole propulsion power is an alternative to treating P_{AE} as zero, as correctly stated in 2.5.6.3.3 of the IMO calculation Guidelines “ P_{AE} may be treated as 0(zero) instead of taking into account electric load in calculating $SFC_{S_{teamTurbine}}$.”

The real difficulty here is that there is no direct access to PME or PAE during the sea trials, but the corresponding quantities are computed back from the measurement of shaft power measurement (with a torsionmeter) and electric production of the turbine generator. The consequence is that the measured consumption of the boiler is not related to PME, but to the measured shaft power during sea trials, which may be different.

3. Treatment of innovative energy efficient technologies

Extract from the minutes of the April 2014 meeting of JWG/EEDI:

Due to their appreciation of the quality of the IMO Guidelines on the subject, the members agreed with the following content of Section 11 of the Industry Guidelines (a placeholder in the present version):

11 - Innovative energy efficient technologies

Innovative energy efficient technologies are to be taken into account according to the 2013 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI, MEPC.1/Circ.815

4. Treatment of major conversions

Extract from the minutes of the April 2014 meeting of JWG/EEDI:

The members agreed to the following content to be introduced, with further editing, in the new section 17 of the Industry Guidelines:

17- Verification of the EEDI in case of major conversion

In this section, a major conversion is defined as in MARPOL Annex VI and interpretations approved by IMO, subject to the approval of the Administration.

For verification of the attained EEDI after a conversion, no speed trials are necessary if the conversion or modifications don't involve a variation in reference speed.

In case of conversion, the verifier will review the modified EEDI Technical File. If the review leads to the conclusion that the modifications couldn't cause the ship to exceed the applicable required EEDI, the verifier will not request speed trials.

If such conclusion cannot be easily reached, like in the case of a lengthening, or increase of propulsion power exceeding significantly 5%, speed trials will be required.

If an Owner voluntarily requests re-certification of EEDI with IEE Certificate reissuance on the basis of an improvement to the ship efficiency, the verifier may request speed trials in order to validate the attained EEDI value improvement.

If speed trials are performed after conversion or modifications changing the attained EEDI value, tank tests verification may be requested if the speed trials conditions differ from the EEDI condition. In this case, Numerical calculations performed in accordance with defined quality and technical standards (ITTC 7.5-03-01-04 at its latest revision or equivalent) replacing tank tests may be accepted by the verifier to quantify influence of the hull modifications.

In case of major conversion of a ship without prior EEDI, EEDI computation is not required, except if the Administration considers that due to the extensive character of the conversion, the ship is to be considered as a new one.

Extract from the minutes of October 2014 meeting of JWG/EEDI:

Various interpretations related to major conversion were discussed. In particular the suggested sentence "If the modifications can lead the ship to exceed the applicable requested EEDI, like in the case of a lengthening, or increase of propulsion power exceeding significantly 5%, speed trials will be required." was challenged and members agreed that the imprecise term "significantly" should be avoided.

A suggestion was to replace "increase of power exceeding significantly 5%" by "increase of power exceeding 10%".

Members agreed that if a major modification of a ship built in phase 1 of EEDI is performed during phase 3 of EEDI, phase 1 requirements should be applied.

5. Work of ISO and ITTC

Extract from the minutes of February 2015 meeting of JWG/EEDI:

Mr. Hirota and Prof. Strasser presented the status of the revision of ISO standard 15016, stating that ISO/DIS 15016.2 was approved in December 2014 without negative vote, and that an expert group has finalized the text of ISO 15016:2015 which is now available and will enter into force on 1st June 2015.

The new standard will be submitted to MEPC 68 by ISO and ITTC.

After thorough discussion, members agreed to introduce reference to ISO 15016:2015 for correction of the speed trials results, mentioning ITTC Recommended procedure 7.5-04-01-01 as a possible equivalence.

SAJ proposed to include in the Industry Guidelines some examples of cases where the conditions in ISO 15016:2015 could not be met. However, the selected examples were disputed by other members, and it was decided to just add the sentence explicitly given in ISO 15016:2015:

If it is physically impossible to meet the conditions in the ISO15016:2015 or ITTC Recommended Procedure 7.5-04-01-01, a practical treatment shall be allowed based on the documented mutual agreement among the owner, the verifier and the shipbuilder.

Subsequently, ITTC member SSPA had the following remark on the Industry Guidelines:

Regarding Section 15.5 Review of the towing tank organisation quality system.

The section states that if the verifier has no experience of the tank AND the tank has not ISO 9001, then the verifier should check, among other things, the extrapolation and correlation method (list item 3).

This means that if a tank has ISO 9001, the verifier does not have to check the extrapolation and correlation method. Why? ISO 9001 does not include such things. A suggestion is to break out list item 3 and condition item 3 only to verifiers' experience of the tank, whereas item 1 and 2 can be conditioned as before.

Regarding Figure 3.1 and 3.2., the variation of correlation factors with displacement.

This question is very important for the commercial towing tanks and yards and should be treated with care. ITTC should make sure that the figures are accompanied with relevant comments regarding:

- Reliability. *The same figures are cited in the 27th PSS committee report (Proceeding II, page 594) but with some comments about the reliability: "These values, however, are provided by clients and most of them are not confirmed at sea trial or other." "It*

seems that further study is necessary" "Other methods should be investigated, such as the feedback of the performance of the ship after delivery."

- **Applicability.** The displayed trends might not be valid as a guide if the model tests are not evaluated in the same way as the data points in the study. For example, how the form factor is set, if used at all, and what C_a values are used, if at all, might affect the delta- C_p or delta- C_f trend. This kind of information should be added. (The PSS committee approached the provider of the SAJ graphs to submit such details from the study but received none.)

- **Source:** The text states that this is "extracted from a SAJ-ITTC study". If this is truly an "ITTC study", reference should be made to the relevant ITTC Report.

For example, the following comments could be added

The trends are based on limited data and might well be revised in the future. The model test behind the data were evaluated with {short description of method, form factor was set from and other correlation factor relations}. Using the guide in relation to other methods might be misleading. Further details can be found in {reference} »

Based on this the content was modified, with corresponding modification of the text of 15.5 and addition of a warning above the two Figures 3.1 and 3.2:

The trends in Fig. 3.1 and 3.2 are based on limited data and might well be revised in the future. The model test behind the data were evaluated with one method, with a certain form factor and other correlation factor relations. Using the guide in relation to other methods might be misleading.

6. Review of the 2014 IMO Guidelines on calculation of EEDI MEPC.245(66)

Extract from the minutes of October 2014 meeting of JWG/EEDI:

Members discussed a potential inconsistency in the text of the 2014 Guidelines for calculation of EEDI (Resolution MEPC.245(66)). Under 2.6 the text states:

" V_{ref} , Capacity and P should be consistent with each other. As for ships having diesel electric or steam turbine propulsion systems, V_{ref} is the relevant speed at 83% of MPP_{Motor} or $MCR_{SteamTurbine}$ respectively."

It seems clear that the correct second sentence of 2.6 should be: "As for LNG carriers having diesel electric propulsion system or ships having steam turbine propulsion systems, V_{ref} is the relevant speed at 83% of MPP_{Motor} or $MCR_{SteamTurbine}$ respectively."

This is due to the fact that for ships having diesel-electric propulsion system in general (except LNG tankers), 2.5.3 dealing with shaft motor applies as illustrated in Appendix 3, and the relevant coefficient is 75%, not 83%.

This has been corrected in Res. MEPC 263(68) amending the IMO Calculation Guidelines.

Technical Background (TB) document for PR38 (Rev.2 Mar 2019)

1. Scope and objectives

To produce a Revision 2 of PR 38 to address consistent implementation of IMO Guidelines in aspect of calculation of P_{AE} value and use of EPT.

2. Engineering background for technical basis and rationale

2.1 Case Study (Application EPT table for P_{AE} calculation)

2.1.1 Passenger Ship, Ro-ro Passenger Ships, Cruise Passenger Ship

Vessel No.1	
Vessel Type	RO-RO Vehicle /Passenger Ship
P_{ME}	1745.3 kW
P_{AE} Nominal	111.85 kW
P_{AE} - EPT	311 kW
Difference in Attained EEDI value:	25.4%
Vessel No.2	
Vessel Type	Passenger Ship
P_{ME}	1476 kW
P_{AE} Nominal	98.4 kW
P_{AE} - EPT	140 kW
Difference in Attained EEDI value:	6.1%
Vessel No.3	
Vessel Type	RO-RO Vehicle /Passenger Ship
P_{ME}	15975 kW
P_{AE} Nominal	850 kW
P_{AE} - EPT	2581 kW
Difference in Attained EEDI value:	Abt. 16 %

There is a very small number of Passenger ship, Ro-Ro passenger ships contracted after January 1st 2013 and there is no Cruise Passenger ship. Furthermore, vessels of No.1~2 are excluded from EEDI regulations due to restricted trade in inland waters. (For the purpose of this study, we have used available information from the Base Load Analyses and supporting technical documentation for two of these vessels, to estimate the effect of EPT use to P_{AE} calculation and to the calculation of EEDI. For the remaining input values used in the EEDI formula (apart from P_{AE} -EPT) information was obtained from the vessels' relevant approved drawings (main/aux engine shop tests, DWT/LWT calculation, model tests, speed trial results etc.).)

Both Vessels No.1 and No.2 have the DWT capability to transport 300 passengers. Vessel No.1 however, has a much higher GRT due to larger accommodation spaces (restaurant area, library, recreation and observation lounges plus a few dedicated cabins) that subsequently increase the need for electric power supply to cover the various needs. Vessel No.2 is of a lower GRT having only one large seating area for the passengers along with a small galley. Vessel No.3 is much larger than Vessel No.1 or 2 thereby she can transfer more passenger and cars. In all cases the variation of calculated EEDI value exceeds 1% when comparing the Nominal P_{AE} to P_{AE} -EPT approaches.

2.1.2 Other ship type (Bulk & Tanker)

Vessel No.1	
Vessel Type	Tanker
P _{ME}	12668 kW
P _{AE} Nominal / EEDI Attained	765 kW
P _{AE} - EPT / Attained EEDI (<i>applied</i>)	704 kW
Difference in Attained EEDI value:	0.16%
Vessel No.2	
Vessel Type	Tanker
P _{ME}	18248 kW
P _{AE} Nominal / EEDI Attained	858 kW
P _{AE} - EPT / Attained EEDI (<i>applied</i>)	723 kW
Difference in Attained EEDI value:	0.97%
Vessel No.3	
Vessel Type	Bulk Carrier
P _{ME}	12030 kW
P _{AE} Nominal / EEDI Attained	651 kW
P _{AE} - EPT / Attained EEDI (<i>applied</i>)	436 kW
Difference in Attained EEDI value:	2.20%
Vessel No.4	
Vessel Type	Bulk Carrier
P _{ME}	6225 kW
P _{AE} Nominal / EEDI Attained	415 kW
P _{AE} - EPT / Attained EEDI (<i>applied</i>)	337 kW
Difference in Attained EEDI value:	2.10%

Above table lists four cases of vessels where the Shipyards have used EPT for the calculation of P_{AE}. Considering RES.MEPC308(73), as amended and current PR38, it is understood that application of EPT on P_{AE} calculation is not mandatory to normal commercial vessel such as Tanker, Bulk and Container. So there is very small number of example for study. All cases have something in common that P_{AE} from EPT is less than P_{AE} from formula. Vessel No.3 and 4 have a variation of computed EEDI value that exceeds 1% when comparing the Nominal P_{AE} to P_{AE} -EPT approaches.

2.2 Industry Practice

Classification Societies have considered “significantly different” happens mainly or more on Passenger Ship (including Roro-Passenger and Cruise Passenger), hence EPT should be used for calculating P_{AE} as mandatory. For other kinds of ship type, Classification Societies can accept this if the yard chooses this option based on validated electric power table, although this is very rare.

3. Source/derivation of the proposed IACS Resolution

2018 GUIDELINES ON THE METHOD OF CALCULATION OF THE ATTAINED ENERGY EFFICIENCY DESIGN INDEX (EEDI) FOR NEW SHIPS (RESOLUTION MEPC.308(73) as amended)

4. Summary of Changes intended for the revised Resolution:

Section 5.2 of attached document of PR38 (2015 Industry Guidelines for calculation and verification of the Energy Efficiency Design Index (EEDI)) has been revised to clarify the application of EPT (Electric Power Table) in order to facilitate the consistent implementation of

IMO Guidelines (RES.MEPC308(73), as amended) in aspect of calculation of P_{AE} value and use of EPT.

Rev.1

For a ship where the P_{AE} value calculated by paragraphs 2.5.6.1 to 2.5.6.3 of the IMO Calculation Guidelines is significantly different from the total power used at normal seagoing operations, e.g. for cruise passenger ships, and as an option if the difference leads to a variation of the computed value of the EEDI exceeding 1%, the P_{AE} value could be estimated by the electric power (excluding propulsion) in conditions when the ship is engaged in a voyage at reference speed (V_{ref}) as given in the electric power table (EPT), divided by the average efficiency of the generator(s) weighted by power.

Rev.2

For Passenger ships, Ro-Ro Passenger Ships and Cruise Passenger Ships the P_{AE} value should be estimated by the electric power (excluding propulsion) in conditions when the ship is engaged in a voyage at reference speed (V_{ref}), as given in the electric power table (EPT), divided by the average efficiency of the generator(s) weighted by power.

As an option for other vessel types, if the difference between P_{AE} value calculated by IMO MEPC 308(73) paragraphs 2.2.5.6.1 to 2.2.5.6.5 and P_{AE} based on EPT, leads to a variation of the computed EEDI value exceeding 1%, the value for auxiliary power could be taken from the EPT.

5. Points of discussions or possible discussions

Proposed revision to PR38 has been considered for reflecting the Industry practice. The text of the revision inferred that application PAE by using the EPT for other ship types except the ship type of "Passenger ships, Ro-Ro Passenger Ships and the Cruise Passenger Ships" is at the discretion of the Shipyard or Designer and that the Shipyard or Designer can decide as to whether a variation of the computed EEDI value exceeds 1% as PR38 (Rev.1) had described. PT considered the adequacy of the extent of "1%" however haven't made consensus due to lack of data.

PT is of the view that data collecting (Both of PAE and EPT even though EPT had not been applied) may be the best way to solve the above matter.

As per PT's request, the Environmental Panel considered PT's suggestion on data collecting for both PAE and EPT to have a re-evaluation of the current variation(1%). As a result, the Panel agreed not to support the suggestion owing to the following reasons:

- Taking into account of paragraph 3 of the 2015 Industry Guidelines, the current variation (1%) is reasonable
- It may be difficult for ROs to require/collect PAE values based on EPT from Shipyards
- This is associated with the significant increase of the workload.

6. Attachments if any

N/A

Technical Background (TB) document for PR38 (Rev.3 Jan 2021)

1. Scope and objectives

- To develop new revision of PR 38 by removing those items covered by the IMO Guidelines and add reference(s) in PR 38 as necessary.
- To carry out the editorial correction with regard to Turk Loydu's comments attached in 17021aIGa

2. Engineering background for technical basis and rationale

It is noted that the substantial items of IMO Guidelines have been included in the current PR

38. Hence, each time IMO Guidelines are revised, IACS should conduct consequent amendments to PR 38. To avoid these revisions, it deemed necessary to remove those items covered by the IMO Guidelines and add reference(s) in PR 38 to the IMO Guidelines as necessary.

3. Source/derivation of the proposed IACS Resolution

- 2018 Guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships (resolution mepc.308(73)) as amended by resolution mepc.322(74)
- 2014 Guidelines on survey and certification of EEDI, MEPC.1/Circ.855/Rev.2
- 2013 interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions, MEPC.1/Circ.850/Rev.2
- 2013 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI, MEPC.1/Circ.815
- 2012 interim Guidelines for the calculation of the coefficient fw for decrease in ship speed in a representative sea condition for trial use, MEPC.1/Circ.796.

4. Summary of Changes intended for the revised Resolution:

Those items covered by the IMO Guidelines in the PR38 are removed, and reference(s) to the IMO Guidelines is updated or inserted as necessary.

Some descriptions are reworded to become clearer and formulas are re-edited to become more legible.

The actual modified texts indicating changes with underlining for new additions and strike through for deletions, along with the explanatory notes are summarized in the attachment.

5. Points of discussions or possible discussions

The following points were reviewed by the Environmental Panel before the final agreement:

- In Para.1.2 of Part I, the first sentence i.e. "The Industry Guidelines shall not apply to category A ships as defined in the Polar Code" is clear and may not need any further clarification. Hence PT proposed to only keep first sentence
- In para 6.3.1: The word "not" is to be inserted in the following phrase: "In doing so, 75% of the shaft generator power to be used in the EEDI calculation must not be greater than the auxiliary power calculated in accordance to Para....." since the above has to reflect the following formula:

$$\sum P_{ME(i)} = 0.75 \times \sum (MCR_{ME(i)} - P_{PTO(i)}) \text{ with } 0.75 \times \sum P_{PTO(i)} \leq P_{AE}$$

- In Appendix 2 Para 15, reference updated from BSRA and ITTC Standard methods to ISO 15016:2015.

6. Attachments if any

Modified texts and explanatory notes for PR 38(Rev.3).

Modified texts and explanatory notes for PR 38(Rev.3) “Procedure for calculation and verification of the Energy Efficiency Design Index (EEDI)”

1. Scope and objectives

It is noted that the substantial items of IMO Guidelines have been included in the current PR 38. Hence, each time IMO Guidelines are revised, IACS should conduct consequent amendments to PR 38. To avoid these revisions, it deemed necessary to remove those items covered by the IMO Guidelines and add reference(s) in PR 38 to the IMO Guidelines as necessary.

2. Revisions and explanatory notes

After correspondence round PT has reach to the final revision of PR 38. Reasons for changes made to PR 38 paragraphs are mentioned with mark “>”. Insertion of text is underlined with blue and deletion of text is strike off with red.

- > Revision number updated.

NO.38 (May 2013) (Rev.1 Mar 2016) (Rev.2 Mar 2019) (Rev.3 [MM] 2020)

- > Header amended for the year of revision.

~~2015~~20 Industry Guidelines for calculation and verification of EEDI

- > Footer amended to include revision 3.

IACS Proc Req. 2013/ Rev.3 2020

- > The definition of Verifier provided in 2014 Guideline conveys same meaning as addressed in Introduction statement. Hence deleted to avoid future amendments to PR38 due to any possible changes in 2014 Guideline.

Introduction

This procedure applies to all cases of Class Societies' involvement in conducting the survey and certification of EEDI in accordance with regulations 5, 6, 7, 8 and 9 of MARPOL Annex VI ~~as a Verifier defined in the IMO “2014 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI)” as amended in MEPC.1/Circ.855.~~

- > Following text amended – since it is decided under PT that Industry guideline may be submitted to MEPC, correction to MEPC submission made, Text Inserted definition so that latest IMO Guidelines are referred

1 Definitions

“Industry Guidelines” means the ~~“2015~~ 2020 *Industry Guidelines for calculation and verification of the Energy Efficiency Design Index (EEDI)”* [as submitted to MEPC ~~68~~ [XX]] that may be revised in order to remain in line with the relevant IMO Guidelines.

"Witnessing Society" is a Society which has witnessed the towing tank test of a ship of the same type as the ship whose EEDI is verified by the Verifying Society. "Ship of the same type" is defined in IMO "2014 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI)" [as amended](#).

- Latest IMO Guideline referred and for last para text Inserted so that latest IMO Guidelines are referred

3 Calculation of EEDI

The procedure to compute the EEDI is documented in Part II of the Industry Guidelines. For the purpose of this Procedural Requirement, calculation of the EEDI is to be performed in accordance with IMO "~~2014~~ [2018](#) Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships, [as amended](#)" and Part II of the Industry Guidelines, as amended.

- New revision number inserted

Note- [4. Rev.3 of this Procedural Requirement applies from \[DD MM YYYY\]](#)

- Inserted so that latest IMO Guidelines are referred.

4. Verification of EEDI

The procedure to verify the EEDI is documented in Part III of the Industry Guidelines, together with Appendixes 1, 3, 4 and 5. For the purpose of this Procedural Requirement, verification of the EEDI is to be performed in accordance with IMO "2014 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI)" [as amended](#) and Part III of the Industry Guidelines, as amended.

A sample of document to be submitted to the Verifier including additional information for verification is provided in Appendix 2 of the Industry Guidelines.

- Following updated with the latest IMO guidelines.

PART I - Scope of the Industry Guidelines

1.1 Objective

The objective of these Industry Guidelines for calculation and verification of the Energy Efficiency Design Index (EEDI), hereafter designated as "the Industry Guidelines", is to provide details and examples of calculation of attained EEDI and to support the method and role of the verifier in charge of conducting the survey and certification of EEDI in compliance with ~~the latest following~~ IMO Resolutions [with respect to following Guidelines](#):

- 2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships, Res. MEPC.308(73) adopted on 26 October 2018, as amended [by res. MEPC.322\(74\) adopted on 17 May 2019](#), referred to as the "IMO Calculation Guidelines" in the present document
- 2014 Guidelines on survey and certification of EEDI, Res. MEPC.254(67) adopted on 17 October 2014, as amended [\(MEPC.1/Circ.855/Rev.2\)](#), referred to as the "IMO Verification Guidelines" in the present document
- 2013 interim Guidelines for determining minimum propulsion power to maintain

the manoeuvrability of ships in adverse conditions, Res. MEPC.232(65) as amended ([MEPC.1/Circ.850/Rev.2](#))

- 2013 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI, MEPC.1/Circ.815
- [2012 interim Guidelines for the calculation of the coefficient \$f_w\$ for decrease in ship speed in a representative sea condition for trial use](#), MEPC.1/Circ.796.

➤ Deleted to avoid duplication and frequent updating.

1.2 Application

These Guidelines apply to new ships as defined in regulation 2.23 of MARPOL Annex VI of 400 gross tonnage and above of the [ship types to which Regulation 20 of MARPOL Annex VI is applicable](#) and defined ~~in~~ [under regulations of MARPOL Annex VI 2.25 to 2.31, 2.33 to 2.35, and 2.39,](#) as follows:

- ~~Bulk carrier~~
- ~~Gas carrier~~
- ~~LNG carrier (contracted on or after 1 September 2015)~~
- ~~Cruise passenger ship having non-conventional propulsion (contracted on or after 1 September 2015)~~
- ~~Tanker~~
- ~~Container ship~~
- ~~General cargo ship~~
- ~~Ro-ro cargo ship (vehicle carrier) (contracted on or after 1 September 2015)~~
- ~~Ro-ro cargo ship (contracted on or after 1 September 2015)~~
- ~~Ro-ro passenger ship (contracted on or after 1 September 2015)~~
- ~~Refrigerated cargo carrier~~
- ~~Combination carrier~~

➤ Updated as per latest IMO guideline.

The Industry Guidelines shall not apply to [category A ships as defined in the Polar Code](#)

~~cargo ships having ice-breaking capability as defined in regulation 2.42 of MARPOL Annex VI. As a consequence, the Industry Guidelines apply to cargo vessels with ice class up to and including Finnish-Swedish ice class 1A Super or equivalent unless they qualify as a ship with ice-breaking capability in which case they are exempt. The intermediate Polar Classes, namely PC4 and PC5, need to demonstrate icebreaking capability through ice trials to qualify. In the initial stages, ice-breaking capability can be demonstrated based on ice tank tests.~~

➤ Updated as per latest IMO guideline

Part II -- Explanatory notes on calculation of EEDI

3. EEDI formula

~~$$\frac{(1.4 \cdot f_w) \cdot \left(\sum_{i=1}^{N_{AB}} P_{AB(i)} \cdot C_{PAB(i)} \cdot SFC_{AB(i)} \right) + P_{AB} \cdot C_{PAB} \cdot SFC_{AB} + (1.1 \cdot f_w) \cdot \left(\sum_{i=1}^{N_{ST}} P_{ST(i)} - \sum_{i=1}^{N_{ST}} f_{ST(i)} \cdot P_{AB(i)} \right) \cdot C_{PAB} \cdot SFC_{AB} - \sum_{i=1}^{N_{ST}} f_{ST(i)} \cdot P_{ST(i)} \cdot C_{PAB} \cdot SFC_{AB}}{f_w \cdot f_v \cdot Capacity \cdot f_w \cdot V_{ref}}$$~~

$$\frac{\left(\prod_{j=1}^n f_j \right) \left(\sum_{i=1}^{nME} P_{ME(i)} \cdot C_{FME(i)} \cdot SFC_{ME(i)} \right) + (P_{AE} \cdot C_{FAE} \cdot SFC_{AE}^*) + \left(\prod_{j=1}^n f_j \cdot \sum_{i=1}^{nPII} P_{PII(i)} - \sum_{i=1}^{neff} f_{eff(i)} \cdot P_{AE_{eff(i)}} \right) C_{FAE} \cdot SFC_{AE} - \left(\sum_{i=1}^{neff} f_{eff(i)} \cdot P_{eff(i)} \cdot C_{FME} \cdot SFC_{ME}^{**} \right)}{f_i \cdot f_c \cdot f_i \cdot Capacity \cdot f_w \cdot V_{ref} \cdot f_m}$$

Therefore, the values of attained and required EEDI have to be reported with no more than three significant figures (for instance, 2.23 or 10.3) and [compliance with the checking of Regulations 20, 21](#) of eChapter 4 of MARPOL Annex VI is to be verified in accordance with this accuracy.

- In following para text --deleted to avoid frequent amendments, Inserted heading of paragraph and deleted para number to avoid frequent amendments to numbering of paragraphs, Inserted in line with IMO Calculation Guidelines, Deleted as duplicated text.

4 Fuel consumption and Fuel Conversion Factor

4.1 General

The conversion factor CF and the specific fuel consumption, SFC, are determined from the results recorded in the parent engine NOx Technical File as defined in [paragraph 1.3.15](#) of the NOx Technical Code 2008.

The fuel grade used during the test of the engine in the test bed measurement of SFC determines the value of the CF conversion factor according to the table [provided](#) under [paragraph "CF : Conversion factor between fuel consumption and CO2 emission" 2.1](#) of the IMO Calculation Guidelines.

SFC is the corrected specific fuel consumption, measured in g/kWh, of the engines or [steam turbines as defined under paragraph "SFC.Certified specific fuel consumption" of the IMO Calculation guidelines](#). ~~The subscripts ME(i) and AE(i) refer to the main and auxiliary engine(s), respectively. SFC_{AE} is the power-weighted average among SFC_{AE(i)}} of the respective engines i.~~

For main engines certified to the E2 or E3 test cycles of the NOx Technical Code 2008, the engine Specific Fuel Consumption (SFC_{ME(i)}) is that recorded in the test report included in a NOx Technical File for the parent engine(s) at 75% of MCR power.

For engines certified to the D2 or C1 test cycles of the NOx Technical Code 2008, the engine Specific Fuel Consumption (SFC_{AE(i)}) is that recorded in the test report included in a NOx Technical File for the parent engine(s) at 50% of MCR power or torque rating.

~~The SFC is to be corrected to the value corresponding to the ISO standard reference conditions using the standard lower calorific value of the fuel oil (42,700kJ/kg), referring to ISO 15550:2002 and ISO 3046-1:2002.~~

~~For LNG driven engines for which SFC is measured in kJ/kWh, the SFC value is to be converted to g/kWh using the standard lower calorific value of the LNG (48,000 kJ/kg), referring to the 2006 IPCC Guidelines.~~

~~For those engines which do not have a test report included in a NOx Technical File because its power is below 130 kW, the SFC specified by the manufacturer is to be used.~~

At the design stage, in case of unavailability of test reports in the NOx Technical File,

the SFC value given by the manufacturer with the addition of the guarantee tolerance is to be used.

- Following text - deleted to avoid frequent amendments due to possible renumbering

4.2 Dual -fuel engines

Gas fuel may be used as primary fuel for one or more of the main and auxiliary engine(s) in accordance ~~with paragraph 4.2.3 of~~ the IMO Verification Guidelines.

For these dual-fuel engines, the C_F factor and the Specific Fuel Consumption for gas (LNG) and for pilot fuel should be combined at the relevant EEDI load point as described in ~~2.5.1 and Appendix 4 of~~ the IMO Calculation Guidelines.

- Following text -Inserted in line with IMO Calculation Guideline, Deleted to avoid frequent amendments due to possible renumbering.

5. Capacity, power and speed

5.1 capacity

The capacity of the ship is computed as a function of the gross tonnage for [passenger and](#) cruise passenger ships and of the deadweight for other types of ships as indicated ~~under 2.3 of~~ the IMO Calculation Guidelines.

For the computation of the deadweight according to ~~2.4 of~~ the IMO Calculation Guidelines, the lightweight of the ship and the displacement at the summer load draught are to be based on the results of the inclining test or lightweight check provided in the final stability booklet. At the design stage, the deadweight may be taken in the provisional documentation.

- Following text -Deleted as duplicated text.

5.2 Power

The installed power for EEDI determination is taking into account the propulsion power and in general a fixed part of the auxiliary power, measured at the output of the crankshaft of main or auxiliary engine.

~~The power P_{ME} is defined as 75% MCR of all main engines in general.~~

For LNG carriers having diesel electric propulsion system, the power P_{ME} is 83% of the rated output of the electrical propulsion motor(s) divided by the electrical chain efficiency from the output of the auxiliary engines to the output of the propulsion motor(s).

~~For LNG carriers having steam turbine propulsion system, the power P_{ME} is 83% of the rated installed power of steam turbines.~~

- Following text – Rephrased, Inserted in line with IMO Calculation Guidelines, Rephrased to avoid frequent amendments due to possible renumbering, line pertaining to shaft motor is shifted below the formula to make more clear with deletion of words “ in addition”

In this formula:

- The value of $P_{ME(i)}$ may be limited by verified technical means (see 6 below)
- The total propulsion power may be limited by verified technical means. In particular an electronic engine control system may limit the total propulsion power, whatever the number of engines in function (see 6 below)

If shaft motors are installed (PTI), then in principle 75% of the shaft motor propulsion power is accounted for in the EEDI calculation. Detailed explanation about this is given in section 6

The auxiliary power can be nominally defined as a specified proportion of main engine power aiming to cover normal maximum sea load for propulsion and accommodation¹. The nominal values are 2.5% of main engine power plus 250 kW for installed main engine power equal to or above 10 MW. 5% of main engine power will be accounted if less than 10 MW main engine power is installed. Alternatively, as explained below, the value for auxiliary power can be taken from the electric power table (EPT) of the ship.

~~In addition, if shaft motors are installed (PTI), then in principle 75% of the shaft motor propulsion power is accounted for in the EEDI calculation. Detailed explanation about this is given in section 6~~

For Passenger ships, Ro-Ro Passenger Ships and Cruise Passenger Ships, the P_{AE} value should be estimated by the consumed electric power (excluding propulsion) in conditions when the ship is engaged in a voyage at reference speed (V_{ref}), as given in the electric power table (EPT), divided by the average efficiency of the generator(s) weighted by power.

As an option for other vessel types, if the difference between P_{AE} value calculated by paragraphs " P_{AE} : Auxiliary engine power" of IMO Calculation Guidelines 2.2.5.6.1 to 2.2.5.6.5 of Res.MEPC.308(73) and P_{AE} based on EPT, leads to a variation of the computed EEDI value exceeding 1%, the value for auxiliary power could be taken from the EPT.

- Following text -Rephrased to avoid frequent amendments due to possible renumbering

footnote-

1 ~~by paragraphs 2.5.6.1 to 2.5.6.3~~ under " P_{AE} : Auxiliary engine power" of the IMO Calculation Guidelines

- Rephrased to avoid frequent amendments due to possible renumbering, deleted duplicated text

6. Shaft generator and Shaft motor

6.1 Introduction and background

As for Paragraphs " $P_{PTO(i)}$: Shaft generator" and " $P_{PTI(i)}$: Shaft Motor" 2.5.2 and 2.5.3 of IMO Calculation Guidelines, content of this section applies to ships other than LNG carriers having diesel-electric propulsion system. ~~For LNG carriers with diesel-electric propulsion, the factor 0.75 between the propulsion power and the rated power is to be replaced by 0.83.~~

Ships need electrical power for the operation of engine auxiliary systems, other systems, crew accommodation and for any cargo purposes. This electrical power can be generated

by diesel-generator sets (gen-sets), shaft generators, waste heat recovery systems driving a generator and possibly by ~~new~~ other innovative technologies, e.g. solar panels.

- Rephrased to avoid frequent amendments due to possible renumbering

6.3 Main engine power with shaft generators

The power driving the shaft generator is not only deducted in the calculation. As this power is not available for propulsion this yields a reduced reference speed. The speed is to be determined from the power curve obtained at the sea trial as explained in the schematic figure provided in paragraph ~~2-5~~ "Option 2 of $P_{PTO(i)}$; Shaft generator" of the IMO Calculation Guidelines.

- --Rephrased to avoid frequent amendments due to possible renumbering, addition of yellow highlighted text suggested to insert to clarify the formula.

6.3.1 Option 1

For this option, $P_{PTO(i)}$ is defined as 75% of the rated electrical output power MCR_{PTO} of each shaft generator. The maximum allowable deduction is limited by the auxiliary power P_{AE} as described in Paragraph "PAE ; Auxiliary engine power" of IMO Calculation Guidelines 2-6 in the IMO Calculation Guidelines.

This means, that only the maximum amount of shaft generator power that is equal to P_{AE} is deductible from the main engine power. In doing so, 75% of the shaft generator power to be used in the EEDI calculation must **NOT** be greater than the auxiliary power calculated in accordance to Para. "PAE ; Auxiliary engine power" of IMO Calculation Guidelines 2-5-6 of the IMO Calculation Guidelines.

- Following text – inserted to cater for future amendment.

7. Weather factor f_w

Guidelines for the calculation of the coefficient f_w for the decrease of ship speed in respective sea conditions are provided in MEPC.1/Circ.796, as amended.

- Following text --inserted In line with IMO calculation Guidelines, deleted to avoid frequent amendments to numbering of paragraphs,

8. Correction factor for ship specific design elements f_j

For Finnish-Swedish ice class notations or equivalent notations of the Classification Societies, the f_j power correction factor is indicated in ~~2-8.1-ef~~ the IMO Calculation Guidelines⁴.

For ro-ro cargo and ro-ro passenger ships, the correction factor f_{jRoRo} is to be computed according to ~~2-8.3-ef~~ the IMO calculation Guidelines.

For general cargo ships, the correction factor f_j is to be computed according to ~~2-8.4 ef~~ the IMO Calculation Guidelines

- Following text--inserted In line with IMO calculation Guidelines, Deleted to avoid frequent amendments to numbering of paragraphs, inserted text to accommodate to the new correction factor as per latest Guideline

9. Capacity factor f_i and Correction Factor f_m for ice-classed ships having IA Super or IA

For Finnish-Swedish ice class notations or equivalent notations of the Classification Societies, the f_i capacity correction factor is indicated in ~~2.11.1 of~~ the IMO Calculation Guidelines.⁴

For a ship with voluntary structural enhancement, the f_{iVSE} ship specific voluntary structural enhancement factor is to be computed according to ~~2.11.2 of~~ the IMO Calculation Guidelines.

For bulk carriers and oil tankers built in accordance with the Common Structural Rules and assigned the class notation CSR, the f_{iCSR} factor is to be computed according to ~~2.11.3~~ of the IMO Calculation Guidelines.

f_i capacity factors can be cumulated (multiplied), but the reference design for calculation of f_{iVSE} is to comply with the ice notation and/or Common Structural Rules as the case may be.

For ice-classed ships having IA Super or IA, the factor, $f_m = 1.05$ should apply according to 2.2.19 of the IMO Calculation Guidelines.

- Following text - Deleted to avoid frequent amendments to numbering of paragraphs, inserted in line with IMO guideline,

10. Cubic capacity correction factor f_c and cargo gears factor f_i

For chemical tankers as defined in regulation 1.16.1 of MARPOL Annex II, the f_c factor is to be computed according to ~~2.12.1 of~~ the IMO Calculation Guidelines.

For gas carriers having direct diesel driven propulsion constructed or adapted and used for the carriage in bulk of liquefied natural gas, the f_c factor is to be computed according to ~~2.12.2 of~~ the IMO Calculation Guidelines. This factor is not to be applied to LNG carriers defined in regulation 2.38 of MARPOL Annex VI.

For ro-ro passenger ships having a DWT/GT-ratio of less than 0.25, the cubic capacity correction

factor f_{cRoPax} is to be computed according to ~~2.12.3 of~~ the IMO Calculation Guidelines.

For bulk carriers having R of less than 0.55 (e.g. wood chip carriers), the cubic capacity correction factor, f_c bulk carriers designed to carry light cargoes, = $R - 0.15$ should apply according to the IMO Calculation Guidelines. where, R is the capacity ratio of the deadweight of the ship (tonnes) divided by the total cubic capacity of the cargo tanks of the ship (m^3)

For general cargo ships only equipped with cranes, side loaders or ro-ro ramps, the f_i correction factor is to be computed according to ~~2.14 of~~ the IMO Calculation Guidelines.

- Following text – inserted to cater for future amendment.

11. Innovative energy efficient technologies

Innovative energy efficient technologies are to be taken into account according to the 2013 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI, MEPC.1/Circ.815 [as amended](#).

- Following text - inserted in line with IMO guideline

12. Example of calculation

12.1 List of input parameters for calculation of EEDI

Table 1: input parameters for calculation of EEDI

Symbol	Name	Usage	Source	Scope
	Service notation	Capacity, f_i , f_j and f_c factors		For the ship
	Class notations	f_j for shuttle tanker, f_i CSR	Classification file	
	Ice notation	f_i , f_j for ice class		
Lpp	Length between perpendiculars (m)	f_i , f_j for ice class, f_{jRoRo} , f_j for general cargo ships		
Bs	Breadth (m)	f_{jRoRo} , f_j for general cargo ships		
ds	Summer load line draught (m)	f_{jRoRo} , f_j for general cargo ships		
∇	Volumetric displacement	f_{jRoRo} , f_j for general cargo ships		
Δ	Displacement @ summer load draught (t)	deadweight, f_{iVSE} , f_{cRoPax} , f_i for general cargo ships, f_c for bulk carriers	final stability file	
LWT	Lighthouse weight (t)	deadweight, f_{iVSE} , f_i CSR, f_{cRoPax} f_i for general cargo ships	Sheets of Submitter calculation for lightweight referencedesign lightweight check report	
GT	Gross tonnage	Capacity, f_{cRoPax}		
PAE	Auxiliary engine power (kW)	EEDI	Note: Computed from engines & PTIs powers or electric power table	
Vref	Reference speed (knot)	EEDI, f_{jRoRo} , f_j for general cargo ships	Sea trial report	
Cube	Total cubic capacity of the cargo tanks (m ³)	f_c for chemical tankers and gas carriers	Tonnage file	
Vgas(or liquid)	Tank volume for fuels (m³)	f_DF_{gas} , f_DF_{liquid} availability ratios	Capacity plan	
SWL	Safe working load of the crane (t)	f_i for general cargo ships		
Reach	Reach of the crane (m)	f_i for general cargo ships		

Symbol	Name	Usage	Source	Scope
MCR	Rated installed power (kW)	P _{ME}	EIAPP certificate or nameplate (if less than 130 kW)	Per engine (nME + nGEN)
MCRlim	Limited rated output power after PTO in (kW)	P _{ME} with PTO option 2	Verification file	
MPPMotor	Rated output of motor (kW)	P _{ME} for LNG carriers having diesel electric propulsion system	Certificate of the product	
η	Electrical efficiency	P _{ME} for LNG carriers having diesel electric propulsion system		
MCRSteamTurbine	Rated installed power (kW)	P _{ME} for LNG carriers having steam turbine propulsion system	Certificate of the product	
	Fuel grade	C _F , SFC	NOX Technical File of the parent engine	
SFC	Corrected specific fuel consumption (g/kWh)	EEDI	NOx Technical File of the parent engine	
KVAPTO	Rated electrical apparent output power (kVA)	P _{ME}	Nameplate of the shaft generator	Per shaft generator (nPTO)
PPTI,Shaft	Mechanical output power (kW)	EEDI	Nameplate of the shaft motor	Per shaft motor (nPTI)
η PTI	efficiency	power		
η GEN	efficiency	power		Per generator (nGEN)
PSHAFTlim	Limited shaft propulsion power (kW)	Limited power where means of limitation are fitted	Verification file	Per shaftline (nSHAFT)

➤ Following text – inserted for reference to the guideline also.

Part III - Verification of EEDI

13 Verification process

Attained EEDI is to be computed in accordance with the IMO Calculation Guidelines and Part II of the present Industry Guidelines. Survey and certification of the EEDI are to be conducted [according to the IMO verification Guidelines](#), on two stages:

1. preliminary verification at the design stage
2. final verification at the sea trial

➤ Text made more clear

14 Documents to be submitted

The following information/[documents are](#) ~~is~~ to be submitted by the submitter to the verifier at the design stage. [Reference is to be made also to Appendix 1, Appendix 3 and Appendix 4](#)

Table 2: documents to be submitted at the design stage

EEDI Technical File	EEDI Technical File as defined in the IMO Verification Guidelines. See example of the EEDI Technical File in Appendix 1 of IMO Verification Guidelines.
NOx Technical File	Copy of the NOx Technical File and documented summary of the SFC correction for each type of main and auxiliary engine with copy of EIAPP certificate. Note: if the NOx Technical File has not been approved at the time of the preliminary verification, the SFC value with the addition of the guarantee tolerance is to be provided by Manufacturer. In this case, the NOx Technical File is to be submitted at the final verification stage.
Electric Power Table	If P_{AE} is significantly different from the values computed using the formula in of the IMO Calculation Guidelines
Ship lines and model particulars	- Lines of ship - Report including the particulars of the ship model and propeller model
Verification file of power limitation technical arrangement	If the propulsion power is voluntarily limited by verified technical means
Power curves	Power-speed curves predicted at full scale in sea trial condition and EEDI condition

Description of the towing tank test facility and towing tank test organisation quality manual	<p>If the verifier has no recent experience with the towing tank test facility and the towing tank test organization quality system is not ISO 9001 certified.</p> <ul style="list-style-type: none"> - Quality management system of the towing tank test including process control, justifications concerning repeatability and quality management processes - Records of measuring equipment calibration as described in Appendix 3 - Standard model-ship extrapolation and correlation method (applied method and tests description)
Gas fuel oil general arrangement plan	<p>If gas fuel is used as the primary fuel of the ship fitted with dual fuel engines. Gas fuel storage tanks (with capacities) and bunkering facilities are to be described.</p>
Towing Tank Tests Plan	<p>Plan explaining the different steps of the towing tank tests and the scheduled inspections allowing the verifier to check compliance with the items listed in Appendix 1 concerning tank tests</p>
Towing Tank Tests Report	<ul style="list-style-type: none"> - Report of the results of the towing tank tests at sea trial and EEDI condition as required in Appendix 4 - Values of the experience-based parameters defined in the standard model-ship correlation method used by the towing tank test organization/shipyard - Reasons for exempting a towing tank test, only if applicable - Numerical calculations report and validation file of these calculations, only if calculations are used to derive power curves
Ship reference speed V_{ref}	<p>Detailed calculation process of the ship speed, which is to include the estimation basis of experience-based parameters such as roughness coefficient, wake scaling coefficient</p>

The following information is to be submitted by the submitter to the verifier at the final verification stage (and before the sea trials for the programme of sea trials):

Table 3: documents to be submitted at the final verification stage

Programme of sea trials	Description of the test procedure to be used for the speed trial, with number of speed points to be measured and indication of PTO/PTI to be in operation, if any.
Sea trials report	Report of sea trials with detailed computation of the corrections allowing determination of the reference speed V_{ref}
Final stability file	Final stability file including lightweight of the ship and displacement table based on the results of the inclining test or the lightweight check
Final power curves	Final power curve in the EEDI condition showing the speed adjustment methodology
Revised EEDI Technical File	Including identification of the parameters differing from the calculation performed at the initial verification stage
Ship lines	Lines of actual ship

~~In line with the IMO Verification Guidelines (4.1.2), it is recognized that the documents listed above may contain Confidential information of submitters that may be contained in the above mentioned documents, reference is to be made to para 4.1.2 of IMO Verification Guidelines, which requires Intellectual Property Rights (IPR) protection. In the case where the submitter wants a non-disclosure agreement with the verifier, the additional information is to be provided to the verifier upon mutually agreed terms and conditions.~~

- Reference is made IMO guideline for towing tank test omission.

15.3 Towing tank tests and numerical calculations

~~A towing tank test for an individual ship may be omitted based on technical justifications such as availability of the results of towing tank tests for ships of the same type according to 4.2.5 of the IMO Verification Guidelines. Possible omission of towing tank tests is addressed in the IMO Verification Guidelines~~

- Updated with the latest standard.

16.1 Sea trial procedure

Note: For application of the present Guidelines, sea conditions and ship speed should be measured in accordance with ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials ~~Part 1, 2014~~ [2017](#) or ISO 15016:2015.

Table 4 lists ~~the~~ data which are to be measured and recorded during sea trials: [The detailed list is provided in ISO 15016:2015.](#)

- Correction made regarding reference to the standard for accuracy objective.

16.2 Estimation of the EEDI reference speed VRef

Ship speed should be measured in accordance with ISO 15016:2015 or ITTC Recommended Procedure 7.5-04-01-01.1, including the accuracy objectives under [introduction section of ISO 15016:2015](#) ~~paragraph 1 of ITTC Recommended Procedure 7.5-04-01-01.2~~. In particular, if the shaft torque measurement device cannot be installed near the output flange of main engine, then the efficiency from the measured shaft power to brake horse power should be taken into account.

- Reference of the IMO verification guideline preferred here.

16.3 Revision of EEDI Technical File

[Reference is to be made to para 4.3.13 and para 4.3.14 of the IMO Verification Guidelines.](#)

~~The EEDI Technical File is to be revised, as necessary, by taking into account the results of sea trials. Such revision is to include, as applicable, the adjusted power curve based on the results of sea trial (namely, modified ship speed under the condition as specified in paragraph 2.2 of the IMO Calculation Guidelines), the finally determined deadweight/gross tonnage and the recalculated attained EEDI and required EEDI based on these modifications.~~

~~The revised EEDI Technical File is to be submitted to the verifier for the confirmation that the revised attained EEDI is calculated in accordance with regulation 20 of MARPOL Annex VI and the IMO Calculation Guidelines.~~

- Latest revision updated.

17 Verification of the EEDI in case of major conversion

In this section, a major conversion is defined as in MARPOL Annex VI regulation 2.24 and interpretations in MEPC.1/Circ.795/~~Rev2~~, [Rev4](#) subject to the approval of the Administration.

- As there was amendment to EPT at rev 2 same now done in appendix 1, updated with the latest revision.

Appendix 1
Review and witness points

Ref.	Function	Survey method	Reference document	Documentation available to verifier	Remarks
01	EEDI Technical File	Review	IMO Verification Guidelines This document	Documents in table 2	
02	Limitation of power	Review	IMO Calculation Guidelines	Verification file of limitation technical means	Only If means of limitation are fitted
03	Electric Power Table	Review	Appendix 2 to IMO Calculation Guidelines Appendix 2 to IMO Verification Guidelines	EPT EPT-EEDI form	Only if PAE is significantly different from the values computed using the formula in 2.5.6.1 to 2.5.6.3 of the IMO Calculation Guidelines As described under paragraph 5.2 of this industry guideline.
04	Calibration of towing tank test measuring equipment	Review & witness	Appendix 3	Calibration reports	Check at random that measuring devices are well identified and that calibration reports are currently valid
05	Model tests – ship model	Review & witness	Appendix 4	Ship lines plan & offsets table Ship model report	Checks described in Appendix 4.1
06	Model tests – propeller model	Review & witness	Appendix 4	Propeller model report	Checks described in Appendix 4.2

Ref.	Function	Survey method	Reference document	Documentation available to verifier	Remarks
07	Model tests – Resistance test, Propulsion test, Propeller open water test	Review & witness	Appendix 4	Towing tank tests report	Checks described in Appendix 4.3 Note: propeller open water test is not needed if a stock propeller is used. In this case, the open water characteristics of the stock propeller are to be annexed to the towing tank tests report.
08	Model-ship extrapolation and correlation	Review	ITTC 7.5-02-03-01.4 1978 ITTC performance prediction method (rev.02 04 of 2011 2017 or subsequent revision) Appendix 4 This document 15.7	Documents in table 2	Check that the ship-model correlation is based on thrust identity with correlation factor according to method 1 (CP – CN) or method 2 ($\Delta CFC - \Delta wC$) Check that the power-speed curves obtained for the EEDI condition and sea trial condition are obtained using the same calculation process with justified values of experience-based parameters
09	Numerical calculations replacing towing tank tests	Review	ITTC 7.5-03-01-04 (latest revision) or equivalent	Report of calculations	For justification of calculations replacing model tests refer to 15.3.
10	Electrical machinery survey prior to sea trials	Witness	Appendix 2 to IMO Verification Guidelines		Only if PAE is computed from EPT

Ref.	Function	Survey method	Reference document	Documentation available to verifier	Remarks
11	Programme of sea trials	Review	IMO Verification Guidelines	Programme of sea trials	Check minimum number of measurement points (3) Check the EEDI condition in EPT (if PAE is computed from EPT)
12	Sea trials	Witness	ISO 15016:2015 or ITTC 7.5-04-01-01.1 (latest revision)		Check: <ul style="list-style-type: none"> • Propulsion power, particulars of the engines • Draught and trim • Sea conditions • Ship speed • Shaft power & rpm Check operation of means of limitations of engines or shaft power (if fitted) Check the power consumption of selected consumers included in sea trials condition EPT (if PAE is computed from EPT)
13	Sea trials – corrections calculation	Review	ISO 15016:2015 or ITTC Recommended Procedure 7.5-04-01-01.2 1 (latest revision)	Sea trials report	Check that the displacement and trim of the ship in sea trial condition has been obtained with sufficient accuracy Check compliance with ISO 15016:2015 or ITTC Recommended Procedure 7.5-04-01-01.2 1 (latest revision)

Ref.	Function	Survey method	Reference document	Documentation available to verifier	Remarks
14	Sea trials – adjustment from trial condition to EEDI condition	Review	This document 16.2	Power curves after sea trial	Check that the power curve estimated for EEDI condition is obtained by power adjustment
15	EEDI Technical File – revised after sea trials	Review	IMO Verification Guidelines	Revised EEDI Technical File	Check that the file has been updated according to sea trials results

- Updated text in Para 1. General to take into account latest MEPC resolutions.
- Modified text for SFC_{AE} at 75% MCR in case estimated from EPT
- Editorial correction under para 2.2

APPENDIX 2

Sample of document to be submitted to the verifier including additional information for verification

1 General

This calculation of the Energy Efficiency Design Index (EEDI) is based on:

- [All adopted MEPC resolutions regarding Resolution MEPC.203\(62\) and MEPC.251\(66\)](#), amendments to ~~include regulations on energy efficiency in Chapter 4 of MARPOL Annex VI~~ [prior to the date of revision of this guideline.](#)
- Resolution MEPC.308(73) 2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships.

Calculations are being dealt with according to the Industry Guidelines on calculation and verification of EEDI, [2020](#) ~~2015~~ issue.

2. Data

Main parameters

Parameter	Value	Reference
Owner	OWNER	
Builder	YARD	
Hull No.	12346	
IMO No.	94111XX	
Ship's type	Bulk carrier	
Ship classification notations	I HULL, MACH, Bulk Carrier CSR BC-A (holds 2 and 4 may be empty) ESP GRAB[20] Unrestricted Navigation AUT-UMS, GREEN PASSPORT, INWATERSURVEY, MON-SHAFT	
HULL PARTICULARS		
Length overall	191.0 m	
Length between perpendiculars	185.0 m	
Breadth, moulded	32.25 m	
Depth, moulded	17.9 m	
Summer load line draught, moulded	12.70 m	
Deadweight at summer load line draught	55000 DWT	
Lightweight	11590 tons	
Owner's voluntary structural enhancements	No	

MAIN ENGINE		
Type & manufacturer	BUILDER 6SRT60ME	
Specified Maximum Continuous Rating (SMCR)	9200 kW x 105 rpm	
SFC at 75% SMCR	171 g/kWh	See paragraph 10.1
Number of set	1	
Fuel type	Diesel/Gas oil	
AUXILIARY ENGINES		

Parameter	Value	Reference
Type & manufacturer	BUILDER 5X28	
Specified Maximum Continuous Rating (SMCR)	650 kW x 700 rpm	
SFC at 50% SMCR	205 g/kWh	See paragraph 10.2
SFC at 75% SMCR (In case if P_{AE} is estimated by the electric power table (EPT) for the reason that PAE computed using the formula in the IMO Calculation Guidelines is significantly different from the total power used at normal seagoing 2.2.5.6 of IMO EEDI Calculation Guidelines)	199 g/kWh	See paragraph 10.2
Number of set	3	
Fuel type	Diesel/Gas oil	
OVERVIEW OF PROPULSION SYSTEM AND ELECTRICITY SUPPLY SYSTEM		See section 4
SHAFT GENERATORS		
Type & manufacturer	None	
Rated electrical output power		
Number of set	0	
SHAFT MOTORS		
Type & manufacturer	None	
Rated power consumption		
Efficiency		
Number of set	0	
MAIN GENERATORS		
Type & manufacturer	BUILDER AC120	
Rated output	605 kWe	
Efficiency	0.93	
Number of set	3	
PROPULSION SHAFT		
Propeller diameter	5.9 m	
Propeller number of blades	4	

Voluntarily limited shaft propulsion power	No	
Number of set	1	
ENERGY SAVING EQUIPMENT		See section 9
Description of energy saving equipment	Propeller boss cap fins	
Power reduction or power output	None	

2.2 Preliminary verification of attained EEDI

Parameter	Value	Reference
TOWING TANK TEST ORGANIZATION		
Identification of organization	TEST corp.	See section 6.
ISO Certification or previous experience?	Previous experience	
TOWING TANK TESTS		
Exemption of towing tank tests	No	
Process and methodology of estimation of the power curves		See section 7
Ship model information		See subparagraph 7.2.1
Propeller model information		See subparagraph 7.2.2
EEDI & sea trial loading conditions	EEDI: mean draft: 12.7 m Trim 0 Sea trial (ballast): mean draft: 5.8 m Trim 2.6 m by stern	
Propeller open water diagram (model, ship)		See paragraph 7.4
Experience based parameters		See paragraph 7.3
Power curves at full scale		See section 3
Ship Reference speed	14.25 knots	
ELECTRIC POWER TABLE (as necessary, as defined in IMO EEDI Calculation Guidelines)		
	Significant difference from 2.5.6 of IMO EEDI Calculation Guidelines As described under paragraph 5.2 of this industry guideline.	See section 5
CALCULATION OF ATTAINED EEDI		
	5.06	See section 11
CALCULATION OF REQUIRED EEDI		
	5.27	See section 12
CALCULATION OF ATTAINED EEDI _{weather}		
	Not calculated	See section 13

- Updated for ice notation, modified text and reference to this guideline for SFCAE at 75% MCR should be used when PAE is estimated by EPT.

11 Calculation of attained EEDI at design stage

11.1 Input parameters and definitions

The EEDI quantities and intermediate calculations are listed in table 11.1:

Table 11.1: Parameters in attained EEDI calculation

EEDI quantity	Value	Remarks
CFME	3.206	Marine Diesel oil is used for shop test of the main engine
PME	6900 kW	No shaft generator installed ($P_{PTO} = 0$) MCR is 9200 kW $PME = 0.75 \times 9200 = 6\,900$ kW
SFC _{ME}	171 g/kWh	According to parent engine shop test report in ISO conditions (see 10.1)
CF _{AE}	3.206	Marine diesel oil is used for shop test of the auxiliary engine
PPTI	0	No shaft motor installed
PAE	381 kW	MCR of the engine is 9200 kW, less than 10000kW $P_{AE} = 0.05 \cdot \left(\sum_{i=1}^{nME} MCR_{MEi} + \frac{\sum_{i=1}^{nPTI} P_{PTI(i)}}{0.75} \right)$ $P_{AE} = 0.05 \cdot 9200 = 460$ kW According to electric power table included in table 5.1, $\Sigma P_{load(i)} = 354$ kW The weighted average efficiency of generators = 0.93 (KWelec/kWmech) $P_{AE} = \Sigma P_{load(i)} / 0.93 = 381$ kW The difference (460 – 381) KW is expected to vary EEDI by slightly more than 1%, so 381 kW is considered.
SFC _{AE} (at 75% MCR)	199 g/kWh	According to technical file of EIAPP certificate in ISO conditions (see 10.2). According to 2.7.4 of the IMO EEDI Calculation Guidelines the SFC _{AE} at 75% MCR should be used as when P_{AE} is estimated by the electric power table (EPT) for the reason that P_{AE} computed using the formula in the IMO Calculation Guidelines is significantly different from the total power used at normal seagoing 2.5.6 of IMO EEDI Calculation Guidelines.
Pe _{eff}	0	No mechanical energy efficient devices The propeller boss cap fins act by reducing ship resistance
PAE _{eff}	0	No auxiliary power reduction
η_{eff}		Not relevant here (see above)
f_j	1.0	The ship is a bulk carrier without ice notations. $f_j = 1.0$
f_i	1.017	No ice notation $f_{iCE} = 1.0$ No voluntary structural enhancement for this ship $f_{iVSE} = 1.0$ The ship has the notation Bulk carrier CSR: $f_{iCSR} = 1 + 0.08 \cdot LWT_{CSR} / DWT_{CSR} = 1 + 0.08 \cdot 11590 / 55000 = 1.017$ $f_i = f_{iCE} \times f_{iVSE} \times f_{iCSR} = 1.017$
f_m	1.0	No ice notation
f_w	1.0	For attained EEDI calculation under regulation 20 and 21 of MARPOL Annex VI, f_w is 1.0
f_c	1.0	The ship is a bulk carrier not designed to carry light cargoes , $f_c = 1.0$
Capacity	55000	For a bulk carrier, Capacity is deadweight = 55 000 tons

Vref	14.25 knots	At design stage, reference speed is obtained from the towing tank test report and delivered power in scantling draft (EEDI) condition is given in table 7.1 In table 7.1 $P_D = 1.0 \times P_{ME} = 6900$ kW The reference speed is read on the speed curve corresponding to table 7.1 at intersection between curve <i>Full, p</i> and 6900 kW $V_{ref} = 14.25$ knots
------	-------------	--

➤ Updated with the latest formula.

11.2 Result

For this vessel, Attained EEDI is:

$$\frac{\left(\prod_{j=1}^n f_j \right) \left(\sum_{i=1}^{nME} P_{ME(i)} \cdot C_{FME(i)} \cdot SFC_{ME(i)} \right) + (P_{AE} \cdot C_{FAE} \cdot SFC_{AE}^*) + \left(\prod_{j=1}^n f_j \cdot \sum_{i=1}^{nPPI} P_{PPI(i)} - \sum_{i=1}^{noff} f_{off(i)} \cdot P_{AEoff(i)} \right) C_{FAE} \cdot SFC_{AE} - \left(\sum_{i=1}^{noff} f_{off(i)} \cdot P_{off(i)} \cdot C_{FME} \cdot SFC_{ME}^{**} \right)}{f_i \cdot f_c \cdot f_i \cdot Capacity \cdot f_w \cdot V_{ref} \cdot f_m}$$

Attained EEDI = $(6900 * 3.206 * 171 + 381 * 3.206 * 199) / (1.017 * 55000 * 14.25) = 5.05$ g/t.nm

➤ Updated with the ISO standard.

15 Sea trial report with corrections

The sea trial report is provided in annex 7. The results of the sea trial [follow the assessment guideline of ISO 15016: 2015 after corrections by BSRA and ITC standard methods](#) are given on curve *Ballast,s* on Figure 3.1.

➤ New EEDI quantity added.

16 Calculation of attained EEDI at final stage

16.1 Recalculated values of parameters

The EEDI quantities and intermediate calculations are listed in table 16.1. Parameters which have not been modified from the preliminary verification stage are marked "no change".

Table 16.1: Parameters in attained EEDI calculation (final stage)

EEDI quantity	Value	Remarks
CFME	3.206	No change
PME	6900 kW	No change
SFC _{ME}	171 g/kWh	No change
CF _{AE}	3.206	No change
PPTI	0	No change
PAE	381 kW	The electric power table has been validated and endorsed (see the electric power table form in annex 8)
SFC _{AE} at 75% MCR	199 g/kWh	No change

P _{eff}	0	No change
PA _{eff}	0	No change
f _{eff}		No change
f _j	1.0	No change
f _i	1.017	Deadweight and lightweight are computed from lightweight check: $f_{iCSR} = 1 + 0.08 * LWT_{CSR} / DWT_{CSR} = 1 + 0.08 * 11621 / 54550 = 1.017$ $f_i = f_{iICE} \times f_{iVSE} \times f_{iCSR} = 1.017$ (unchanged)
f _c	1.0	No change
f _m	1.0	No change
Capacity	54550 DWT	Deadweight has been computed from the lightweight check. See 14.
V _{ref}	14.65 knots	The reference speed in EEDI condition has been adjusted according to the delivered power adjustment methodology defined in Industry Guidelines. The reference speed is read on the speed curves diagram in Figure 3.1 $V_{ref} = 14.65$ knots

- Editing correction

APPENDIX 4

Review and witnessing of model test procedures

The Model Tests ~~is~~ [are](#) to be witnessed by the verifier. Special attention is to be given to the following items:

- Latest version updated

4. Speed Trial Prediction

The principal steps of the Speed Trial Prediction Calculation are given in ITTC Recommended Procedure 7.5 - 02 - 03 -1.4 ITTC 1978 Trial Prediction Method (in its latest reviewed version of ~~2011~~ [2017](#)). The main issue of a speed trial prediction is to get the loading of the propeller correct and also to assume the correct full scale wake. The right loading of the propeller can be achieved by increasing the friction deduction by the added resistance (e.g. wind resistance etc.) and run the self-propulsion test already at the right load or it can be achieved by calculation as given in Procedure 7.5-02-03-1.4.

- Updated to enable to enter with current year, latest MEPC resolution.

APPENDIX 5

Sample report "Preliminary Verification of EEDI"

ATTESTATION PRELIMINARY VERIFICATION OF ENERGY EFFICIENCY DESIGN INDEX (EEDI) by *VERIFIER*

Statement N° EEDI/~~2015~~
[YYYY/XXX](#)

Supporting documents

Title	ID and/or remarks
EEDI Technical File	RRRR dated 01/01/2015 DD/MM/YYYY

This is to certify:

- 1 That the attained EEDI of the ship has been calculated according to the ~~2014~~ [2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index \(EEDI\) for new ships](#), IMO resolution MEPC. ~~245(66)~~ [308\(73\) as amended](#).
 - 2 That the preliminary verification of the EEDI shows that the ship complies with the applicable requirements in regulation 20 and regulation 21 of MARPOL Annex VI [as amended](#), ~~by resolutions MEPC.203(62), and MEPC.251(66)~~
- Updated for latest reference to the calculation guideline but kept the specific para reference of IMO guideline, survey guideline

Appendix 6.1

Sample calculation for diesel-electric cruise passenger ship

2) Calculation of ΣP_{PTI}

The input is the rated output of the electric propulsion motors, MPP, which can be identified with the quantity noted $P_{PTI,Shaft}$ in [2.2.5.3](#) of the "~~2014~~ [2018](#) guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

3) Value of P_{AE}

The most demanding conditions maximise the design electrical load and correspond to contractual ambient conditions leading to the maximum consumption off heating ventilation and air conditioning systems, in accordance with Note [2 3](#) of the "~~2014~~ [2018](#) guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

5) Calculation of the attained EEDI at design stage

EEDI is calculated in accordance with paragraph 2 of the "~~2014~~ [2018](#) guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships". The primary fuel is marine Gas Oil in this example.

3) V_{ref} at EEDI condition

V_{ref} is obtained by the speed-power curves as a result of the sea trial in accordance with paragraph 4.3.9 of the "~~2013~~ [2014](#) guidelines on survey and certification of the energy efficiency design index (EEDI)" [as amended](#) Suppose that V_{ref} of 18.7kn is obtained at 75% of MPP, in this example calculation at sea trial.

4) Calculation of the attained EEDI at sea trial

EEDI is calculated in accordance with paragraph 2 of the "~~2014~~ [2018](#) guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships". The primary fuel is marine Gas Oil in this example.

- Updated for latest reference to the calculation guideline but kept the specific para reference of IMO guideline, survey guideline

Appendix 6.2

Sample calculation for LNG carrier having diesel electric propulsion system

2) $\eta^{electrical}$ at design stage

$\eta^{electrical}$ is set as 0.913 in accordance with paragraph 2.2.5.1 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

3) Calculation of P_{ME}

P_{ME} is calculated in accordance with paragraph 2.2.5.1 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

4) Calculation of P_{AE}

P_{AE} is calculated in accordance with paragraph 2.2.5.6.1 and 2.2.5.6.3 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

6) Calculation of the attained EEDI at design stage

EEDI is calculated in accordance with paragraph 2 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

3) $\eta^{electrical}$ at sea trial

$\eta^{electrical}$ is set as 0.913 in accordance with paragraph 2.2.5.1 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

4) Calculation of P_{ME}

P_{ME} is calculated in accordance with paragraph 2.2.5.1 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

5) Calculation of P_{AE}

P_{AE} is calculated in accordance with paragraph 2.2.5.6.1 and 2.2.5.6.3 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

Note:

*1: The value of MPP_{Motor} is used instead of MCR_{ME} in accordance with paragraph 2.2.5.6.3. ~~3.4~~

6) V_{ref} at EEDI condition

V_{ref} is obtained by the speed-power curves as a result of the sea trial in accordance with paragraph 4.3.9 of the "~~2013~~ 2014 guidelines on survey and certification of the energy efficiency design index (EEDI)" as amended. Suppose that V_{ref} of 18.5kn is obtained at 83% of MPP_{Motor} , in this example calculation at sea trial.

7) Calculation of the attained EEDI at sea trial

EEDI is calculated in accordance with paragraph 2 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships". The primary fuel is LNG in this example calculation.

- Updated for latest reference to the calculation guideline but kept the specific para reference of IMO guideline, survey guideline

Appendix 6.3

Sample calculation for LNG carrier having diesel driven with re-liquefaction system

2) Calculation of *PME*

P_{ME} is calculated in accordance with paragraph 2.2.5.1 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

3) Calculation of *PAE*

P_{AE} is calculated in accordance with paragraph 2.2.5.6.1 and 2.2.5.6.3 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

5) Calculation of the attained EEDI on design stage

EEDI is calculated in accordance with paragraph 2 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

2. Final calculation of attained EEDI at sea trial

1) Specifications

$SFC_{ME(i)}_{at\ 75\% \text{ of } MCR}$ and $SFC_{AE(i)}_{at\ 50\% \text{ of } MCR}$ are in accordance with paragraph 2.2.7.1 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

Deadweight is in accordance with paragraph 4.3.10 of the "~~2013~~ 2014 guidelines on survey and certification of the energy efficiency design index (EEDI)" [as amended](#).

3) Calculation of *PME*

P_{ME} is calculated in accordance with paragraph 2.2.5.1 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

4) Calculation of *PAE*

P_{AE} is calculated in accordance with paragraph 2.2.5.6.3.1 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

5) *Vref* at EEDI condition

V_{ref} is obtained by the speed-power curves as a result of the sea trial in accordance with paragraph 4.3.9 of the "~~2013~~ 2014 guidelines on survey and certification of the energy efficiency design index (EEDI)" [as amended](#)

6) Calculation of the attained EEDI at sea trial

EEDI is calculated in accordance with paragraph 2 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

- Updated for latest reference to the calculation guideline but kept the specific para reference of IMO guideline, survey guideline

Appendix 6.4

Sample calculation for LNG carrier having steam turbine propulsion system

2) Calculation of P_{ME}

P_{ME} is calculated in accordance with paragraph 2.2.5.1 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

3) Calculation of P_{AE}

P_{AE} is treated as 0(zero) because electric load ($P_{generator_seatrial}$) is supposed to be included in $SFC_{SteamTurbine}$, in accordance with paragraph 2.2.5.6:~~3.5~~ and 2.2.7.2.1 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

5) Calculation of the attained EEDI on design stage

EEDI is calculated in accordance with paragraph 2 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

The primary fuel is LNG in this example calculation.

2. Final calculation of attained EEDI at sea trial

1) Typical configuration and example of measurement points at sea trial

P_{AE} is treated as 0(zero) because electric load ($P_{generator_seatrial}$) is supposed to be included in $SFC_{SteamTurbine}$, in accordance with paragraph 2.2.5.6:~~3.5~~ and 2.2.7.2.1 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

3) Measured values at sea trial

Each Fuel Consumption_{(j)_seatrial} should be corrected in accordance with paragraph 2.2.7.2 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

4) Calculation of $SFC_{SteamTurbine}$ at sea trial

$SFC_{SteamTurbine}$ is calculated in accordance with paragraph 2.2.7.2 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

Note:

*1: SFC should be corrected to the value corresponding to SNAME and EEDI conditions, in accordance with paragraph 2.2.7.2 .2 and .3 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

5) Calculation of P_{ME}

P_{ME} is calculated in accordance with paragraph 2.2.5.1 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

6) Calculation of P_{AE}

P_{AE} is treated as 0(zero) because electric load ($P_{generator_seatrial}$) is supposed to be included in $SFC_{SteamTurbine}$, in accordance with paragraph 2.2.5.6:~~3.5~~ and 2.2.7.2.1 of the "~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships".

7) V_{ref} at EEDI condition

V_{ref} is obtained by the speed-power curves as a result of the sea trial in accordance with paragraph 4.3.9 of the “~~2013~~ 2014 guidelines on survey and certification of the energy efficiency design index (EEDI)” [as amended](#).

8) Calculation of the attained EEDI at sea trial

EEDI is calculated in accordance with paragraph 2 of the “~~2014~~ 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships”.

- Finally, editorial changes made to the formulae mentioned at the following sections to improve their legibility

Section
1.1 objective
2 introduction
3 EEDI formula
5.2 Power
6.3.1 Option 1
6.3.2 Option 2
6.4 Total shaft power with shaft motors
6.5.6 One main engine, one shaft motor
15.7 Model-ship correlation
7.2 Speed prediction (in APPENDIX 2)
Table 11.1: Parameters in attained EEDI calculation (in APPENDIX 2)
11.2 Result (in APPENDIX 2)
1.2 Calculation of ΣP_{PTI} (in Appendix 6.1)
1.3 Value of PAE (in Appendix 6.1)
1.5 Calculation of the attained EEDI at design stage (in Appendix 6.1)
2.3 V_{ref} at EEDI condition (in Appendix 6.1)
2.4 Calculation of the attained EEDI at sea trial (in Appendix 6.1)
1.3 Calculation of P_{ME} (in Appendix 6.2)
1.4 Calculation of PAE (in Appendix 6.2)
1.6 Calculation of the attained EEDI at design stage (in Appendix 6.2)
Note *2 (in Appendix 6.2)
2.4 Calculation of P_{ME} (in Appendix 6.2)
2.5 Calculation of P_{AE} (in Appendix 6.2)
2.7 Calculation of the attained EEDI at sea trial (in Appendix 6.2)
1.1 Specifications (in Appendix 6.3)
2.1 Specifications (in Appendix 6.3)

Technical Background (TB) document for PR38 (Rev.4 Feb 2023)

1. Scope and objectives

This revision of PR 38 is to:

- reflect the amendment to MARPOL Annex VI (Resolutions MEPC 328(76)) and associated IMO guidelines.
- provide clarification on the determination of SFC and CF concerning paragraph 2.2.1 of MEPC.308(73).

2. Engineering background for technical basis and rationale

In addition to the update of the references to IMO documents, the Panel agreed on a substantial modification to the second paragraph of para.4.1 in the industry guidelines, pertaining to the fuel used when determining SFC, to reflect the following understanding:

- In case SFC is corrected to ISO standard reference conditions with standard LCV of LFO (41,200 kJ/kg), SFC and the conversion factor, Cf (3.151), are to correspond to LFO.
- In case SFC is corrected to ISO standard reference conditions with standard LCV of MDO (42,700kJ/kg), SFC and the conversion factor, Cf (3.206), are to correspond to MDO.

3. Source/derivation of the proposed IACS Resolution

- Revised MARPOL Annex VI (adopted vide MEPC 328(76) entering into force from 1st November 2022, which results in the renumbering of various regulations referred to in the PR.
- Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions MEPC.1/Circ.850/Rev.3 as amended.
- 2021 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI, MEPC.1/Circ.896.
- EP's agreed view concerning para.4.1 of the industry guidelines.
- "2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for new ships", MEPC.364(79) superseding the "2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships (resolution MEPC.308(73), as amended by resolutions MEPC.322(74) and MEPC.332(76)
- "2022 Guidelines on the Survey and Certification of the Energy Efficiency Design Index (EEDI) " adopted by MEPC.365(79) superseding the 2014 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) (resolution MEPC.254(67), as amended by resolutions MEPC.261(68) and MEPC.309(73)).

4. Summary of Changes intended for the revised Resolution:

To keep in line with the updated IMO documentation and provide clarification concerning para.4.1 of the industry guidelines as set out in the annex to PR 38.

5. Points of discussions or possible discussions

None

6. Attachments if any

None

Technical Background (TB) document for PR38 (Rev.5 Oct.2024)

1. Scope and objectives

This revision of PR 38 is to:

- Clarify how the accuracy margin is to be applied when rounding attained/required EEDI calculated values
- Clarify and provide further guidance on how the cement carriers must be considered for the application of EEDI requirements

2. Engineering background for technical basis and rationale

Regarding the modification of the 1% margin accuracy:

Recognizing the existing uncertainties in estimating the various parameters, the previous version permitted a 1% accuracy margin in the calculated attained/required EEDI values when rounding the values to no more than two significant figures. However, the panel considered that the sentence could be misinterpreted as allowing a tolerance of $\pm 1\%$, which was not the original intention. To prevent such misinterpretation, the sentence has been reformulated for enhanced clarity and guidance.

Additionally, during the discussions, there was also debate regarding the appropriate mathematical terminology for describing the rounding methodology. To enhance clarity and precision, the panel decided to include specific guidance and examples to illustrate the correct rounding procedures

Based on the above the panel agreed on the following modifications:

*"Due to the uncertainties in the estimation of the different parameters, ~~the accuracy of the calculation of the attained EEDI cannot be better than 1%.~~ Therefore, the values of attained and required EEDI have to be reported with no more than three significant figures (for instance, 2.23 or 10.3) rounded * and compliance with Regulations 22, 24 of Chapter 4 of MARPOL Annex VI is to be verified in accordance with this accuracy.*

** The decision to round up or down is based on the digit immediately following the targeted place value. If this digit is 5 or greater, rounding involves increasing the value of the targeted digit and truncating subsequent digits. Conversely, if the digit is less than 5, rounding entails maintaining the targeted digit and truncating subsequent digits. For example, 9.343 is rounded to 9.34; 10.58 to 10.6 and 3.245 to 3.25)"*

Regarding classification of cement carriers:

There is a lack of clarity regarding the classification of cement carriers for the application of EEDI (and consequently EEXI). Based on the ship types used for calculating reference lines, it could be interpreted that cement carriers should be classified as bulk carriers, as indicated in Table 1 of MEPC.231(65) here below.

Table 1: Ship types from IHSF used for the calculation of reference lines for use with the EEDI

.1 Bulk carrier	Bulk dry	A21A2BC	Bulk carrier	A single deck cargo vessel with an arrangement of topside ballast tanks for the carriage of bulk dry cargo of a homogeneous nature.
	Bulk dry	A21B2BO	Ore carrier	A single deck cargo ship fitted with two longitudinal bulkheads. Ore is carried in the centreline holds only.
	Self-discharging bulk dry	A23A2BD	Bulk cargo carrier, self-discharging	A bulk carrier fitted with self-trimming holds, a conveyor belt (or similar system) and a boom which can discharge cargo alongside or to shore without the assistance of any external equipment.
	Other dry bulk	A24A2BT	Cement carrier	A single deck cargo vessel fitted with pumping arrangements for the carriage of cement in bulk. There are no weather deck hatches. May be self-discharging.
		A24B2BW	Wood chips carrier, self-unloading	A single deck cargo vessel with high freeboard for the carriage of wood chips. May be self-discharging.
		A24C2BU	Urea carrier	A single deck cargo vessel for the carriage of urea in bulk. May be self-discharging.
		A24D2BA	Aggregates carrier	A single deck cargo vessel for the carriage of aggregates in bulk. Also known as a sand carrier. May be self-discharging.
A24E2BL	Limestone carrier	A single deck cargo vessel for the carriage of limestone in bulk. There are no weather deck hatches. May be self-discharging.		

However, the definition of bulk carriers in MARPOL Annex VI, Regulation 2.2.5, which follows a complex reference pathway detailed below, ultimately excludes cement carriers from the bulk carrier classification as outlined in MSC.277(85).

Definition bulk carriers

Regulation 2.2.5, MARPOL Annex VI

"Bulk carrier means a ship which is intended primarily to carry dry cargo in bulk, including such types as ore carriers as defined in regulation 1 of chapter XII of the International Convention for the Safety of Life at Sea (SOLAS), 1974, (as amended) but excluding combination carriers"

SOLAS Ch XII, Reg 1

"Bulk carrier means a ship which is intended primarily to carry dry cargo in bulk, including such types as ore carriers and combination carriers."

the "" makes reference to:

* Refer to:

- 1 Ships constructed before 1st July 2006, resolution 6, Interpretation of the definition of "bulk carrier", as given in chapter IX of SOLAS, 1974, as amended in 1994, adopted by the 1997 SOLAS Conference.
- 2 Interpretation of the provisions of SOLAS chapter XII on Additional safety measures for bulk carriers (resolution MSC.79(70)).
- 3 The application provisions of annex I to the Interpretation of the provisions of SOLAS chapter XII on Additional safety measures for bulk carriers (resolution MSC.89(71))

in chapter IX of SOLAS, 1974 refers to the interpretation MSC.277(85)

"Avoid the inappropriate application of provisions of SOLAS chapters II-1, III, IX, XI-1 and XII to certain dedicated ship types by excluding from the scope of cargoes deemed, for the purpose of determining ship type, to be dry cargoes carried in bulk:

1. woodchips; and
2. cement, fly ash and sugar,

provided that loading and unloading is not carried out by grabs heavier than 10 tonnes, power shovels and other means which frequently damage cargo hold structures"

However, the following considerations have been also taken into account:

- The path leading to the conclusion that the cement carriers are excluded from the definition of bulk carrier is extremely complex and in all cases, the exclusion of cement carriers from bulk carrier definition in MSC.277(85) applies only to ship built before 2006
- The relevance of factors such as loading/unloading arrangements, hull configuration (double/single skin), deck structure (single deck), is obvious when evaluating a cement carrier classification under SOLAS. These factors directly relate to SOLAS' core objectives, such as addressing structural integrity and risks like water ingress. However, the relevance of these factors within the context of air pollution remains somewhat unclear.

Additionally, some members brought to the panel's attention the following points

- Certain flag states have already issued instructions classifying cement carriers in various ways: some as bulk carriers, others as general cargo vessels, and still others as 'other ship types', thereby exempting them from EEDI requirements.
- There have been previous attempts at IMO to address the application of Chapter 4 regulations based on ship types listed in MEPC.231(65) (see MEPC 74/5/14) did not produce the intended results, as outlined in MEPC 75/15.

Therefore, to address this issue in a manner that ensures a harmonized application among members while respecting the precedence of flag instructions, and to maintain consistency across various IMO instruments—particularly aligning SOLAS and MARPOL given that MARPOL references SOLAS—the panel has decided to include the following guidance in this revision:

"Cement carriers should be classified as Bulk Carriers within the scope of MARPOL Annex VI, unless otherwise agreed by the flag state, either in response to a specific owner's request or as per previously issued general instructions.

If, upon flag instruction, the cement carrier is categorized differently from a bulk carrier, the following criteria must be verified:

- *The Statement of Compliance for the carriage of solid bulk cargoes shall list only "cement".*
- *The Cargo Ship Safety Certificate * can't indicate "bulk carrier" in the "type of ship". The ship type specified on the certificate should correspond to the flag's instructions.*

** or alternatively Cargo Ship Safety Construction Certificate and Cargo Ship Safety Equipment Certificate"*

3. Source/derivation of the proposed IACS Resolution

See point 2

4. Summary of Changes intended for the revised Resolution:

See point 2

5. Points of discussions or possible discussions

None

6. Attachments if any

None

PR 39 "Procedure for Fleet Quality Monitoring"

Summary

PR 39 establishes the procedural requirements for the identification and follow-up of vessels not being satisfactorily maintained between surveys due to lack of maintenance. The obligations of this Procedure apply to Classification Societies which are subject to verification of compliance with QSCS.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
New (Dec 2018)	01 December 2018	1 January 2019

- **New (Dec 2018)**

.1 Origin for Change:

Other (C68, FUA 24)

.2 Main Reason for Change:

None

.3 List of non-IACS Member Classification Societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

Decision made by IACS Council Chairman to task QC (C68 FUA 24) to assess the current IACS Procedures / guidelines and make any further proposal (new procedures or guidelines) to ensure the assessment of the quality of the fleet of Members as well as Applicants. Document was drafted by QC Members. Draft document was reviewed by Survey Panel. Document was finalized by QC and submitted to the GPG.

.5 Other Resolutions Changes

None

.6 Dates:

Original Proposal: 2018
 Panel Approval: 01 November 2018 (Ref: QC18016)
 GPG Approval: 01 December 2018 (Ref: 18189_IGc)

Part B. Technical Background

List of Technical Background (TB) documents for PR 39:

Annex 1. **TB for New (Dec 2018)**

See separate TB document in Annex 1.



Technical Background (TB) document for PR 39 (New Dec 2018)

1. Scope and objectives

The proposed PR contains the procedure that IACS Members as well as Applicants shall use to establish the requirements for the identification and follow-up of ships not being satisfactorily maintained between surveys due to lack of maintenance.

2. Engineering background for technical basis and rationale

IACS has worked on the internal fleet quality tracking in the past which was initially based on the assessment that Members have in place an effective method for targeting potentially substandard vessels (2007). Members have gained favourable experience using methods appropriate for their fleet. The experience gained suggests this tool is effective in improving the quality of their fleet. Members have commented that their process has assisted them to attain better results with respect to fleet quality. This procedural requirement is consequently made to formalize and make transparent, a process which already exists amongst the membership such that the PR will be in the public domain. In so doing, an Applicant would also be required to have a documented procedure in place, with effect of the publication date.

This requirement should drive better performance of any CS if implemented appropriately. Importantly, by making a documented process a requirement, an ACB conducting its audits of a CS would then have a firm requirement to seek conformance. Currently, there is no such requirement even though the current Members are operating as such. The proposed PR would apply to existing Members as well as to Applicants.

3. Source/derivation of the proposed IACS Resolution

None

4. Summary of Changes intended for the revised Resolution:

None

5. Points of discussions or possible discussions

None

6. Attachments if any

None

PR 40 “Procedural Requirements for MLC, 2006 Certification”

Summary

(Rev.1) Introduction of amendments of 2016 to the MLC, 2006.

(New) PR40 establishes procedural requirements for the planning, preparation, conduct, reporting and follow-up of MLC inspections and for the issuance of the corresponding Maritime Labour Certificate (MLC) and Declaration of Maritime Labour Compliance (DMLC).

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Rev.1 (Apr 2019)	24 April 2019	1 May 2019
New (Dec 2018)	01 December 2018	1 January 2019

Rev.1 (Apr 2019)

1 Origin for Change:

- Based on Other Standard (*Amendments of 2016 to the MLC, 2006*)

2 Main Reason for Change:

Compliance with amended MLC, 2006

3 List of non-IACS Member Classification Societies contributing through the TC Forum and/or participating in IACS Working Group:

None

4 History of Decisions Made:

None

5 Other Resolutions Changes:

None

6 Any hinderance to MASS, including any other new technologies:

None

7 Dates:

Original Proposal: 04 March 2019 Made by: EG/MS
Panel Approval: 11 March 2019 (Ref: IMS19001_)
GPG Approval: 24 April 2019 (Ref: 19050_IGd)

New (Dec 2018)

1 Origin for Change:

- Suggestion by EG/ILO

2 Main Reason for Change:

None

3 List of non-IACS Member Classification Societies contributing through the TC Forum and/or participating in IACS Working Group:

None

4 History of Decisions Made:

During the EG/ILO 7th Meeting (2-4 September 2014, Gdańsk) Members raised the matter of having a dedicated PR for MLC certification and after voting decided to start drafting such PR. It was agreed that the draft should follow the outline of PR9 "Procedural Requirements for ISM Code Certification" and if the draft is accepted by Members then further work on the PR can start. The preliminary draft (with some missing parts) was prepared in January 2015. After two rounds of correspondence Members raised a lot of comments. Some of them were discussed and agreed during the EG/MS 1st meeting (23-25 June 2015, Gdańsk). It was agreed during the meeting that missing Annex 3 (certification scenarios) for the PR will be developed in conjunction with the revision of certification scenarios for ISM and ISPS as a separate task. After six rounds of further correspondence the PR was discussed thoroughly during the EG/MS 2nd meeting (28-30 June 2016, Gdańsk). Text agreed during the meeting was sent afterwards to Members for review. It took another three rounds of discussion by correspondence on some details and further discussion during the EG/MS 3rd meeting (6-8 June 2017, Gdańsk). Eventually the text was agreed by correspondence in April 2018.

5 Other Resolutions Changes

None

6 Dates:

Original Proposal: 23 April 2018 Made by: EG/MS
Panel Approval: 18 November 2018 (Ref: IL15001)
GPG Approval: 01 December 2018 (Ref: 18000_IGI)

Part B. Technical Background

List of Technical Background (TB) documents for PR40:

Annex 1. **TB for New (Dec 2018)**

See separate TB document in Annex 1.



Annex 2. **TB for Rev.2 (Apr 2019)**

See separate TB document in Annex 2.



Technical Background (TB) document for PR40 (New Dec 2018)

1. Scope and objectives

PR40 establishes procedural requirements for the planning, preparation, conduct, reporting and follow-up of MLC inspections and for the issuance of the corresponding Maritime Labour Certificate (MLC) and Declaration of Maritime Labour Compliance (DMLC).

2. Engineering background for technical basis and rationale

Experience in the provision of MLC certification services.

3. Source/derivation of the proposed IACS Resolution

Maritime Labour Convention, 2006 "Guidelines for Flag State Inspections".

4. Summary of Changes intended for the revised Resolution

None

5. Points of discussions or possible discussions

None

6. Attachments if any

None

Technical Background (TB) document for PR40 (Rev.1 Apr 2019)

1. Scope and objectives

PR40 establishes procedural requirements for the planning, preparation, conduct, reporting and follow-up of MLC inspections and for the issuance of the corresponding Maritime Labour Certificate (MLC) and Declaration of Maritime Labour Compliance (DMLC).

2. Engineering background for technical basis and rationale

Align with 2016 amendments to the Maritime Labour Conventions, 2006

3. Source/derivation of the proposed IACS Resolution

2016 amendments to the Maritime Labour Convention, 2006.

4. Summary of Changes intended for the revised Resolution

Renumbering of para 3.2.6 as 3.2.7.

Inserting a new para 3.2.6 concerning extension of a MLC validity in case when new certificate cannot be issued at the renewal inspection and made available on board the ship.

5. Points of discussions or possible discussions

None

6. Attachments if any

None

PR 41 “Reporting on existence of asbestos on board”

Summary

To develop a Procedural Requirement to ensure that the Organisation responsible for the issue of the Passenger Ship Safety Certification (PSSC), Cargo Ship Safety Construction (SAFCON) Certification or Cargo Ship Safety Certification (CSSC) of the ship and the flag Administration, as appropriate, are notified when the existence of asbestos on board is identified by another Class Society who carries out a survey or audit onboard, for example IHM, ISM or MLC.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
New (May 2022)	09 May 2022	1 January 2023

- **New (May 2021)**

1 Origin for Change:

- Suggestion by IACS Member

2 Main Reason for Change:

To develop a Procedural Requirement to ensure that the Organisation responsible for the issue of the Passenger Ship Safety Certification (PSSC), Cargo Ship Safety Construction (SAFCON) Certification or Cargo Ship Safety Certification (CSSC) of the ship and the flag Administration, as appropriate, are notified when the existence of asbestos on board is identified by another Class Society who carries out a survey or audit onboard, for example IHM, ISM or MLC.

3 List of non-IACS Member classification societies contributing or participating in IACS Working Group:

None

4 History of Decisions Made:

This issue was raised by a GPG member related to exchange of information of identified presence of Asbestos onboard between classification society performing IHM survey and classification society responsible for the issue of the PSSC, SAFCON Certification or CSSC of the ship, and if appropriate, to the flag Administration (hereinunder referred to as Responsible Organisation).

Many flag states permit survey and certification for IHM to be carried out by a CS which is not the Responsible Organisation. When existence of asbestos is found during

IHM approval, there is no established mechanism to provide the information to the Responsible Organisation.

This is an issue which affects all IACS members. When the Responsible Organisation does IHM survey, it can be managed. When IHM is carried out by different organisation, there is a clear gap which has implications for the safety of our surveyors, for survey procedures and for our ethical responsibilities towards each other as members of this association.

After communication with EG/MS and Safety Panel, and discussion within Survey Panel, it was concluded to develop a new PR. Although it is recognised that statutory surveys are also undertaken on board by Flag/non-IACS RO and the best solution would be to impose a requirement on the Owner to advise all interested parties through changes to statutory instruments, this is not considered to be a practical IACS option.

5 Other Resolutions Changes:

None

6 Any hinderance to MASS, including any other new technologies:

None

7 Dates:

Original Proposal	: 10 November 2020	(Ref: 20202_IGa by GPG)
Panel Approval	: 17 March 2022	(Ref: PSU20053)
GPG Approval	: 09 May 2022	(Ref: 20202_IGt)

Part B. Technical Background

List of Technical Background (TB) documents for PR 41:

Note: *There is no separate Technical Background (TB) document available for New (May 2022).*

PR42 "Assigning Class for a New Building project when the design is already approved by an Initial Society (Based on the Classification Rules and a Memorandum of Understanding (MoU) Between a Class Society, a Shipyard and, if applicable, a Ship Owner)"

Summary

In this PR, the process to assign the class for new building projects based on the Memorandum of Understanding (MoU) by the Society is specified when the design is already approved by another Society. Minimum scopes of plans to be approved by the Society, with which the ship is to be constructed and classed, is also clarified. Furthermore, a model format of the Memorandum of Understanding (MoU) to be made by the involved parties for the said new building projects was introduced as an annex to this PR to demonstrate a minimum content to be included in the said MoU.

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
New (June 2024)	20 June 2024	1 January 2025

- **New (June 2024)**

1 Origin of Change:

- Other (Request from IACS GPG)

2 Main Reason for Change:

Due to the concerns from EC (DG MOVE) pertaining to the dual class concept on new building construction, IACS had already revised PR 1B as Rev.6 (approved in November 2020). However, as EC still had concerns on new building projects based on the Memorandum of Understanding (MoU), IACS decided to develop of a new IACS PR on MoUs separate to PR 1B, detailing how a Society may accept to class a new building project vessel when the design is already approved by an Initial Society.

3 Surveyability review of UR and Auditability review of PR

Auditability review of this new PR has been carried out.

4 List of non-IACS Member classification societies contributing or participating in IACS Working Group:

None

5 History of Decisions Made:

- 5.1 IACS recognised and decided to develop this new PR separately from PR 1B after the in-person meeting with EC/EMSA which was held in October 2023 (See HF file of Rev.7 of PR 1B in *History of Decisions Made* section).
- 5.2 Thereafter, the provisions of this new PR have been developed, in parallel to Rev.7 of PR 1B, in consideration of the following:
- a minimum scope of review of plans by the Society;
 - a requirement for the Society to provide evidence on whether the minimum plans were approved as complying with the Society's own Rules; and
 - an Annex containing a model MoU
- 5.3 The first draft of this new PR was discussed, together with an updated draft of Rev.7 of PR 1B, during the in-person meeting EC/EMSA when IACS visited Head office of EMSA in March 2024.
- 5.4 Further updates to the first draft of this new PR were considered by GPG as a follow-up action of the IACS-EC/EMSA meeting to improve the main text of this new PR and the model format of the MoU. A gap analysis between the full list of drawings and the proposed minimum list of drawings was also conducted internally and as an outcome of this analysis plans/drawings need to be submitted to the Society as listed in Section A.
- 5.5 During the discussion it was noted that some of the plans listed are used for reference or information purposes only and are therefore considered as "appraised" by some members and not "approved". It was agreed that when a member does not usually approve a plan, then an appraisal is considered to be meant by the word "approval" in section A.1.3 of PR 42.
- 5.6 Accordingly, this new PR was finalised and approved by GPG in June 2024.

No TB is expected for the present revision.

6 Other Resolutions Changes:

Rev.7 of PR1B to improve requirements for new construction of Dual Class ships was simultaneously approved.

7 Any hinderance to MASS, including any other new technologies:

None

8 Dates:

Original Proposal	: 23 December 2023	(Ref: 22085_IGI)
Panel Approval	: 7 March 2024	(39 th Survey Panel meeting (PSU23100))
GPG Approval	: 20 June 2024	(Ref: 22085_IGza)
	30 June 2024	(Ref: 22085_IGzc)

Part B. Technical Background

List of Technical Background (TB) documents for PR 42:

Note: *There is no separate Technical Background (TB) document available for PR42 New (June 2024).*

IACS

INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES LTD.
PERMANENT SECRETARIAT: 36 BROADWAY, LONDON, SW1H 0BH, UNITED
KINGDOM

TEL: +44(0)207 976 0660 FAX: +44(0)207 808 1100
INTERNET: permsec@iacs.org.uk Web Site: www.iacs.org.uk

July 2009

Technical Background (TB) documents for PRs issued prior to 1 July 2009

Res. No.	Title	Last Rev. No. pre 1 July 2009	TB?
PR1	Transfer of Class and Reporting of Changes in Class Status	Deleted (Jan 2000) <i>Incorporated in PR1A</i>	No
PR1A	Procedure for Transfer of Class	Rev.9 Feb 2009	TB
PR1B	Procedure for Adding, Maintaining or Withdrawing Double or Dual Class	Feb 2009	TB
PR1C	Procedure for Suspension and Reinstatement or Withdrawal of Class in Case of Surveys, Conditions of Class or Recommendations Going Overdue	Feb 2009	TB
PR1 Annex	Annexes to PR1A, PR1B and PR1C	Feb 2009	TB
PR2	Procedure for Failure Incident Reporting and Early Warning of Serious Failure Incidents - "IACS Early Warning Scheme - EWS"	Rev.3, Corr. Oct 2005	No
PR3	Transparency of Classification and Statutory Information	Rev.2, Corr.1 2000	No
PR4	Procedure for Suspension and Withdrawal of Class in Case of Surveys, Conditions of Class or Recommendations Going Overdue	Deleted (Jan 2000) <i>Incorporated in PR1A</i>	No
PR5	Definition of Exclusive Surveyor and Non-Exclusive Surveyor and Procedure for Employment and Control of Non-Exclusive Surveyors	Rev.4 Dec 2001	No
PR6	Procedure for Activity Monitoring of Surveyors and Auditors	Rev.6 Jan 2008	TB
PR7	Procedure for the Training and Qualification of Survey and Plan Approval Staff	Rev.5.1 May 2006	TB
PR8	Procedure for Responding to Port State Control	Rev.4 Nov 2001	No
PR9	Procedural Requirements for ISM Code Certification	Rev.7 May 2005	TB

Res. No.	Title	Last Rev. No. pre 1 July 2009	TB?
PR10	Procedure for the Selection, Training, Qualification and Authorisation of Marine Management Systems Auditors	Rev.5 Mar 2009	TB
PR10A	IACS Model Course For Training ISM Code Auditors	Deleted (Mar 2009)	TB
PR11	IACS Procedure for Assigning Date of Build	1996	No
PR12	Statutory Certification at Change of Class without Change of Flag	Rev.1 Nov 2001	No
PR13	Handling of Applications for ISM Certification	Cancelled (Dec 1998)	No
PR14	Procedure for Reporting the List of Bulk Carriers Complying with UR's S19, S22 and S23	Rev.4 Jul 2004	No
PR15	Procedure for reporting lists of ships and companies issued with certification in accordance with the ISM Code	Deleted (Mar 2009)	TB
PR16	Procedure for providing lists of classed ships to Equasis	Rev.3 Feb 2009	No
PR17	Reporting by Surveyors of Deficiencies relating to Possible Safety Management System Failures	Rev.3 Jun 2006	TB
PR18	Transfer of Safety and Security Management Systems Certification	Rev.2 Jan 2008	TB
PR19	Procedural Requirement for Thickness Measurements	Rev.3 Jun 2004	TB
PR20	Procedural Requirement for certain ESP Surveys	Rev.5 Nov 2007	TB
PR21	Procedural Requirement for Statutory Surveys by Exclusive Surveyors	Sept 2000	No
PR22	Procedural Requirement concerning IACS Societies' involvement in monitoring CAS work	Rev.1 Dec 2004	No
PR23	Procedures for Reporting Information on the Approval of Thickness Measurement Firms	Rev.2 Jun 2006	TB
PR24	Procedural Requirements for ISPS Code Certification	Rev.5, Corr.1 May 2006	TB
PR25	Procedure for Training and Qualification of Maritime Security Auditors	Deleted (Mar 2009) <i>Incorporated in PR10</i>	TB
PR26	Procedure for reporting the number of ships issued with certification in accordance with the ISPS Code	Deleted (Mar 2009)	TB
PR27	Transfer of ISPS Code Certification (TOSCA)	Deleted (Jan 2008) <i>Incorporated in PR18</i>	TB
PR28	Procedure for Change of Flag	Rev.1 Jul 2006	TB
PR29	Definition of date of "contract for construction"	Rev.4 Jun 2007	TB

Res. No.	Title	Last Rev. No. pre 1 July 2009	TB?
PR30	Procedure for Internal and External Reviews, Adoption and Entry into Force of the IACS Common Rules on Tanker and Bulk Carriers	Deleted (Jun 2006) <i>Superseded by PR32</i>	No
PR31	Additional measures to ensure mandatory application of IACS Unified Interpretations	Oct 2006	TB
PR32	Maintenance, Harmonization and Further Development of IACS CSR for Double Hull Oil Tankers and Bulk Carriers	Rev.1 May 2008	TB
PR33	Owner's Hull Inspection and Maintenance Schemes	Aug 2006	TB
PR34	IACS Procedural Requirement on Application of the IMO Performance Standard for Protective Coatings (PSPC), Resolution MSC.215(82), under IACS Common Structural Rules for Bulk Carriers and Oil Tankers	Rev.4 Apr 2009	TB
PR35	Procedure for Imposing and Clearing Recommendations/Conditions of Class	Rev.1 Apr 2007	TB

Technical Background PR1A Rev.5 (Feb 2005)

Contents:

1. Tranche 1.1: Extension of due dates of special dry docking surveys
2. Tranche 1.2: Survey Procedures for Vessels going to Scrap/Demolition
3. Tranche 2.1: GPG Small Group on Q/C comments PR1A
4. Tranche 2.2: QSec's inquiry - applicability of PR1A Part 2 Section A 1.4
5. Tranche 3: Sundry issues regarding suspension and reinstatement of Class

* At the final round of approval, GPG undertook a considerable length of discussion on the wording of Part A.1.2, A.1.3 and Notes(1), which also led to a summary of agreed practices on the suspension of class in 5 cases. See Tranche 3, Table.

Tranche 1

Submitted to Council 2 August 2004 by 1200fIAb (corrected IAc).

1.1 *subject no. 2222b: Extension of due dates of special dry docking surveys*

This is a partial outcome of **WP/SRC Task 110** *Develop an IACS resolution on the control of extensions of class beyond the special survey due date (UR Z 7, 2.1.2) and similar extensions to drydocking due dates* which was to:

- a). define the "Exceptional Circumstances" under which an extension to special (renewal) survey and/or drydocking may be granted;
- b). provide a specific and consistent policy and procedures for extension surveys.

The task was triggered by complaints by the Marshall Islands Administration at its meeting with its ROs in 2002 of a lack of consistency in this area.

Under 2222bNVb of 21 January 2004, WP/SRC submitted amendments to PR1A defining 'exceptional circumstances' and modifying action to be taken in cases of 'force majeure'. The substance of these were further amended in GPG correspondence such that both 'exceptional circumstances' and 'force majeure' and the action to be taken were all defined. Draft submitted to GPG 22/04/04 under 2222bIAd and to Council as above. Council approved.

Amended: Part 1 - Definitions, A.1.1.1(extension not exceeding 3 months),
A.1.7(re-numbered from A1.6, Force majeure).

(Note: The provisions of "force majeure(A.1.7)" and of "exceptional cases(A.1.1.1)" are kept separate because the surveyor may not be able to attend the ship in all cases of "force majeure" whereas the surveyor is in attendance under "exceptional cases".)

1.2 *subject no. 1200f: Survey Procedures for Vessels going to Scrap/Demolition*

Outcome of **WP/SRC Task 118** *Develop an IACS procedure for extension and/or dispensation of survey requirements for single voyage in ballast to scrap/demolition*

Form A dated 7th April 2004.

WP/SRC was of the opinion that the phasing out of single hull tankers under the amendments to Annex I of MARPOL 73/78 will probably result in more requests from Owners for scrap voyages. Increased scrapping of bulk carriers to avoid renewals of hold frames according to UR S31 is also expected.

WP/SRC discussed whether the task was limited to tankers and bulk carriers only, and agreed to develop a procedure covering all ship types. The members' procedures and practices for extensions of surveys or dispensations from survey requirements at the end of time windows for single voyages to scrap/demolition were reviewed.

A proposal by ABS was agreed to be used as a basic document for the conclusion of the discussion.

A new item replacing the existing item A.1.6 in PR 1A was drafted and agreed unanimously by WP/SRC members, as follows:

" When a vessel is intended for a demolition voyage with any periodical survey overdue, the vessel's class suspension may be held in abeyance and consideration may be given to allow the vessel to proceed on a single direct ballast voyage from the lay up or final discharge port to the demolition yard. In such cases a short term Class Certificate with conditions for the voyage noted may be issued provided the attending surveyor finds the vessel in satisfactory condition to proceed for the intended voyage."

The members further agreed to recommend to GPG to reconsider item 4 of the Work Specification. Is there really a need for an Internal Guideline for interface with the Flag Administration for single voyage to scrap/demolition? The members preferred not to develop such a guideline or recommendation as it may be difficult to follow due to the fact that there are quite different exemption and dispensation procedures for the various flag states.

GPG approved the amendment and concurred that guidelines for any interface with the flag administration were not necessary but concluded that reference should be made to agreement over statutory surveys with the Administration. (1200fIGd of 23/07/04). Approved on 02/09/2004(1200fICb).

The proposed sentence in Part 1/A.1.6 "Relaxation or dispensation of any statutory surveys for such voyages is subject to agreement with the relevant flag Administration." was not adopted (7-3). The amendment was thus **adopted by Council**, without this provision, on 2 September 2004 per 1200fICb.

Amended: Part 1, new A.1.6 (demolition voyage).

Note:

1. Apart from this revision, RINA Council raised an issue that a vessel having the class Certificate expiring while she is at sea is treated by Part 1/A.1.1 in a more severe manner than one not being at sea, even if the extension has been agreed prior to the expiry date of the certificate. Hence, new A.1.1.2 was created. Approved by **Council** on 18/09/2004 (1200fICd).

Amended: Part 1, A.1.1(second sentence) and new A.1.1.2 (extension for vessels at sea)

Tranche 2

2.1 *subject no 4122_ (with 1200d and 2222b): PR1A Rev 5*

Revision 4 of PR1A was a complete editorial rewrite with some substantive changes, drafted by a GPG/SRC group led by RINA. In order to expedite its entry into force, with the agreement of the Quality Committee it had been adopted without taking the QC's initial comments into account. The QC was tasked with a more thorough review, any consequent amendments to be included in revision 5.

The QC's comments were submitted to GPG by the QC Chairman in a table via 4122_IAa of 19 May 2004.

Due to the volume of the comments to be reviewed, a small group comprising Mr P. Koller of LR; Mr K.Vagnes of DNV; Mr B. Garrone of RINA and Mr C. Delaneau of BV was convened in accordance with 4122_IGg to meet on 14 September 2004 at Permanent Secretariat office to draft the necessary amendments.

GPG approved the recommendations of the Small Group, which are **annexed** hereto. (4122_IGi, 10/10/2004).

Amended: Part 1 - Definitions(date), A1.3, A1.4
Part 2 – A.1.1.4, A.1.3, A.1.5., A.1.10,
A.2.2.1(ESP ship's documentation), A.3.5
Part 3 – A.2.1.1, C.1.1.i) & ii), C.1.3, C.1.5, C.2.2,
Form G & L and their notes.

2.2 *subject no. 4122a: PR 1A, Quality Secretary's request for clarification*

The Quality Secretary and Quality Committee sought clarification of the applicability of PR1A Part 2 Section A 1.4 concerning transfers of class in which all required surveys are not completed in one port (forwarded to GPG by 4122aIAa of 8 July 2004).

The matter concerns situations where the Owner presents a vessel for T.O.C. at a specific port. This may be related to a Sale & Purchase Agreement or for some other reason.

The age of the vessel is such that the vessel requires to undergo an extensive survey – e.g. intermediate or special. There are no overdue surveys or overdue recommendations. However it is then determined that the port selected for TOC, while having the facilities for undertaking the work, is unable to offer facilities to complete the survey at that time (requirements for repair may not be determined at this stage). Alternatively the new owner may wish to have the ship presented for the equivalent intermediate/special survey at an alternative port for other reasons.

As currently worded, Part 2/Para A.1.4 addresses instances where only overdue surveys or overdue recommendations/conditions of class(coc) cannot be completed at the first port of survey. The scenario raised by the Quality Secretary is limited to the class entry surveys required by Part 2/B.2 which are not currently addressed by A.1.4. GPG thus agreed amendments to Part 2 A.1.1 and 1.4 proposed by ABS in 4122aABa of 21 July 2004 to allow for and control a situation where the survey cannot be completed at the first port. The reference to 'repair' facilities was amended to mean more general facilities concerned with completing the survey. (4122aIGc of 3 August 2004).

QSec and QC advised 11 August 2004 by 4122aIAb, with request for comment on draft. Q/C Chairman confirmed that the proposed amendments had been accepted by the Q/C (11/11/2004).

Amended: Part 2 – A.1.1.1 and A.1.4 ((referring to Part 2/B.2.1 "Surveys"))

Tranche 3

3 *subject no. 4118: Procedure for suspension and reinstatement of Class*
(PR1A, Part 1, **A.1.2, A.1.3 and Note 1**)

WP/SRC Task 119 *PR1A - sundry issues regarding suspension and reinstatement of class.*

3.1 BV raised issues of consistency in suspension of class in the context of annual and intermediate surveys in comparison with special surveys (4118_BVa et seq) and declarations of maintenance of class (4118_BVc et seq). WP/SRC was thus tasked to ensure consistency in the reasons and procedures for suspension and reinstatement of class (Form A approved 4118_IGe and sent to WP by 4118_IAb of 23/08/04).

3.2 WP/SRC reviewed the relevant GPG correspondence (4118_), in particular the interesting cases raised by BV. The Members agreed unanimously to the draft amendments to PR 1A paragraphs A1.2, A1.3 and Note (1). The principle that ships under attendance for completion of the survey prior to resuming trading are treated equally was agreed, hence the same wording should apply for Annual, Intermediate and Special Surveys.

3.3 Draft amendments submitted to GPG by 4118_NVd of 3 November 2004.

3.4 Final Summary:

3.4.1 At the final round of discussion, GPG undertook a considerable length of discussion in agreeing to the wording of A.1.2, A.1.3 and Notes(1). That was:

“A.1.2: ...classification is automatically suspended, if the Annual Survey has not been completed within three (3) months of the due date of the annual survey, unless the vessel is under attendance for completion of the Annual Survey prior to resuming trading or the surveyor is riding ship for completion of the Annual Survey”

3.4.2 This discussion led to the following case study for 5 scenarios. See Table below. GPG agreed that this Table should be included in the TB document for Members’ reference. The agreed actions for each case should be uniformly applied by Members in practice. Further, the revised wording of A.1.2, A.1.3 and Notes(1) is to take into account the agreed practices.

- The expression ‘or the surveyor is riding ship for completion of the survey’ was deleted, as this is covered in Case 4 below and this could cause a legal problem in case where an accident occurs just when, after the time window period, the surveyor is riding the ship for completion of the survey and he/she has not completed the survey yet. **It was agreed that whether to accept a riding survey after the due date should left to each society’s discretion as a case by case basis (4122-IGi, 03/01/2005) .**
- The use of “anniversary date” vs “due date” was discussed. To accommodate Members’ different positions, Chairman proposed to introduce a footnote stating that “due date” instead of “anniversary date” is used by some Societies. However, to maintain consistency in PR1A with respect to completion of survey, it was agreed that “due date” be used in A.1.2, A.1.3 and Notes (1).
- The above wording of A.1.2, A.1.3 and Notes(1) is to take into account the agreed practices as summarized in Table below, plus the Chairman’s conclusion that it should be left to each Society to decide whether it is acceptable to complete an annual or intermediate survey while the vessel is at sea.
- In Notes (1), 2nd bullet, [and Intermediate] was added, as UR Z7 requires intermediate surveys for all ships. However, due to practical difficulties for Members to be able to amend their Class certificates to this effect by the implementation date, this was put in square brackets for inclusion into next revision of PR1A.

	Case (4118_NVg, 30/11/2004)	Action	Action agreed ?
1	The annual survey is completed with the end of time window	Acceptable. Class not automatically suspended	All GPG agreed.
2	The annual survey is commenced prior to the end of time window but the survey is completed (say 1 week) after the time. The ship trades in between without surveyor onboard.	Not acceptable. Class automatically suspended.	All GPG agreed
3	The annual survey is commenced prior to the end of time window however survey scope for annual survey is not completed during surveyors stay on board. A Condition of Class is issued to the effect that the remaining part of scope to be completed within a given due date that goes beyond the end	Not Acceptable. Class automatically suspended.	All GPG agreed.

	Case (4118_NVg, 30/11/2004)	Action	Action agreed ?
	time window (say 1-3 months after the end of time window). The ship trades in between without surveyor onboard, but the annual survey is completed within the due date given in the condition of class.		
4	The annual survey is commenced prior to the end of the time window, but the survey is completed after the end of the time window. The ship remains in port (regularly) attended by surveyor during the whole period. The survey is completed prior to resuming trading.	<i>Acceptable. Class not automatically suspended.</i>	BV's main concern. All GPG agreed.
5	The annual survey is commenced with the class surveyor requested to attend the vessel at the very end of the time window in order to commence survey. The surveyor sails with the ship and completes the survey during voyage. The survey is however completed after the end of time window (say 1 week after the end of time window).	<i>Acceptable. Class not automatically suspended at the end of time window.</i>	Uniformity should be found. NK/GL/RINA/(KR)* said "No", but others argued: Why the class is to be suspended in the middle of the surveyor carrying out the annual survey? Hence, this action achieved the majority support (GPG).

* GPG Chairman concluded that NK/GL/RINA/(KR) could impose more stricter requirements than others (4118_iGj, 19/12/2004)

Amended: Part 1/A1.2, Part A1.3 and Notes
(annual survey is not under attendance for completion)

Annex (Tranche 2.1) – Small Group RECs to GPG re QC comments on Rev.4 (subject no 4122_): GPG approved.

PR1A DRAFT Rev. 4 – QC COMMENTS												
n.	Item	Comment	BV	GL	CCS	DN V	LR	KR	RI	AB	NK	
		Introduction										
L1	Page 1A-3	(QUSEC) It might be helpful to add in the “Revision Review” that the title of the PR has been changed.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
		Part 1										
1.1	General	(GL) One stimulation for discussion: What about a schematic presentation of the course of actions to be done in the processes transfer of class/withdrawal, reinstatement, suspension of class/double or dual class? This should give more transparency to anyone dealing with the processes in the Societies. Furthermore, the risk of failure may be reduced.	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes, nice to have, quite complex, not essential	No	Notwithstanding the YES majority, it is suggested that nothing should be done for the time being There could be differences between text and diagram and problems could arise: the text should govern.
1.3	General	(RI) As a general comment to the whole Part 1, the content represents substantially two things: “Classification Requirements” and “Service aspects”. E.g. A1.1 contains the fact that “the classification is automatically suspended from the certificate expiry date” (Classification) and the fact that “owners are to be notified that the certificate expires” (Service). This last provision, however, is not clear because it is not stated when the “owners are to be notified”. The requirements should be better included in the Unified	No	No	No	No	No	No	No	No	No	No

		Requirements (see for instance URZ.7 para.2 which repeats more or less the same of PR1A). The service aspect could stay in this PR1A or included in the Unified Requirements as well. Why not telling the owners they have the right to receive a warning some time before the expiry date of certificate? It is transparency. The requirements that regulate the interface Society-Owner are to be included in the Society's rules i.e. Unified Requirements, whilst the requirements that regulate the interface Society-Society or IACS are to be included in the Procedural Requirements.											
1.4	General	(RS) With reference to the above comment – first sentence: The matter is clearly defined in PR 1A. Besides, notification about cases of suspension/withdrawal of class must be obligatory stated in classification certificate issued by Society (the requirement of PR 1A).	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
1.5	Definitions	(BV) The definition of the date is redundant with the explanations given in the Annex 1 introductory Note of Form S item 7. It is suggested to keep it only in the Annex 1.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
1.7	Definitions	(DNV) Definitions are included as a introductory section for each part. Several of the definitions are repeated. All definitions could better be collected as an introductory section before Part 1.	Yes	Yes	Yes	Yes	Yes	No Discussed already	Yes	Yes	Yes	Yes	Notwithstanding the YES majority, it is considered that each Part is to be SELFSTANDING for practical reasons, as in each Society different Departments normally use different Parts.

1.9	A1.1	(DNV) The term 'exceptional circumstances' is undefined and highly subjective. What normally would be regarded as exceptional cases are extensively exemplified in par. A.1.6 (Force Majeur). It is also inconsistent that the vessel can be allowed up to 3 months extension based on attending surveyor's [subjective] recommendation (A.1.1.1), opposed to being subject to Force Majeure (A.1.6) or being at sea (A.1.1.2) which only allows for extension to nearest port of call. It is known that WP/SRC is near completion of defining 'exceptional circumstances' and to propose criteria and rules for extension of completion of Renewal Survey (SRC Task 110). The Society recommends that the outcome of this work is included in PR1A before finalising current revision.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	This issue has been dealt with in latest Revision 5.
1.1 1	A1.3	(RS) Misprint in the word "re-instated". It should be replaced by "reinstated".	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
1.1 2	A1.4	(OUSEC) Page 1A-6 and elsewhere. The expression “dealt with” is somewhat vague. It is not clear how it will be interpreted by all Members.	Yes	Yes	Yes	Yes	No	Yes	Yes	No; leave as is unless a better proposal is made.	No	No	The 2 nd “dealt with” in A.1.4 is to be changed to “surveyed”. In the other locations to be kept as it covers different situations (postponed, repaired, surveyed)
1.1 3	A1.4	(RS) “dealt with” means that a requirement is to be unambiguously cleared by an established date (without any delay or deviation).	Yes	Yes	No	Yes	No	Yes	Yes	No; can be postponed by agree	No	No	See 1.12

											ment		
1.1 4	A3.3	(QUSEC) Page 1A-6. When either Society decides to reinstate Class.It is intended that the Society is to give details of the action taken to effect re-instatement. (Code of Ethics 3.4 and 3.5.2 could both have a bearing on this issue and lack of clarification in PR1A might lead to NCs).	No	No	MISSING	Yes	No	No	No	No	No	No	No
1.1 5	A3.3	(DNV) This par. is not sufficiently clear. The information required should be equivalent to what are required in Part 1 - A.1.3 and in A.1.6. Form G might be amended to include for such possibility.	No	No	Part 1 to be replaced by Part 2	No	No	No	No	No	No	No	No
1.1 6	Notes	(QUSEC) Page 1A-7 Notes (1). Quote “classification is automatically suspended, if the annual survey is not completed, ...” It is not clear why only the annual survey is mentioned here, since the failure to complete the intermediate survey in due time would also lead to automatic suspension (Ref Part 1 A.1.3). Is this an oversight which should be corrected? Due to the difference in practice between Members of the presentation of survey information in the regular Survey Status sent to Owners, the text of this Note may be misleading if only the annual survey is mentioned. (With the emphasis in Para 5.2 of QSCS on Customer Focus and 7.2.3 on customer Communication – if a Society was not adequately informing its customers of important requirements such as this we should raise non-conformity regardless of the wording of the PR).	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	This issue will be considered by the WP/SRC under the separate Task 119 at the upcoming annual meeting.
1.1 7	Notes	(RS) The word “annual” used in this Para means periodicity of surveys only, i.e. a survey which is to be carried out every year and a survey may be annual or intermediate as appropriate. Besides, any change of content of this Note will require	Yes	Yes	Yes	Yes	No	Yes	No	No	No	No	See 1.16

		changes in form of Classification certificate.											
		Part 2											
2.1	General	(BV) There still remains in this part several use of the expression “remaining recommendation” (e.g. A1.1 .3). It is suggested to have this systematically replaced by “outstanding recommendation” for consistency, understanding that both expressions have the same meaning.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2.3	General	(BV) Part 2 contains a lot of obligations pertaining to the Owner, of course they will not be auditable (same for Part 3).	No	No	Yes	Yes	No	No	Yes	No	No	No	No. It is agreed that obligations pertaining to the Owner are not auditable.
2.4	General	(RI) The above obligations should be better traced if identified.	No	No	Yes	Yes	No	No	Yes	No	No	No	No
2.5	General	(RS) There is no need to collect additional documents confirming a ship-owner fulfills all the necessary actions.	No	No	Yes	Yes	No	No	Yes	No	No	No	No need
2.6	General	(GL) Owners obligations in Part 2 and 3 are auditable from the resp. acting Society, because in each of these paragraphs the (gaining/loosing) Society is asked to give a written advice to the owner about his obligations. The evidence of this can be shown during an audit.	No	No	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No change
2.8	Definitions	(QUSEC) Page 1A-9 Definitions - Definition of “Overdue”. There has in the past been a few cases where the LS did not receive the Form G . What happens then? Of course there should be no reason for this with the new IACS Database. Perhaps it should be worded “Overdue means overdue the date the information is posted by the GS on the Form G created and updated on the on-line database maintained by the Permanent Secretariat. (See Annex 1 Form G). This would be more auditable than the current proposal.	No	No	Yes	No	No	No	Yes	No	Yes	Yes	No
2.9	Defin	(RS) The existent definition is clear and exact. The	Yes	Yes	No	No	No	Yes	No	Yes	No	No	See 2.8

	itions	proposed reduction is more complicated.										
2.10	Request from Owner	<p>(QUSEC) Part 2 refers to request from Owner:-</p> <p>a) in para A.1.1 when Owner is to be immediately notified in writing with regard to the conditions of Transfer,</p> <p>b) in para A.1.2 which requires a written request to be obtained from the Owner, containing an authorisation from the GS to obtain current status</p> <p>c) in para A.1.3 which refers to a written request from Owner which must result in a notification to LS within 2 working days</p> <p>Each of the above could take place with several days between them. In addition most Societies require a formal application form to be completed and signed by an Owner's representative – partly as the formal contract between the Parties. We occasionally encounter conflicting opinions as to what precisely triggers the two day notification required by the PR. In the absence of any more precise instruction, for the purpose of audit it is possible that we might take an e-mail or faxed message to be the first “written” request to transfer Class and raise a nonconformity if LS is not informed within two days of its receipt. IACS may therefore wish to find a more precise form of words.</p>	No	No	No	No	No	Yes	No	No	No	<p>No.</p> <p>The procedure generally works well. If “a more precise form of words” is needed, a proposal from QC would be welcome.</p>
2.11	Request from Owner	<p>(RS) It is proposed not to tie notification of LS within 2 days to the date of receipt of request from Owner.</p> <p>Reasons:</p> <p>1. After receipt of written request by GS Owner is immediately notified about conditions of transfer (at that any specific requirements of GS may be included in the conditions of transfer. For example, in our case we require preliminary survey for ships over 20 years). There is no reason to notify LS by form G till the receipt of official agreement of owner with condition of transfer (many owners refuse transfer of class and stay in old class when</p>	No	No	Yes	Yes	No	No	No	No	No	<p>No</p> <p>Covered by 2.10</p>

		<p>understand that they can not fulfill all the necessary conditions of transfer)</p> <p>2. Receipt of request from Owner does not mean that the ship will be accepted in class (depending on condition of ship, ship's age, results of preliminary survey and so on Classification Society can make a decision not to classify the ship)</p> <p>The following wording is proposed: Within 2 working days after conditions of transfer have been agreed between Owner and GS (i.e. owner agrees fulfill all the necessary requirements and Society may accept the ship in its class).</p>			because the date of acceptance is difficult to be accurate							
2.1 2	A1.1	<p>(QUSEC) Page 1A-9 Para A.1.1 opening sentence This is the only place in this PR where the term "immediately" is used. In all other cases a number of days is given to carry out stated tasks. However, the term is not giving any specific problem either to the Societies or to the auditors.</p>	No	No	Yes Proposal: 2 working days	Yes	No	No	Leave the opening sentence as it is	No	No	No
2.1 4	A1.2	<p>(DNV) Prior to issuing an interim certificate the GS should notify subject flag administration (new subparagraph .3 to be included). Reference is made to the following par. A.1.4.2 where a minimum delay of 3 working days is required between notification and the issuance of the interim certificate. Exceptions according to agreement with flags outside EU should be included.</p>	Yes	Yes	Yes Proposal: 2 working days	Yes	No	No	No	No	No	No To be kept as it is
2.1 5	A1.2	<p>(RS) There is no need of such additional requirement as the Directive does not require a receipt of reply from Administration and not all Administrations answer requests.</p>	No	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes See 2.14
2.1 6	A1.3	<p>(BV) The second sentence ("However...") has no relation with the first sentence, therefore the word 'However' should be deleted.</p>	Yes	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes. "However" to be deleted
2.1	A1.3	<p>(BV) It is suggested to divide this A1.3 in two items i)</p>	No	No	Yes	Yes	No	Yes	Yes	No	No	No

8		and ii) for each sentence to make it more understandable.										
2.2 0	A1.3	(NK) Should be revised as follows to make clear: Within two(2) working days of receipt of a written request from the Owner for transfer of class at a Society's Headquarters or at one of its designated control of management centres, the GS is to notify the LS of the requested transfer of class using the Form G in Annex 1 with Part A completed and attaching the Owner's authorization for release of the survey status. LS is to notify the classification survey status to GS within three(3) working days after receiving of the request of GS. However if the GS does not receive the classification survey status from the LS within three(3) working days from the request, the GS may utilize the LS's survey status information provided by the Owner and after complying with the other relevant requirements of this Procedural Requirements, may issue and Interim Certificate of Class. In such cases, a statement is to be included in or with the Interim Certificate of Class reminding the Owner that the conditions of A1.1 are still applicable.	No	No	Agree except "within 2 working days" in the first sentence	No	No	Yes	No	No	No	No Keep the text as is. A.1.3 deals with GS obligations.
2.2 1	A1.3	(DNV) The editorial change listed above may be supported if this makes the procedural steps clearer. Some of the repeated text may however be improved.	No	No	Yes	No	No	Yes	No	No	No	No
2.2 2	A1.3	(RS) It is proposed not to tie notification of LS within 2 days to the date of receipt of request from Owner. Reasons: 1. After receipt of written request by GS Owner is immediately notified about conditions of transfer (at that any specific requirements of GS may be included in the conditions of transfer. For example, in our case we require preliminary survey for ships over 20 years). There is no reason to notify LS by form G till the receipt of official agreement of owner with condition of transfer (many	No	No	Yes	No	No	Yes	No	No	No	No. By written request Members understand that the Owner has agreed terms and conditions.

		<p>owners refuse transfer of class and stay in old class when understand that they can not fulfill all the necessary conditions of transfer)</p> <p>2. Receipt of request from Owner does not mean that the ship will be accepted in class (depending on condition of ship, ship's age, results of preliminary survey and so on Classification Society can make a decision not to classify the ship)</p> <p>It is proposed the following wording: Within 2 working days after conditions of transfer have been agreed between Owner and GS (i.e. owner agrees fulfill all the necessary requirements and Society may accept the ship in its class).</p>											
2.2 3	A1.3	<p>(RS) + (CCS) The "three working days" in the first sentence of this paragraph should be revised to "two working days", or is one more day allowed because of different time zones?</p>	No	No	Yes	No	No	No	No	No	No	No	No
2.2 5	A1.4. 1	<p>(QUSEC) When does a continuous survey item become overdue (see also Part 1 para A.1.4)? We must assume they are included in items to be completed by the LS. Also, with regard to overdue surveys I would like the Quality Committee to bring to the attention of GPG that the could be cases where the only overdue survey is an annual survey and, in cases where a full special survey has to be carried out by GS to bring the vessel into class the imposition of insisting on the LS carrying out the overdue annual survey seems somewhat unnecessary. We would however have to follow the demands of the PR in our audits.</p>	No	No	No	No	No	No	No	No	No	No	No
2.2 7	A1.4. 2	<p>(RS) It is proposed to add the words "except for the cases when any other order is stipulated in an agreement between the Society and Flag Administration" after the reference to the Note 2. The Society has some agreements with Flag</p>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No, would not meet EU	Yes	Notwithstanding the YES majority, we see no problem to send this

		Administrations - non EU Members and the agreements do not require receiving from those Administrations instructions stated in A1.4.2.								directive		notification also to non-EU Flag Administrations, as it is no request for instructions. See 2.14
2.28	A1.4.2	(RS) “before giving the opportunity to the flag Administration to provide any further instructions within three (3) working days”. Does this mean that the Society needs to specify in their request to the flag Administration the deadline when an answer is to be provided? Should the PR be clear in this respect and perhaps addressing the case of individual Administrations?	No	No	Suggest IACS to inform EU this deadline	No	No	No	No	No	No	No To be kept as it is. See 2.14
2.29	A1.4.2	(RS) It is not very convenient with respect of Administrations. Concerning receipt of replies from Administrations see the comment to A.1.2: ‘There is no need of such additional requirement as the Directive does not require a receipt of reply from Administration and not all Administrations answer requests’.	No	No	Yes	MIS SIN G	No	Yes	MIS SIN G	No	Yes	No To be kept as it is. See 2.14
2.30	A1.8.1	(QUSEC) There is no time limit set for how long it may take from the issue of the (first) interim certificate until the final entry into class. We have seen some cases where it lasts a full year. In the mean time the GS has no obligation to review the class survey records of the LS and be provided with whatever valuable information is found there. In fact if there is any value at all in this build up of a survey history, it seems illogical for the survey to be permitted to commence until the records have been examined either by the attending surveyor or by an authorized and qualified person who passes relevant information to the surveyor. (Of course the attending surveyor should have access to the records on board – assuming such are available).	No	No	No	No	No	No	No	No	No	No. The ship is “in class” and subject to survey scheme also when fitted with an interim certificate. It is not practicable to get these records available to surveyors before the issue of the interim

													certificate. A query in the IACS database can give the average time between issue of interim and final certificates.
2.3 1	A1.8. 1	(RS) Setting up time limit to build up ship's history is not reasonable as preparing and forwarding all the necessary documents may take much time (and we can not define how much time it may take). There is no reason to connect beginning of transfer survey with receipt of ship's history by a surveyor as it is impracticable.	No	Yes	Yes	MIS SIN G	No	No	Yes	Yes	Yes	Yes	See 2.30
2.3 2	A1.8. 2	(BV) Auditability of item 2. of this paragraph is not sure. It is very difficult to "anticipate the date when the ship will be definitely entered into class, depending, as an example, of the availability of the drawings, and the internal process used by each member. In addition, no specific form has been dedicated to this advice. I would suggest deleting this obligation.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No, would not meet EU directive	No	No	It is considered that the present wording complies with the intention of the EU Directive.
2.3 3	A1.8. 2	(RS) Requirements given in A1.8 of Part 2 do not follow from the requirements of Art. 15.5 of the EU Directive 94/57/EC. Besides, it is difficult to advise the LS of the CORRECT anticipated date of final entry into class PRIOR TO final entry into class.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No, req does follow from EU directive	No	No	Members need sufficient time in order to evaluate the practicability of the procedure. No proposal for an improved text has been found.
2.3 4	A1.8. 2	(DNV) Concur that a requirement to advise anticipated date of final certificate is superfluous and of doubtful correctness. The required reports (Form G with Part B / B-1) are already required by par. A.1.7.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	See 2.32 to 2.33

2.3 5	A1.8. 2	(NK) A1.8.2 should be revised as follows, because Notification of the date of Issue of Interim Certificate of Class by Part B of Form G is considered to comply with the requirements of Art.15.5 of the EU Directive 94/57EC as amended: “to dispatch to the LS Form G with Parts A, B and B-1 (when applicable) duly completed(Note3)”.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	
2.3 6	A1.8. 2	(DNV) The notification of issue of interim certificate of class by Form G Part B can not be considered complying with the EU Dir. Art. 15.5 because it require the notification prior to the issuance of the certificate. A combined requirement of prior notification of certificate date and reporting actions already taken to satisfy overdue items is in practice difficult. The procedure does, however, in all aspect fulfill the intention of the Directive, but not concurrently. Par. A.1.2 notify losing soc. prior to issuance of certificate (but does not state date), par. A.1.6 advice on date of certificate and on actions taken. By putting the "Note 3" as footnote to these two paragraphs it is documented how the Directive is complied with.	No	No	No	Yes	No	No	No	Yes	No	
2.3 7	A1.10	(BV) It is not necessary to include to Part C of Form G the itemised list of actions taken, since this is already sent when sending Form G Part B and B-1, where applicable, as per A1.6 and A1.7.	No	No	No	No	No	Yes	No	No	No	No To be kept as it is.
2.3 9	A1.10	(CCS) It is still necessary to include the itemised list of actions in Part C-Form G, because Part B and B-1 only require to report the actions to overdue items, however actions to outstanding recommendations/conditions of class which are not yet due or overdue shall be reported together with Part C-Form G.	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes See 2.37.
2.4 0	A2.2	(DNV) With reference to A.1.1.5, to B.1.1 and to last par. of A.1.1, it is proposed to include in A.2.2 that the LS has obligation (e.g. within one month) to provide copies of plans and information as required in Section C, if this can	No	No	Yes	No	No	No	No	No	No	No

		not be provided by the owner. Such obligation will make the issue of final certificate of class more expedient, as one frequent reason for delayed final certification is the lack of drawings. This will also meet some of the concerns raised on par. A.1.8.1, listed above.											
2.4 1	A2.2	(RS) There is no need to set up time requirements for the LS. Provision of plans is firstly obligation of the owner and secondly of the LS.	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
2.4 2	A2.2. 1	(BV) Reference is made to "fax" the Form L Part A with attached class documents, whereas introductory note to Form L refers to "fax or e-mail", and Note 1. refers to fax only also. It seems to be contradictory obligations. Suggest this to be made more consistent and use in A2.2 the verb notify instead of "fax", like this is done in A1, and amend Note 1 to Form L to leave the possibility to e-mail instead of fax.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2.4 4	A2.2. 1	(GL) In addition to other Member suggestion to part2 A2.2, item 1, place the verb "notify" instead of "fax", it is proposed to modify Forms G and L subsequently such that in each heading page the "fax no/mail address" is asked instead of only "fax no".	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2.4 6	A2.2. 1	(QUSEC) Quote “The most recent Condition Evaluation Report/Executive Hull Summary Reports and Survey planning Document for commenced Special Survey for vessels under ESP are also to be provided” -Is the Condition Evaluation Report/Executive Hull Summary Reports to be provided for all ESP ships, or only when a Special Survey is commenced and then together with the Planning Document? -What about the cases where an Intermediate Survey has the same scope as a Special Survey?	Yes	Yes	All ESP ships; CER/EHS of IS in scope of SS	ESP ships Not relevant	Yes	Yes	- All ESP ships - CER/EHS of IS in scope of SS	For all including PD for a commenced special; also for intermediate	All ESP ships ; CER of IS in scope of SS	The revised text at the bottom of this table is proposed.	

											w/ scope of specia l		
2.4 7	A2.2. 1	(RS) The most recent Condition Evaluation Report/Executive Hull Summary Reports should be provided for all vessels under ESP independently from the type of the forthcoming survey, but on the request of the GS (It is proposed to amend the para accordingly).	No	No	Yes Propos e to provid e it whatev er the GS request s or not	No	No	No	No	No	No	No	See 2.46
2.4 8	A2.3	(BV) The 2 items of this paragraph are not necessarily mandatory; item 1 is not applicable in case no outstanding report was pending at the time of sending Form L Part A; item 2 is not applicable if the structural diminution allowances have been already sent or referenced in the Form L Part A. This may need to be clarified in this paragraph, adding , as a suggestion, at the beginning of the first sentence, "When applicable, the LS has one...". This is clearly explained in Form L explanation Notes III 2.	No	No	Yes	No	No	No	Yes	Yes	Yes	No To be kept as it is.	
2.5 0	A2.3. 2	(OUSEC) Quote “the structural diminution allowances which were applying to the vessel, ..” Should this include not only the general allowances for the hull, but also specific matters like the bulkhead between hold 1 and 2 where UR S 19 is applicable and hold frames where UR S31 is applicable? Lack of clarification could result in NCs being written.	No	Yes	Yes	No	No	No	No	No	Yes	No. This information is given in Form L, front page.	
2.5	A2.3.	(RS) It is proposed to add “ on the request of the GS ”.	No	No	No	No	No	No	No	No	No	No	No

1	2											
2.5 2	A3.5	(QUSEC) Probably for practical reasons there is not the option given in this para afforded by similar paras A.2.2.2 and A.2.2.3. Is this intended or is it an oversight (make available or provide records)?	Yes	Yes	Propose to be same as A.2.2, e.g. make available or provide records	Yes intended	No	No	Yes intended	Correct, intended	Intended	The revised text at the bottom of this table is proposed.
2.5 3	A3.5	(RS) There is difference between “make available” and “provide records” and it is reasonable for practice to clarify what “make available” means.	Yes	Yes	No Make available is clear	No	No	No	No need to clarify	No	No	See 2.52
2.5 4	B2.1.1	(QUSEC) Para B.2.1.1 iv), v) and vi) When a full Special Survey is carried out as required by iv) or v), but without a dry-dock survey, in accordance with vi), may a full term certificate for 5 years be issued? Or will the term of the LS have to be continued?	No	No	The term of the LS is to be continued	No	Yes	Yes	No	No	No	No The term of the LS is to be continued
2.5 5	B2.1.1	(RS) Special Survey in this case relates only to the hull and does not relate to machinery and electrical equipment and so full-term certificate cannot be issued. At that surveys’ dates must be kept as they have been set by LS.	Yes	Yes	Yes The left “full-term certificate” shall	Yes	No	No	Yes	Yes	Yes	Yes See 2.54

					be “full- term certific ate for 5 years”								
Part 3													
3.1	General	(QUSEC) What obligation is there on an owner in case of double, (as opposed to dual), class to advise either society of dropping, gaining or changing the other society? As each society acts as if sole class society its activity should be "self contained". This part of PR1A gives no indication that the Owner needs to be advised on these matters.	No	Yes	Yes	No obligation	No	No	No	No obligation	See A.1.1.4	No	No No obligations towards the Owner are to be included in PR1A.
3.2	General	(BV) Same comment as for Part 2 concerning the use of word "remaining" instead of outstanding.	Yes	Yes	MISSING	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3.4	A2.1 – C2.2	(BV) Same comment as for Part 2 for the use of word "fax" in A2.1 item.1 and C2.2 item.1. Suggest to use "notify" instead of fax.	Yes	Yes	MISSING	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3.6	C1.3	(BV) Same comment as in Part 2 A1.3. In addition, the last sentence concerning a statement to be included to the Class certificate seems to be rather difficult to apply; While, in case of transfer of class, this is fully applicable since the GS is attending the ship at time of issue of the Interim class certificate, in the current case, the remaining Society does not attend on board of ship, and therefore I do not see how it can include a statement to the class certificate, which is not available to the Society.	No	Yes	Yes A memorandum may be given to owner by fax or email and shall be	No	No	No	No	No	No	No	Notwithstanding the NO majority, it has been agreed that what required in the last sentence is difficult to achieve. It is suggested that the last sentence (In such cases, a statement is to be included in or with the Class Certificate

					entere d into survey status								reminding the Owner that the conditions of C.1.1 are still applicable) be deleted.
3.8	C1.3	(DNV) A statement cannot possible be included in a certificate which remain valid. The condition has to be given as a Memo to Owner or similar.	No	No	Yes	No	No	No	No	No	No	No	See 3.6.
3.1 0	C1.3	(NK) C.1.3 should be revised as follows: Within two (2) working days of receipt of a written confirmation of intention from the Owner to withdraw from the other Society's class at the remaining Society's Headquarters or at one of its designated control or management centres, the remaining Society is to request the withdrawing Society, on the basis of Owner's authorisation, to release the survey status using Form G in Annex 1 with its Part A duly completed and attaching the Owner's authorisation for release of survey status. Withdrawing Society is to notify the classification survey status to GS within three(3) working days after receiving of the request of the remaining Society, however, if the remaining Society does not receive the classification survey status from the withdrawing Society within three (3) working days from the request, the remaining Society may utilise the withdrawing Society's survey status information provided by the Owner and, after complying with the other relevant requirements of this Procedural Requirement, may confirm the validity of its Class Certificate. In such cases, a statement is to be included in or with the Class Certificate reminding the Owner that the conditions of C1.1 are still applicable.	No	No	“three” shall be revised to “two” in compli ance with C2.2.1	No	No	No	No	No	No	No	No
3.1	C1.3	(RS) Withdrawing Society obligation should be removed	No	No	Yes	No	No	No	No	No	No	No	No

1		in para C.2.											
3.1 2	C1.3	(RS) + (CCS) The "three working days" in the first sentence of this paragraph should be revised to "two working days", or is one more day allowed because of different time zones?	No	Yes	"two" is correct	No	No	No	No	No	No	No	No
Dispatch of the forms G and L													
3.1 4	General	(BV) There are some contradictory or unclear indications as to send these forms at the different steps of TOCA to the Permanent Secretariat.	Yes	Yes	Details are to be given for discussion	Yes	Yes	Yes	Yes	Yes	Yes	Yes	It is suggested that BV specifies the "contradictory or unclear indications" found and proposes the relevant changes.
3.1 6	General	(BV).. as far as the information needs to be fed into the IACS internal data base, accessible to the IACS permanent secretariat, why is it needed to inform them additionally through fax ???	Yes	Yes	No fax needed	No fax needed	Yes	Needed	No fax needed	Info is faxed to other society, not to Perm Sec.	No No need	No No need	Members are not requested to send information additionally by fax (see Form L page 1A-30, second line).
3.1 8	General	(DNV) There seems to be some inconsistency in the use of the words 'outstanding' and 'overdue' between the procedure and the various parts of Forms G and L. Part 1, par. A.1.7 and par. A.2.3.2 both refer to 'outstanding' surveys etc. The forms, however, refer to 'overdue' surveys etc.	Yes	Yes	Outstanding to be revised to overdue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes. Inconsistencies have been identified and corrected concurrently with Mr HAN with IACS Perm Sec, who will amend

													instructions Annex 1 I-3 and forms G/Part B-1 and L/Part A-1 (".... overdue recommendations/conditions of class" to be changed to "... <u>outstanding</u> recommendations/conditions of class")
3.20	Form G	(BV) Part A, B and B-1: no contradiction, seems to be sent only to the LS (the entry into the IACS data base seems to be sufficient for IACS information purpose).	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3.22	Form G	(BV) Part C: Part 2 A1.10 (or Part 3 A1.6 and C1.8) indicates dispatch to IACS permanent secretariat, while there is no such indication in the Annex 1 Form G I) 4.	Yes	Yes	No To be filled into online database	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes. "to the IACS Permanent Secretariat and" to be deleted in the three locations.
3.24	Form G	(RS) Annex 1, Notes IV for Form G - Sending of the Form G may be unreasonable (duplicating) as the required information is monthly sent to the IACS Permanent Secretariat by Form S.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes These amendments have already been introduced in Rev.4.
3.25	Form L	(BV) Part A: Part 2 A2.2 (or Part 3 A2.1) does not indicate the necessity to send it to the permanent secretariat, while this is requested according to Annex 1 Form L III) 1.	Yes	Yes	Yes Such requirements to be	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes See 3.24

					includ ed into A2.2							
3.2 7	Form L	(BV) Part A-1, same as above (Annex 1 Form L, III) 2.	Yes	Yes	MISSI NG	Yes	Yes	Yes	Yes	Yes	Yes	Yes See 3.24
3.2 9	Form L	(BV) Part B, no contradiction between Part 2 A2.4, Part 3 C2.6 and Annex 1 Form L III) 3.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes See 3.24

2.46

~~A.2.2...OMISSIS...The most recent Condition Evaluation Report/Executive Hull Summary Reports and Survey Planning Document for the commenced Special Survey for vessels under Enhanced Survey Programme are also to be provided. ...OMISSIS...~~

~~For vessels under Enhanced Survey Programme, the following documentation is also to be provided:~~

- ~~(i) the most recent Condition Evaluation Report/Executive Hull Summary Reports;~~
- ~~(ii) in addition any Survey Planning Document for the forthcoming special or intermediate survey...OMISSIS...~~

2.52

~~A.3.5 Members who had classed the vessel prior to the losing Society are obliged to make available to the gaining Society, within one (1) month of the receipt of a specific request from the gaining Society, all class surveys records, to the extent this information is in their possession, to enable the gaining Society to construct the Vessel's History Report outlined in Annex 3, have the same obligations as the losing Society which are given in A.2.2.2 or A.2.2.3, if so requested by the gaining Society, in accordance with A.1.9.~~

IACS

Technical Background

PR1A Rev.6 Procedures for changing classification status

Subject no 0245_

The new arrangements for supplying timely class status data to Equasis and the Paris MOU have been delayed by work being undertaken to upgrade the Equasis database and website. The Permanent Secretariat proposed to GPG 59 that as an interim measure to improve the timeliness of reporting, the Form S reporting deadline be brought forward from 23 days after the end of the month being reported upon to 7 days. All GPG members subsequently reported that this was feasible within their society and approved the change. Rev. 6 is to be implemented by members commencing with the submittal of their Form S reporting on the month ending 31 March 2006 (i.e. that report is to be submitted by 7 April 2006).

The amendments are to the notes on the Form S and were approved by GPG on 14 November 2005, 0245_IGq.

Subject no 5143_

As a separate matter, KR had advised that fishing vessels present problems of availability for survey similar to those of the other "exempted" vessel types (i.e. their operational profile calls for greater flexibility with respect to survey timing). GPG thus approved the addition of fishing vessels to the list of types of vessels that may be exempted from compliance with Part 1 (note 2 of Part 1), with effect from the date of adoption of this revision.

The amendments are to Note 2 of Part 1 and were approved by GPG on 13 January 2006, 5143_IGb.

Permanent Secretariat 20 January 2006

Note:

Council conclusion (5143_ICa, 6 Feb 2006) is as follows:

+Quote+

1. All ten Members have replied to Perm Sec's IAa, 20 January 2006, approving the amended PR 1A and its TB.

2. However, DnV subsequently proposed, in NVb, that the reporting deadline be changed to be the 10th day of the month for reporting on ships suspended the previous month. DNV's reasoning for its proposal is that by setting the date for the reporting of ships suspended the previous month to the 7th day of the month may result in some ships suspended at the end of the month not being included in the report to IACS. Only one Member (RINA) supported this proposal.

2.1 I note that the monthly reporting on the Form S is "open suspensions of 7 days or more as at the end of the reporting period" (i.e. as of the end of the month being reported upon). Therefore, to be included in the Form S, a ship must have been suspended at least 7 days prior to the end of the month. Since the report for that month is not due until the 7th day of the subsequent month, two weeks (i.e. 14 days) will have elapsed between suspension of the last ships to be included in the list and the submission date.

3. I therefore conclude that revision 6 of PR 1A, as circulated with IAa, is adopted by Council. The new requirement regarding the reduced Form S reporting deadline is to be implemented by Members commencing with the reporting period ending 31 March 2006. The addition of Fishing Vessels to the list of types of vessels that may be exempted from compliance with Note 2 of Part 1 takes effect from the date of adoption of Revision 6 of PR 1A.

+Unquote+

PR 1A Rev 7 Procedures for changing classification status

Technical Background

Survey Panel Task 26 – Alignment of PR1A Part 1/A.1.1 and Part 2/A.1.4 regarding the suspension provision and the transfer of class provision, respectively

Survey Panel Task 27 – Requirements for Notification to Administrations for Transfer of Class regarding PR1A Part 2 Paragraphs A1.10, A2.5 & a3.4

Survey Panel Task 32 – Review PR1A regarding crediting of gaugings taken by the losing society; tank testing on vessels over 15 years of age; vessels that are in lay-up status at the time of transfer of class; and surveys(i.e. S26,S27) that are tied to certain periodical survey due dates but do not have to be completed by the losing society prior to transfer of class

* Note The three Tasks above are all to amend PR1A

1. Objective

To amend the requirements of PR1A to address the survey panel tasks as described above.

2. Background

Task 26 & 27 were tasked by GPG to remove the internal contradiction between Part 1 and Part 2 and to address notification to Administrations during the transfer of Class. Task 32 was proposed by ABS Panel member regarding survey issues.

3. Methodology of Work

Panel members discussed the proposed revisions through correspondence up to the Spring Panel meeting where final amendments were agreed upon for submittal to GPG.

4. Discussion

Regarding task 26, the member from DNV was of the opinion that we should not only remove the internal contradiction in Part 1 / A.1.1 and Part 2 / A.1.4, but also avoid the situation where a vessel cannot move to a port with sufficient facilities, and thus remain in a “deadlock” situation between the losing and gaining society.

The member from IRS agreed with this and also suggested to redefine Force Majeure to eliminate the deadlock situation.

The majority of members agreed to not ease the requirements to this excess and eventually all members agreed to the proposed amendments.

Regarding Task 27, all members agreed that the Flag State was not responsible to settle dispute between the gaining and losing society, as this is handled internally, therefore, notification of transfer of class was the only agreed upon amendment proposed for this task.

Regarding Task 32, all members agreed to the proposed amendments by ABS except for the provisions for vessels in lay-up status. Only three members supported the lay-up provision, and the majority voted to not implement this provision.

5. Implementation

The Survey Panel is of the view that the Members need 12 months from the adoption date to implement these amendments into their class rules/procedures. Assuming that GPG and Council approve the amendments, the Survey Panel would propose July 2007 as an implementation date.

6 GPG discussion

Editorial amendments were made (6056_IGe)

7 QC Review

In its message of 3 July, the QC raised issues related to EU Directive 94/57/EC which had been dealt with by GPG in discussion of earlier revisions. They were therefore not accepted.

However, GPG did accept the QC comment that Sect. A.1.10: in last sentence, no time limit is specified for confirming the final date of entry into class to the Flag State. On the contrary in first sentence the GS is to inform the LS within one month. If an auditor cannot find evidence of information to the Flag State after two months or even more, a non conformity cannot be raised or discussion. It is suggested to add "within one (1) month of the date of final entry into class."

Approval/adoption

GPG with concurrence Council, 17 July 2006, 6056_IGh

Technical Background

PR1A, Rev.8 – October 2007

(Survey Panel Task 18 – Requirements for Transfer / Addition of Class at Delivery)

1. Objective

To amend PR1A to allow for transfer of class without the need of a Survey status and the ability to issue an ICC without same.

2. Background

This task was raised by the ABS GPG member due to a number of cases over the last year where PR1A does not accommodate the transfer of class, or the adding of one's class at the time of delivery.

3. Methodology of Work

Survey Panel members through correspondence.

4. Discussion

Due to many comments from all Panel members, the Panel member from BV undertook the task of incorporating comments in a way to satisfy all members concerns. Through multiply revisions, the Panel unanimously agreed to the proposed revisions to PR1A.

Also, the decision was made to not include a time period between transfer of class at delivery in sections A.3.4 and A.3.10 in Part 2, B1.3 and B1.8 in Part 3 and the notes on Form G and Form L in Annex 1 because the vessel is not in Class with the first/losing society until the day of delivery, and the owner on the day of delivery wants to change class. Therefore, the allowance of a certain number of days is not applicable to new construction.

5. Implementation

The Survey Panel is of the view that the Members need 12 months from the adoption date to implement these amendments into their class rules. Assuming that GPG and Council approve to the amendments, the Survey Panel would propose July 2007 as an implementation date.

Submitted by Survey Panel Chairman
26 September 2006

GPG Discussion (5041_):

GPG/Council decided that the changes in this revised PR 1A are to be implemented from 1st January 2008.

Permanent Secretariat note (October 2007):

Following feedback from the QC, a number of minor changes to the draft revision were agreed by GPG and PR 1A, Rev.8 was approved on 11 October 2007 (ref. 5041_IGI).

Technical Background

PR1A(Rev.9, Feb 2009) ‘Procedure for Transfer of Class’;
PR1B(New, Feb 2009) ‘Procedure for Adding, Maintaining or Withdrawing Double or Dual Class’;
PR1C(New, Feb 2009) ‘Procedure for Suspension and Reinstatement or Withdrawal of Class in Case of Surveys, Conditions of Class or Recommendations Going Overdue’; **and**
PR1Annex(New, Feb 2009) ‘Annexes to PR1A, PR1B and PR1C’

Survey Panel Task 56 – Amendments to PR1A for the various subjects defined in the corresponding Form A and Reorganization of the PR to be more user-friendly

1. Objective

To develop a solution for uniform interpretation of PR1A, Part 2, A.4.2. Consider revising PR1A, Part 1, A.1.5, Part 2, A.2.2.1, and A.2.2.4 with a view to ensuring the intent of paragraphs is achieved. Consideration should also be given to acceptable structural diminution amendments to PR1A as well as reorganizing the PR to be more user-friendly.

2. Background

Since various subjects were considered for amendments to PR1A, the background of each issue is explained at the relevant part of discussion item 4 below.

3. Methodology of Work

Survey Panel members through correspondence and Panel meeting

4. Discussion

1. BV member raised the issue of amending Part 1, A.1.5 regarding laid-up ships and discrepancies for different periodical surveys when a vessel is in a laid-up condition. Panel Members unanimously agreed with BV’s proposal to amend PR1A (rev. 8) Part 1, A.1.5 as follows:

A.1.5 Vessels laid-up in accordance with the Society’s Rules prior to surveys coming ~~due~~ **overdue** need not be suspended when surveys addressed above become overdue. However, vessels which are laid-up after being suspended as a result of surveys going overdue, remain suspended until the overdue surveys are completed.

2. ABS Member raised the issue of considering whether any additional checks by Gaining Society (GS) are required in PR1A Part 2, A2.2.1 when laid up ships are transferring class suggesting that the obligation of GS to check the survey status of the losing society should be included in PR1A. Panel Members unanimously agreed that the following text of A.4.3 is to be added after A.4.2 and renumber subsequent clauses.

A.4.3. As the ship may be laid up, the gaining Society is to check the classification status from the previous Society in order to verify if PR1A is applicable.

3. BV member raised the issue of the Survey Planning Document questioning that it is not clear

if such documents are to be provided by the Losing Society (LS) to the Gaining Society (GS), even in cases where the GS does not intend to credit the class entry survey as a periodical survey for maintenance of class within the scope of the ship's classification by the GS. In this respect, RS suggested that although Losing Society has no obligations to develop (and provide) any dedicated Planning Document for TOC, if available, Survey Planning Document for the forthcoming Special or Intermediate survey should be provided to the Gaining Society (GS) regardless GS' intention to credit the class entry survey as a periodical survey for maintenance of class. All Members agreed with the following text of PR1A, Part 2, A.2.2.1.(ii):

- (ii) ~~in addition~~ any available Survey Planning Document for the forthcoming special or intermediate survey, regardless of whether the gaining Society intends to credit or not class entry surveys as periodical surveys for maintenance of classification.

- 4. BV Member raised the issue that there is no requirement for carrying out class entry surveys (hull annual survey and relevant machinery survey) in case of adding class at ship's delivery, prior to the issuance of the Provisional Certificate of Classification. BV suggested that a similar requirement should be added for adding class at ship's delivery, as for transfer of class at ship's delivery, and proposed a draft text of PR1A (rev. 8), Part 3, Section B, B.1.4 of which all Members agreed upon as follows:

B.1.4 Prior to issuing an Interim Certificate of Class on the date of the vessel's delivery, the second Society is to obtain:

- .1 obtain from the Owner, a written request for entry into second Society's class at vessel's delivery, containing an authorization for second Society to obtain a copy of the first Certificate of Class, from the first Society;
- .2 obtain the first Certificate of Class from the Headquarters of the first Society or one of its designated control or management centres or from the attending Surveyor at the yard of the builders, including any outstanding recommendations/conditions of class and information normally contained in the classification status.
- .3 carry out and satisfactorily complete all relevant surveys specified in Part 2/B.2.1.

- 5. BV Member raised the issue that Part 2, Section A, A.3.5 requires relevant surveys specified in Part 2/B.2.1 to be carried out, prior to the issuance of a Provisional Certificate of Classification by the Gaining Society, in the case of a transfer of class at ship's delivery. This means that all machinery class entry surveys as specified in Part 2, Section B, B.2.1.2 have to be carried out, including "insulation resistance" in para. iii) and checking for compliance with the gaining Society's rules of the cargo oil system and electrical installation in way of hazardous spaces for oil tankers, in para. ix). BV considered that these two surveys have in fact been carried out at the new building stage by the Losing Society, before the delivery of the ship. All Members agreed to adding a new note at the end of B.2.1.2 as follows:

Note: For the transfer of class or adding class at ship's delivery, items iii) and ix) may be verified by reviewing the ship's records.

- 6. BV member raised the issue that the Forms G and L could be improved for transfer/adding class at ship's delivery. As an example, in Form G, Part B, there is no reference to a confirmation that the first Certificate of Classification was duly received by the Gaining Society from the Losing Society on the date of ship's delivery. In this respect, BV proposed draft amendments to the Forms G and L and all Members agreed to BV's proposal.
- 7. With reference to 7613_IGc of 31 Aug. 2007, GPG tasked Survey Panel to discuss to achieve a common understanding on the issue of the obligations of the gaining and losing Societies

continue to apply when a vessel's class is suspended and for six (6) months following withdrawal of a vessel's class.

Members confirmed that PR1A governs transfer of class between IACS Societies. The cases not covered by PR1A can be dealt with on a case by case basis according to individual Societies' internal procedures, bilateral agreements and/or applicable statutory requirements

In this regard, Panel agreed to add text "irrespective of class status in the meantime" as follows, on the understanding that the wording includes variety of cases one of which is a case involving "non-IACS class".

PR 1A Part 2

A.4.2 The obligations of the gaining and losing Societies continue to apply when a vessel's class is suspended and for six (6) months following withdrawal of a vessel's class, irrespective of class status in the meantime.

8. NK Member explained that at a recent IACS QSCS audit, an observation was given to NK (GS) for issuing a final class certificate without receiving the survey record and relevant documents required by PR1A from LS. Although NK had submitted the repeated reminders to LS to provide them with such necessary documents in order to complete the TOC and to issue the final class certificate, they were unsuccessful in obtaining them from LS. It was Panel Members' opinion that the procedures outlined in PR1A Part 2 A.4.4 and PR1A Part 2 B.1.1 should be followed in case of facing a problem experienced by NK. At the end, Panel agreed that the current text of PR1A Part 2 A.4.5 is to be relocated as PR1A Part 2 A.2.6 for easier visibility and reminder.
9. Panel noted the amended PR16(Rev.3, Feb 2009) in which it supersedes and cancels the requirement in Procedural Requirement 1A to provide data on 'Form S'. All Members agreed to make necessary amendments to relevant parts of PR1A to be in line with the amended PR16(Rev.3, Feb 2009).
10. With reference to GPG 63 FUA 30, GPG decided that, to improve readability, understanding, and consistency, the Survey Panel should carry out a holistic review and re-writing of PR1A. Subsequently in carrying out this work, the whole of Rev.8 of existing PR1A has been completely amended in order to improve readability, understanding and consistency transferring the existing Part 1 to PR1C(New), Part 2 to PR1A(Rev.9) and Part 3 to PR1B(New), respectively. The existing Annexes 1-4 have been kept in a separate appendix with the short title of "PR1 Annex" serving as common annexes to PR1A, PR1B and PR1C.
11. Regarding PR1A(Rev.9) B.2.1.1 vii), QC raised an opinion that the item is not clear and has also lead to different interpretations by an auditor and an auditee. The QC's concern was dealt with by GPG and, consequently, GPG decided to assign the QC's comments to Survey Panel. In the Survey Panel, one of members suggested an idea that is divided into two cases of 'TOC survey to be credited as a periodical survey' and ' TOC survey not to be credited as a periodical survey.' And there is no difference in the opinion that thickness measurement TM from LS should be carried out within the applicable survey window in case of TOC survey is to be credited as a periodical survey. However, in case of TOC survey not to be credited as a periodical survey, a majority(6) agreed with the opinion that TM from the LS should be carried out within 15 months prior to completion of class entry in the scope of a Special Survey and within 18 months in the scope of a Intermediate Survey while a minority(2) supported the opinion it should be carried out within 6, 18 and 15 months in the scope of Annual, Intermediate and Special Survey. In accordance with majority vote rule, Survey Panel decided to follow majority's opinion.

5. Implementation

The Survey Panel is of the view that the Members need 6 months from the adoption date to implement these amendments into their class rules. Assuming that GPG and Council approve to the amendments, the Survey Panel would propose 1 July 2009 as an implementation date.

Submitted by Survey Panel Chairman
January 2009

Permanent Secretariat note (February 2009):

GPG approved the revised PR1 package (i.e. PR1A(Rev.9), PR1B(New), PR1C(New) and PR1Annex(New, Feb 2009)) on 10 February 2009 (ref.7717aIGh) with an implementation date of 1 July 2009.

At the same time they approved publication of PR15(Corr.1) and PR16(Rev.3) with a simultaneous implementation date.

Technical Background

PR1A(Rev.9, Feb 2009) ‘Procedure for Transfer of Class’;
PR1B(New, Feb 2009) ‘Procedure for Adding, Maintaining or Withdrawing Double or Dual Class’;
PR1C(New, Feb 2009) ‘Procedure for Suspension and Reinstatement or Withdrawal of Class in Case of Surveys, Conditions of Class or Recommendations Going Overdue’; **and**
PR1Annex(New, Feb 2009) ‘Annexes to PR1A, PR1B and PR1C’

Survey Panel Task 56 – Amendments to PR1A for the various subjects defined in the corresponding Form A and Reorganization of the PR to be more user-friendly

1. Objective

To develop a solution for uniform interpretation of PR1A, Part 2, A.4.2. Consider revising PR1A, Part 1, A.1.5, Part 2, A.2.2.1, and A.2.2.4 with a view to ensuring the intent of paragraphs is achieved. Consideration should also be given to acceptable structural diminution amendments to PR1A as well as reorganizing the PR to be more user-friendly.

2. Background

Since various subjects were considered for amendments to PR1A, the background of each issue is explained at the relevant part of discussion item 4 below.

3. Methodology of Work

Survey Panel members through correspondence and Panel meeting

4. Discussion

1. BV member raised the issue of amending Part 1, A.1.5 regarding laid-up ships and discrepancies for different periodical surveys when a vessel is in a laid-up condition. Panel Members unanimously agreed with BV’s proposal to amend PR1A (rev. 8) Part 1, A.1.5 as follows:

A.1.5 Vessels laid-up in accordance with the Society’s Rules prior to surveys coming ~~due~~ **overdue** need not be suspended when surveys addressed above become overdue. However, vessels which are laid-up after being suspended as a result of surveys going overdue, remain suspended until the overdue surveys are completed.

2. ABS Member raised the issue of considering whether any additional checks by Gaining Society (GS) are required in PR1A Part 2, A2.2.1 when laid up ships are transferring class suggesting that the obligation of GS to check the survey status of the losing society should be included in PR1A. Panel Members unanimously agreed that the following text of A.4.3 is to be added after A.4.2 and renumber subsequent clauses.

A.4.3. As the ship may be laid up, the gaining Society is to check the classification status from the previous Society in order to verify if PR1A is applicable.

3. BV member raised the issue of the Survey Planning Document questioning that it is not clear

if such documents are to be provided by the Losing Society (LS) to the Gaining Society (GS), even in cases where the GS does not intend to credit the class entry survey as a periodical survey for maintenance of class within the scope of the ship's classification by the GS. In this respect, RS suggested that although Losing Society has no obligations to develop (and provide) any dedicated Planning Document for TOC, if available, Survey Planning Document for the forthcoming Special or Intermediate survey should be provided to the Gaining Society (GS) regardless GS' intention to credit the class entry survey as a periodical survey for maintenance of class. All Members agreed with the following text of PR1A, Part 2, A.2.2.1.(ii):

- (ii) ~~in addition~~ any available Survey Planning Document for the forthcoming special or intermediate survey, regardless of whether the gaining Society intends to credit or not class entry surveys as periodical surveys for maintenance of classification.

- 4. BV Member raised the issue that there is no requirement for carrying out class entry surveys (hull annual survey and relevant machinery survey) in case of adding class at ship's delivery, prior to the issuance of the Provisional Certificate of Classification. BV suggested that a similar requirement should be added for adding class at ship's delivery, as for transfer of class at ship's delivery, and proposed a draft text of PR1A (rev. 8), Part 3, Section B, B.1.4 of which all Members agreed upon as follows:

B.1.4 Prior to issuing an Interim Certificate of Class on the date of the vessel's delivery, the second Society is to ~~obtain~~:

- .1 obtain from the Owner, a written request for entry into second Society's class at vessel's delivery, containing an authorization for second Society to obtain a copy of the first Certificate of Class, from the first Society;
- .2 obtain the first Certificate of Class from the Headquarters of the first Society or one of its designated control or management centres or from the attending Surveyor at the yard of the builders, including any outstanding recommendations/conditions of class and information normally contained in the classification status.
- .3 carry out and satisfactorily complete all relevant surveys specified in Part 2/B.2.1.

- 5. BV Member raised the issue that Part 2, Section A, A.3.5 requires relevant surveys specified in Part 2/B.2.1 to be carried out, prior to the issuance of a Provisional Certificate of Classification by the Gaining Society, in the case of a transfer of class at ship's delivery. This means that all machinery class entry surveys as specified in Part 2, Section B, B.2.1.2 have to be carried out, including "insulation resistance" in para. iii) and checking for compliance with the gaining Society's rules of the cargo oil system and electrical installation in way of hazardous spaces for oil tankers, in para. ix). BV considered that these two surveys have in fact been carried out at the new building stage by the Losing Society, before the delivery of the ship. All Members agreed to adding a new note at the end of B.2.1.2 as follows:

Note: For the transfer of class or adding class at ship's delivery, items iii) and ix) may be verified by reviewing the ship's records.

- 6. BV member raised the issue that the Forms G and L could be improved for transfer/adding class at ship's delivery. As an example, in Form G, Part B, there is no reference to a confirmation that the first Certificate of Classification was duly received by the Gaining Society from the Losing Society on the date of ship's delivery. In this respect, BV proposed draft amendments to the Forms G and L and all Members agreed to BV's proposal.
- 7. With reference to 7613_IGc of 31 Aug. 2007, GPG tasked Survey Panel to discuss to achieve a common understanding on the issue of the obligations of the gaining and losing Societies

continue to apply when a vessel's class is suspended and for six (6) months following withdrawal of a vessel's class.

Members confirmed that PR1A governs transfer of class between IACS Societies. The cases not covered by PR1A can be dealt with on a case by case basis according to individual Societies' internal procedures, bilateral agreements and/or applicable statutory requirements

In this regard, Panel agreed to add text "irrespective of class status in the meantime" as follows, on the understanding that the wording includes variety of cases one of which is a case involving "non-IACS class".

PR 1A Part 2

A.4.2 The obligations of the gaining and losing Societies continue to apply when a vessel's class is suspended and for six (6) months following withdrawal of a vessel's class, irrespective of class status in the meantime.

8. NK Member explained that at a recent IACS QSCS audit, an observation was given to NK (GS) for issuing a final class certificate without receiving the survey record and relevant documents required by PR1A from LS. Although NK had submitted the repeated reminders to LS to provide them with such necessary documents in order to complete the TOC and to issue the final class certificate, they were unsuccessful in obtaining them from LS. It was Panel Members' opinion that the procedures outlined in PR1A Part 2 A.4.4 and PR1A Part 2 B.1.1 should be followed in case of facing a problem experienced by NK. At the end, Panel agreed that the current text of PR1A Part 2 A.4.5 is to be relocated as PR1A Part 2 A.2.6 for easier visibility and reminder.
9. Panel noted the amended PR16(Rev.3, Feb 2009) in which it supersedes and cancels the requirement in Procedural Requirement 1A to provide data on 'Form S' . All Members agreed to make necessary amendments to relevant parts of PR1A to be in line with the amended PR16(Rev.3, Feb 2009).
10. With reference to GPG 63 FUA 30, GPG decided that, to improve readability, understanding, and consistency, the Survey Panel should carry out a holistic review and re-writing of PR1A. Subsequently in carrying out this work, the whole of Rev.8 of existing PR1A has been completely amended in order to improve readability, understanding and consistency transferring the existing Part 1 to PR1C(New), Part 2 to PR1A(Rev.9) and Part 3 to PR1B(New), respectively. The existing Annexes 1-4 have been kept in a separate appendix with the short title of "PR1 Annex" serving as common annexes to PR1A, PR1B and PR1C.
11. Regarding PR1A(Rev.9) B.2.1.1 vii), QC raised an opinion that the item is not clear and has also lead to different interpretations by an auditor and an auditee. The QC's concern was dealt with by GPG and, consequently, GPG decided to assign the QC's comments to Survey Panel. In the Survey Panel, one of members suggested an idea that is divided into two cases of 'TOC survey to be credited as a periodical survey' and ' TOC survey not to be credited as a periodical survey.' And there is no difference in the opinion that thickness measurement TM from LS should be carried out within the applicable survey window in case of TOC survey is to be credited as a periodical survey. However, in case of TOC survey not to be credited as a periodical survey, a majority(6) agreed with the opinion that TM from the LS should be carried out within 15 months prior to completion of class entry in the scope of a Special Survey and within 18 months in the scope of a Intermediate Survey while a minority(2) supported the opinion it should be carried out within 6, 18 and 15 months in the scope of Annual, Intermediate and Special Survey. In accordance with majority vote rule, Survey Panel decided to follow majority's opinion.

5. Implementation

The Survey Panel is of the view that the Members need 6 months from the adoption date to implement these amendments into their class rules. Assuming that GPG and Council approve to the amendments, the Survey Panel would propose 1 July 2009 as an implementation date.

Submitted by Survey Panel Chairman
January 2009

Permanent Secretariat note (February 2009):

GPG approved the revised PR1 package (i.e. PR1A(Rev.9), PR1B(New), PR1C(New) and PR1Annex(New, Feb 2009)) on 10 February 2009 (ref.7717aIGh) with an implementation date of 1 July 2009.

At the same time they approved publication of PR15(Corr.1) and PR16(Rev.3) with a simultaneous implementation date.

Technical Background

PR1A(Rev.9, Feb 2009) ‘Procedure for Transfer of Class’;
PR1B(New, Feb 2009) ‘Procedure for Adding, Maintaining or Withdrawing Double or Dual Class’;
PR1C(New, Feb 2009) ‘Procedure for Suspension and Reinstatement or Withdrawal of Class in Case of Surveys, Conditions of Class or Recommendations Going Overdue’; **and**
PR1Annex(New, Feb 2009) ‘Annexes to PR1A, PR1B and PR1C’

Survey Panel Task 56 – Amendments to PR1A for the various subjects defined in the corresponding Form A and Reorganization of the PR to be more user-friendly

1. Objective

To develop a solution for uniform interpretation of PR1A, Part 2, A.4.2. Consider revising PR1A, Part 1, A.1.5, Part 2, A.2.2.1, and A.2.2.4 with a view to ensuring the intent of paragraphs is achieved. Consideration should also be given to acceptable structural diminution amendments to PR1A as well as reorganizing the PR to be more user-friendly.

2. Background

Since various subjects were considered for amendments to PR1A, the background of each issue is explained at the relevant part of discussion item 4 below.

3. Methodology of Work

Survey Panel members through correspondence and Panel meeting

4. Discussion

1. BV member raised the issue of amending Part 1, A.1.5 regarding laid-up ships and discrepancies for different periodical surveys when a vessel is in a laid-up condition. Panel Members unanimously agreed with BV’s proposal to amend PR1A (rev. 8) Part 1, A.1.5 as follows:

A.1.5 Vessels laid-up in accordance with the Society’s Rules prior to surveys coming ~~due~~ **overdue** need not be suspended when surveys addressed above become overdue. However, vessels which are laid-up after being suspended as a result of surveys going overdue, remain suspended until the overdue surveys are completed.

2. ABS Member raised the issue of considering whether any additional checks by Gaining Society (GS) are required in PR1A Part 2, A2.2.1 when laid up ships are transferring class suggesting that the obligation of GS to check the survey status of the losing society should be included in PR1A. Panel Members unanimously agreed that the following text of A.4.3 is to be added after A.4.2 and renumber subsequent clauses.

A.4.3. As the ship may be laid up, the gaining Society is to check the classification status from the previous Society in order to verify if PR1A is applicable.

3. BV member raised the issue of the Survey Planning Document questioning that it is not clear

if such documents are to be provided by the Losing Society (LS) to the Gaining Society (GS), even in cases where the GS does not intend to credit the class entry survey as a periodical survey for maintenance of class within the scope of the ship's classification by the GS. In this respect, RS suggested that although Losing Society has no obligations to develop (and provide) any dedicated Planning Document for TOC, if available, Survey Planning Document for the forthcoming Special or Intermediate survey should be provided to the Gaining Society (GS) regardless GS' intention to credit the class entry survey as a periodical survey for maintenance of class. All Members agreed with the following text of PR1A, Part 2, A.2.2.1.(ii):

- (ii) ~~in addition~~ any available Survey Planning Document for the forthcoming special or intermediate survey, regardless of whether the gaining Society intends to credit or not class entry surveys as periodical surveys for maintenance of classification.

- 4. BV Member raised the issue that there is no requirement for carrying out class entry surveys (hull annual survey and relevant machinery survey) in case of adding class at ship's delivery, prior to the issuance of the Provisional Certificate of Classification. BV suggested that a similar requirement should be added for adding class at ship's delivery, as for transfer of class at ship's delivery, and proposed a draft text of PR1A (rev. 8), Part 3, Section B, B.1.4 of which all Members agreed upon as follows:

B.1.4 Prior to issuing an Interim Certificate of Class on the date of the vessel's delivery, the second Society is to obtain:

- .1 obtain from the Owner, a written request for entry into second Society's class at vessel's delivery, containing an authorization for second Society to obtain a copy of the first Certificate of Class, from the first Society;
- .2 obtain the first Certificate of Class from the Headquarters of the first Society or one of its designated control or management centres or from the attending Surveyor at the yard of the builders, including any outstanding recommendations/conditions of class and information normally contained in the classification status.
- .3 carry out and satisfactorily complete all relevant surveys specified in Part 2/B.2.1.

- 5. BV Member raised the issue that Part 2, Section A, A.3.5 requires relevant surveys specified in Part 2/B.2.1 to be carried out, prior to the issuance of a Provisional Certificate of Classification by the Gaining Society, in the case of a transfer of class at ship's delivery. This means that all machinery class entry surveys as specified in Part 2, Section B, B.2.1.2 have to be carried out, including "insulation resistance" in para. iii) and checking for compliance with the gaining Society's rules of the cargo oil system and electrical installation in way of hazardous spaces for oil tankers, in para. ix). BV considered that these two surveys have in fact been carried out at the new building stage by the Losing Society, before the delivery of the ship. All Members agreed to adding a new note at the end of B.2.1.2 as follows:

Note: For the transfer of class or adding class at ship's delivery, items iii) and ix) may be verified by reviewing the ship's records.

- 6. BV member raised the issue that the Forms G and L could be improved for transfer/adding class at ship's delivery. As an example, in Form G, Part B, there is no reference to a confirmation that the first Certificate of Classification was duly received by the Gaining Society from the Losing Society on the date of ship's delivery. In this respect, BV proposed draft amendments to the Forms G and L and all Members agreed to BV's proposal.
- 7. With reference to 7613_IGc of 31 Aug. 2007, GPG tasked Survey Panel to discuss to achieve a common understanding on the issue of the obligations of the gaining and losing Societies

continue to apply when a vessel's class is suspended and for six (6) months following withdrawal of a vessel's class.

Members confirmed that PR1A governs transfer of class between IACS Societies. The cases not covered by PR1A can be dealt with on a case by case basis according to individual Societies' internal procedures, bilateral agreements and/or applicable statutory requirements

In this regard, Panel agreed to add text "irrespective of class status in the meantime" as follows, on the understanding that the wording includes variety of cases one of which is a case involving "non-IACS class".

PR 1A Part 2

A.4.2 The obligations of the gaining and losing Societies continue to apply when a vessel's class is suspended and for six (6) months following withdrawal of a vessel's class, irrespective of class status in the meantime.

8. NK Member explained that at a recent IACS QSCS audit, an observation was given to NK (GS) for issuing a final class certificate without receiving the survey record and relevant documents required by PR1A from LS. Although NK had submitted the repeated reminders to LS to provide them with such necessary documents in order to complete the TOC and to issue the final class certificate, they were unsuccessful in obtaining them from LS. It was Panel Members' opinion that the procedures outlined in PR1A Part 2 A.4.4 and PR1A Part 2 B.1.1 should be followed in case of facing a problem experienced by NK. At the end, Panel agreed that the current text of PR1A Part 2 A.4.5 is to be relocated as PR1A Part 2 A.2.6 for easier visibility and reminder.
9. Panel noted the amended PR16(Rev.3, Feb 2009) in which it supersedes and cancels the requirement in Procedural Requirement 1A to provide data on 'Form S' . All Members agreed to make necessary amendments to relevant parts of PR1A to be in line with the amended PR16(Rev.3, Feb 2009).
10. With reference to GPG 63 FUA 30, GPG decided that, to improve readability, understanding, and consistency, the Survey Panel should carry out a holistic review and re-writing of PR1A. Subsequently in carrying out this work, the whole of Rev.8 of existing PR1A has been completely amended in order to improve readability, understanding and consistency transferring the existing Part 1 to PR1C(New), Part 2 to PR1A(Rev.9) and Part 3 to PR1B(New), respectively. The existing Annexes 1-4 have been kept in a separate appendix with the short title of "PR1 Annex" serving as common annexes to PR1A, PR1B and PR1C.
11. Regarding PR1A(Rev.9) B.2.1.1 vii), QC raised an opinion that the item is not clear and has also lead to different interpretations by an auditor and an auditee. The QC's concern was dealt with by GPG and, consequently, GPG decided to assign the QC's comments to Survey Panel. In the Survey Panel, one of members suggested an idea that is divided into two cases of 'TOC survey to be credited as a periodical survey' and ' TOC survey not to be credited as a periodical survey.' And there is no difference in the opinion that thickness measurement TM from LS should be carried out within the applicable survey window in case of TOC survey is to be credited as a periodical survey. However, in case of TOC survey not to be credited as a periodical survey, a majority(6) agreed with the opinion that TM from the LS should be carried out within 15 months prior to completion of class entry in the scope of a Special Survey and within 18 months in the scope of a Intermediate Survey while a minority(2) supported the opinion it should be carried out within 6, 18 and 15 months in the scope of Annual, Intermediate and Special Survey. In accordance with majority vote rule, Survey Panel decided to follow majority's opinion.

5. Implementation

The Survey Panel is of the view that the Members need 6 months from the adoption date to implement these amendments into their class rules. Assuming that GPG and Council approve to the amendments, the Survey Panel would propose 1 July 2009 as an implementation date.

Submitted by Survey Panel Chairman
January 2009

Permanent Secretariat note (February 2009):

GPG approved the revised PR1 package (i.e. PR1A(Rev.9), PR1B(New), PR1C(New) and PR1Annex(New, Feb 2009)) on 10 February 2009 (ref.7717aIGh) with an implementation date of 1 July 2009.

At the same time they approved publication of PR15(Corr.1) and PR16(Rev.3) with a simultaneous implementation date.

Technical Background

PR1A(Rev.9, Feb 2009) ‘Procedure for Transfer of Class’;
PR1B(New, Feb 2009) ‘Procedure for Adding, Maintaining or Withdrawing Double or Dual Class’;
PR1C(New, Feb 2009) ‘Procedure for Suspension and Reinstatement or Withdrawal of Class in Case of Surveys, Conditions of Class or Recommendations Going Overdue’; **and**
PR1Annex(New, Feb 2009) ‘Annexes to PR1A, PR1B and PR1C’

Survey Panel Task 56 – Amendments to PR1A for the various subjects defined in the corresponding Form A and Reorganization of the PR to be more user-friendly

1. Objective

To develop a solution for uniform interpretation of PR1A, Part 2, A.4.2. Consider revising PR1A, Part 1, A.1.5, Part 2, A.2.2.1, and A.2.2.4 with a view to ensuring the intent of paragraphs is achieved. Consideration should also be given to acceptable structural diminution amendments to PR1A as well as reorganizing the PR to be more user-friendly.

2. Background

Since various subjects were considered for amendments to PR1A, the background of each issue is explained at the relevant part of discussion item 4 below.

3. Methodology of Work

Survey Panel members through correspondence and Panel meeting

4. Discussion

1. BV member raised the issue of amending Part 1, A.1.5 regarding laid-up ships and discrepancies for different periodical surveys when a vessel is in a laid-up condition. Panel Members unanimously agreed with BV’s proposal to amend PR1A (rev. 8) Part 1, A.1.5 as follows:

A.1.5 Vessels laid-up in accordance with the Society’s Rules prior to surveys coming ~~due~~ **overdue** need not be suspended when surveys addressed above become overdue. However, vessels which are laid-up after being suspended as a result of surveys going overdue, remain suspended until the overdue surveys are completed.

2. ABS Member raised the issue of considering whether any additional checks by Gaining Society (GS) are required in PR1A Part 2, A2.2.1 when laid up ships are transferring class suggesting that the obligation of GS to check the survey status of the losing society should be included in PR1A. Panel Members unanimously agreed that the following text of A.4.3 is to be added after A.4.2 and renumber subsequent clauses.

A.4.3. As the ship may be laid up, the gaining Society is to check the classification status from the previous Society in order to verify if PR1A is applicable.

3. BV member raised the issue of the Survey Planning Document questioning that it is not clear

if such documents are to be provided by the Losing Society (LS) to the Gaining Society (GS), even in cases where the GS does not intend to credit the class entry survey as a periodical survey for maintenance of class within the scope of the ship's classification by the GS. In this respect, RS suggested that although Losing Society has no obligations to develop (and provide) any dedicated Planning Document for TOC, if available, Survey Planning Document for the forthcoming Special or Intermediate survey should be provided to the Gaining Society (GS) regardless GS' intention to credit the class entry survey as a periodical survey for maintenance of class. All Members agreed with the following text of PR1A, Part 2, A.2.2.1.(ii):

- (ii) ~~in addition~~ any available Survey Planning Document for the forthcoming special or intermediate survey, regardless of whether the gaining Society intends to credit or not class entry surveys as periodical surveys for maintenance of classification.

- 4. BV Member raised the issue that there is no requirement for carrying out class entry surveys (hull annual survey and relevant machinery survey) in case of adding class at ship's delivery, prior to the issuance of the Provisional Certificate of Classification. BV suggested that a similar requirement should be added for adding class at ship's delivery, as for transfer of class at ship's delivery, and proposed a draft text of PR1A (rev. 8), Part 3, Section B, B.1.4 of which all Members agreed upon as follows:

B.1.4 Prior to issuing an Interim Certificate of Class on the date of the vessel's delivery, the second Society is to ~~obtain~~:

- .1 obtain from the Owner, a written request for entry into second Society's class at vessel's delivery, containing an authorization for second Society to obtain a copy of the first Certificate of Class, from the first Society;
- .2 obtain the first Certificate of Class from the Headquarters of the first Society or one of its designated control or management centres or from the attending Surveyor at the yard of the builders, including any outstanding recommendations/conditions of class and information normally contained in the classification status.
- .3 carry out and satisfactorily complete all relevant surveys specified in Part 2/B.2.1.

- 5. BV Member raised the issue that Part 2, Section A, A.3.5 requires relevant surveys specified in Part 2/B.2.1 to be carried out, prior to the issuance of a Provisional Certificate of Classification by the Gaining Society, in the case of a transfer of class at ship's delivery. This means that all machinery class entry surveys as specified in Part 2, Section B, B.2.1.2 have to be carried out, including "insulation resistance" in para. iii) and checking for compliance with the gaining Society's rules of the cargo oil system and electrical installation in way of hazardous spaces for oil tankers, in para. ix). BV considered that these two surveys have in fact been carried out at the new building stage by the Losing Society, before the delivery of the ship. All Members agreed to adding a new note at the end of B.2.1.2 as follows:

Note: For the transfer of class or adding class at ship's delivery, items iii) and ix) may be verified by reviewing the ship's records.

- 6. BV member raised the issue that the Forms G and L could be improved for transfer/adding class at ship's delivery. As an example, in Form G, Part B, there is no reference to a confirmation that the first Certificate of Classification was duly received by the Gaining Society from the Losing Society on the date of ship's delivery. In this respect, BV proposed draft amendments to the Forms G and L and all Members agreed to BV's proposal.
- 7. With reference to 7613_IGc of 31 Aug. 2007, GPG tasked Survey Panel to discuss to achieve a common understanding on the issue of the obligations of the gaining and losing Societies

continue to apply when a vessel's class is suspended and for six (6) months following withdrawal of a vessel's class.

Members confirmed that PR1A governs transfer of class between IACS Societies. The cases not covered by PR1A can be dealt with on a case by case basis according to individual Societies' internal procedures, bilateral agreements and/or applicable statutory requirements

In this regard, Panel agreed to add text "irrespective of class status in the meantime" as follows, on the understanding that the wording includes variety of cases one of which is a case involving "non-IACS class".

PR 1A Part 2

A.4.2 The obligations of the gaining and losing Societies continue to apply when a vessel's class is suspended and for six (6) months following withdrawal of a vessel's class, irrespective of class status in the meantime.

8. NK Member explained that at a recent IACS QSCS audit, an observation was given to NK (GS) for issuing a final class certificate without receiving the survey record and relevant documents required by PR1A from LS. Although NK had submitted the repeated reminders to LS to provide them with such necessary documents in order to complete the TOC and to issue the final class certificate, they were unsuccessful in obtaining them from LS. It was Panel Members' opinion that the procedures outlined in PR1A Part 2 A.4.4 and PR1A Part 2 B.1.1 should be followed in case of facing a problem experienced by NK. At the end, Panel agreed that the current text of PR1A Part 2 A.4.5 is to be relocated as PR1A Part 2 A.2.6 for easier visibility and reminder.
9. Panel noted the amended PR16(Rev.3, Feb 2009) in which it supersedes and cancels the requirement in Procedural Requirement 1A to provide data on 'Form S' . All Members agreed to make necessary amendments to relevant parts of PR1A to be in line with the amended PR16(Rev.3, Feb 2009).
10. With reference to GPG 63 FUA 30, GPG decided that, to improve readability, understanding, and consistency, the Survey Panel should carry out a holistic review and re-writing of PR1A. Subsequently in carrying out this work, the whole of Rev.8 of existing PR1A has been completely amended in order to improve readability, understanding and consistency transferring the existing Part 1 to PR1C(New), Part 2 to PR1A(Rev.9) and Part 3 to PR1B(New), respectively. The existing Annexes 1-4 have been kept in a separate appendix with the short title of "PR1 Annex" serving as common annexes to PR1A, PR1B and PR1C.
11. Regarding PR1A(Rev.9) B.2.1.1 vii), QC raised an opinion that the item is not clear and has also lead to different interpretations by an auditor and an auditee. The QC's concern was dealt with by GPG and, consequently, GPG decided to assign the QC's comments to Survey Panel. In the Survey Panel, one of members suggested an idea that is divided into two cases of 'TOC survey to be credited as a periodical survey' and ' TOC survey not to be credited as a periodical survey.' And there is no difference in the opinion that thickness measurement TM from LS should be carried out within the applicable survey window in case of TOC survey is to be credited as a periodical survey. However, in case of TOC survey not to be credited as a periodical survey, a majority(6) agreed with the opinion that TM from the LS should be carried out within 15 months prior to completion of class entry in the scope of a Special Survey and within 18 months in the scope of a Intermediate Survey while a minority(2) supported the opinion it should be carried out within 6, 18 and 15 months in the scope of Annual, Intermediate and Special Survey. In accordance with majority vote rule, Survey Panel decided to follow majority's opinion.

5. Implementation

The Survey Panel is of the view that the Members need 6 months from the adoption date to implement these amendments into their class rules. Assuming that GPG and Council approve to the amendments, the Survey Panel would propose 1 July 2009 as an implementation date.

Submitted by Survey Panel Chairman
January 2009

Permanent Secretariat note (February 2009):

GPG approved the revised PR1 package (i.e. PR1A(Rev.9), PR1B(New), PR1C(New) and PR1Annex(New, Feb 2009)) on 10 February 2009 (ref.7717aIGh) with an implementation date of 1 July 2009.

At the same time they approved publication of PR15(Corr.1) and PR16(Rev.3) with a simultaneous implementation date.

PR 6 Rev.5

Procedure for activity monitoring of surveyors and auditors.

This is to include ISPS auditors.

Drafted by Secretariat and approved by GPG 19/01/04, 3025kIGc. Sent to Quality Committee for review same day. QC advised that it thought the PR needed substantial revision, but without specifying any amendments at that time. GPG 56 invited QC to redraft the PR itself and further approval was put on hold. The rewrite was not forthcoming but AHG/RSO offered similar text which was approved as amended by GPG under 3025kIGi of 8/5/05. GPG amendment included deletion of reference to 'acting' surveyors. The new QC Chairman had indicated that there was no reason not to adopt the present text.

C 50 agreed in principle QC's proposal to form a task group to address the much bigger topic "qualification framework for surveyors and plan approval staff".

Permanent Secretariat 13 May 2005

Technical Background (TB)

IACS PR 6 (Rev. 6, Jan 2008)

1 Scope and objectives

The application of PR 6 has been a repeated issue in IACS audit findings for several years. The Objective of the procedure has not been entirely clear. As originally proposed the Activity Monitoring (AM) was intended as a validation process for the survey process "which could not be fully verified by subsequent inspection and testing" (i.e. "special process"). This intention could have consequences beyond the original scope and was instead introduced as a monitoring of processes, connected to Par. 4.9 in ISO9001:1994.

The procedure has suffered by the lack of clear objective and lack of implied consequences for not carry out AM as required (except for receiving a NC with subsequent closing by doing a delayed AM). The omission of plan approval activity in the procedure also added to the unclear objective.

A comprehensive revision of PR 6 has therefore been on the agenda for the Quality Committee for some time.

2 Points of discussions or possible discussions

The Quality Committee discussed in it's 21st meeting, April 2004, the need to maintain the PR 6 or to withdraw it. With the new ISO9001:2000 standard, the monitoring falls under management control procedures. Keeping monitoring as it is currently could be seen as an obsolete requirement. The QC proposed to form a Task Group to evaluate the question.

The establishment of a Task Group was, however, subsequently done with a primary scope to develop a "Common Training and Qualification Framework" (i.e. revision of PR 7), but with an additional task to include a revision of PR 6 as part of the "Common T&Q Framework". The ToR for this work was approved by C50 (FUA 18) and initiated at QC 23.

During the work with PR 7 it become clear that it would not be possible to revise both PR 7 and PR 6 concurrently. PR 7 was revised and proposed to C52. At the subsequent QC25 a framework for revision of PR 6 was discussed.

The QC25 considered the objectives of activity monitoring, the benefits that should be achieved and, as a consequence, whether a complete re evaluation and re-write of the procedure is required. A thorough discussion of the issues followed, which included:

- The business standards and the QSCS requirements for Surveyor assessment.
- Confirmation that activity monitoring is the attendance of an authorised monitor with a Surveyor during survey work.
- Changing the current attitude to the process by providing benefits.
- The notable success of one-to-one monitoring.
- The difficulties associated with getting monitors to make a record.
- The cultural difficulties in some areas of non-line managers raising performance issues with individuals.

- The success of reappraisal by individual members of their activity monitoring procedures to increase benefits.
- Use of monitors from outside of the location for an independent evaluation; associated with the increased expense and need for senior management commitment.
- It was agreed that activity monitoring should be one of the means of confirming authorisations.
- Activity monitoring training to authorised Senior Surveyors.

The outcome was a firm undertaking that the procedure should return to the focus of whether a Surveyor is achieving the required standard to carry out work and how the member society uses that information to maintain surveying standards across its organisation.

An email work group was agreed. LR (lead), IRS, DNV, GL, KR, RINA. A proposal will be considered by QC in correspondence with any main issues left for QC26 with an aim to send to Council for C54. (AL90)

The present Revision 6 is the outcome of this work.

3 Decision by Voting (if any)

The procedure proposal is unanimously agreed by QC.

4 Review by GPG

GPG and Survey Panel reviewed the Rev.6 from the QC and made comments for QC to consider:

ABS proposed the deletion of the first paragraph of item 3, proposed amendment to the definition of “activity monitoring” to clarify that it’s not solely monitoring of the individual but also the system for improvement and suggested other proposed changes to the draft revision of PR6.

RINA proposed some editorial amendments to section 4 “Timing” for the sake of clarity and the re-introduction of the last sentence in current PR6 Rev.5 (i.e. monitoring of non-exclusive surveyors of little utilisation) slightly amended. The proposals were supported by various members.

QC has considered the proposals from GPG and discussed the draft revision in its meeting QC27. The following changes were adopted:

Section 3 amended to clarify the method and that monitoring is not solely directed towards the individual but also towards the system for improvement.

Section 4 amended to clarify the timing. Also reintroduced the provision that monitoring of non-exclusive surveyors who are little utilised can be done at the discretion of the society.

Proposed implementation date have been changed to 1 January 2008.

Submitted by QC Chairman
26 June 2007

Further discussions within GPG

GPG were unable to unanimously accept the revised document from the QC.

ABS advised that they considered “this proposed revision to be impractical and unnecessarily complex to apply to Surveyors for the following reasons:

1.1 With respect to the third paragraph of section 3, Method, we do not consider review of the previous monitoring reports (historical data) to be practical or necessary to determine the current capability of the Surveyor;

1.2 The proposed requirements in Section 4, Timing, are unnecessarily complex and, if adopted, would require an extensive database to track the monitoring with regard to: type of Surveyor, length of service and fields of work. We do not consider this complexity to be warranted for this process.”

and provided a revised version of the QC’s document, in which the reference to ‘previous monitoring reports’ in section 3 was deleted and the text of section 4 was much simplified.

This prompted considerable discussion on the ‘timing’ issue, which lead the GPG Chair to propose to either:

(a) give up agreeing on the timing issues in revision 6 and leave this to each Society and keep what we actually agree on; or

(b) set up a Small Group to further look into the new revision 6 and especially the text of part 4 “Timing”.

Option (a) was preferred by six members (GL, KR, BV, ABS, RINA and NK) and so GPG Chair proposed to delete the ‘Timing’ section from the revised PR 6. LR considered this action to be unadvisable and provided a detailed reasoning as to why they believed it was important to retain the ‘Timing’ section. This view was supported by DNV. A compromise solution was proposed by ABS and this lead to GPG Members being given a choice of 3 options to cover this matter:

(i) to reinstate the contents of the current (existing) section 4 “Monitoring” and add a sentence to address plan approval staff; or

(ii) to adopt a new text for the new section “Timing” as proposed by ABS; or

(iii) to adopt the revised text proposed by the QC.

All Members except NK accepted Option (i), thus it was agreed to reinstate the old version of section 4 “Monitoring” with an additional line reading “*Persons doing plan approval shall be monitored at least once every two years*”.

LR stated that it can accept the compromise text proposed by ABS for section 4 subject to the establishment of the Small Group. In light of the reasons given in LRe, LR considered the compromise text an interim solution to a bigger task. In LR’s view the GPG SG, comprising of a mixed interests (say quality representative, a surveyor, a person engaged in training, Quality Secretary and possibly EMSA or QAC representative), should consider all elements that gave rise to the activity monitoring, question whether this was the best mechanism to satisfy the standards applicable to classification and RO business as pointed out in paragraph 10 of LRe and offer their assessment and a solution, if possible; however should the solution not be forthcoming the SG should offer a course of action for GPG to consider.

In addition to the above change to the QC document, GPG agreed to make editorial amendments proposed by NK to section 2 "Purpose" and to delete the reference to "*previous monitoring reports*" in the "Method" section.

PR 6 Rev.6 was approved by GPG on 24 January 2008, with an implementation date of 1 January 2009 (ref. 6208_IGj).

Added by Permanent Secretariat
February 2008

PR 7 Rev 5

Procedure for the Training and Qualification of Survey and Plan Approval Staff

Technical Background

1. Introduction

At C43 the Quality Committee submitted to Council a proposal to develop a “Common Qualification and Certification Scheme” for surveyors. The proposal was discussed at C44 and the decision was that, for the time being, the proposal was not to be pursued. Since then, a number of requirements have been issued by Organisations imposing requirements for the qualification of surveyors, auditors, management, support staff (IMO Res. A.789, the EU Directive 2001/105, the ISM Code provisions, the MSC/Circ. 1074 relevant ISPS).

IACS has taken a positive approach defining Qualification specifications in the case of ISM auditors and ISPS auditors with PR10 and PR25. In other qualification fields, such as PR7, the IACS specifications are not as extensive.

QC20 decided to resubmit to Council the proposal of assigning a Working Group the task of developing a common training and qualification framework for surveyors and plan approval staff. QC produced a document for submission to Council at C48, which approved it and assigned the QC a new task: “To submit a final proposal concerning common qualification framework for personnel to Council prior to C49”. QC prepared a general framework and detailed proposal for C49, which agreed to require QC to develop Terms of Reference for the Working Group. QC prepared the Terms of Reference for the Working Group (RS, BV, DNV, RINA) which were approved by Council at C50.

2. Suggested contents of PR

According to Task Form A, approved by IACS Council, PR 7 should include:

- 1) Purpose of the training and qualification
- 2) Definitions: exclusive and non-exclusive surveyor, tutor, plan approval staff
- 3) Trainee entry requirements
- 4) Tutors' competency
- 5) Type and description of Modules (e.g. Modules may be subdivided for instance for Type of Qualification to be achieved, e.g. Plan approval engineer or Surveyor, Type of discipline, e.g. Hull, Machinery or Systems, Type of survey, e.g. Initial, Annual, Intermediate, Special, Type of ship, e.g. Passenger ships, Tankers, Gas or Chemical carriers, etc., Type of Certificate, e.g. Tonnage, SOLAS, MARPOL, etc. (see also IMO Res. A.789). duration of Modules (hours/days), etc.).
- 6) Modules necessary to achieve a specific Qualification.

- 7) Method of theoretical training (e.g. classroom teaching, self-training with aids (cd-roms), distance (internet) training, etc.)
- 8) Method of assessment at the end of each Module or at the end of the full Courses and criteria of assessment to pass Modules/Courses.
- 9) Criteria for surveys/approved designs under tutorship before qualification may be granted (training on the job).
- 10) Type of qualification to be granted to the person.
- 11) Method of assessment of training effectiveness (e.g. after one year of granting qualification, re-examination, monitoring, etc.)
- 12) Criteria adopted for maintenance of qualification (e.g every 5 years or when significant changes to the rules occur).

3. Scope and objectives

- 1) Development of the common training & qualification framework for exclusive and non-exclusive surveyors and plan approval staff;
- 2) Revision of IACS Procedural Requirement No. 7 (Procedure for Qualification and Training of Survey and Plan Approval Personnel) to include developed common training & qualification framework for exclusive and non-exclusive surveyors and plan approval staff

4. Points of discussions

The first Draft PR 7 was developed by the Working Group in July 2005 and the Draft was in compliance with Task Form A, approved by IACS Council.

When considering the prepared Draft within the Working Group RS, RINA and BV agreed the Draft, DNV mostly disagreed the Draft. DNV position was not to include types and descriptions of training Modules (see item 2.5). The Working group couldn't reach the agreement in respect of including the Modules into the Draft, although it was one of the main reasons for revision of the current PR7.

Taking into account distinctions in opinions Leader of the Working Group decided to submit for IACS QC member's consideration 2 different drafts:

1. Draft, approved by RS, RINA, BV, including Training Modules;
2. Draft, proposed by DNV and not including Training Modules.

After consideration of the two different drafts the majority of QC Members supported the draft proposed by DNV and it was used for further development.

After some corrections the Draft PR7 was agreed by Quality Committee Members at 24 QC Meeting and subsequently submitted by QC Chairman to IACS Council for approval.

5. GPG Review

At GPG, the draft PR was reviewed and further revised. Following were the points of discussion:

1. The uniform application of 1 Jan 06 proposed by the Quality Committee was obviously not workable. Considering the time anticipated for GPG/Council approval, for Members to incorporate the requirements of Rev. 5 into their training programs and the expectation that most Societies training schedules are on a calendar year basis, a new uniform application statement with an implementation date of 1 January 2007 was agreed.
2. The need to address "support staff" who assist in the performance of classification or statutory work but do not perform surveys or plan approval was agreed.
3. It was agreed that individual training was another way in which theoretical training could be obtained.
4. It was agreed that a trainee who attends modules not applicable to him or her need not be tested on that information if it is not relevant to the work to be performed.
5. The manner in which both surveyors and plan approval staff should demonstrate compliance with respect to practical training was further described.
6. Requirements for maintenance of qualifications, including verification at annual performance review, was further clarified.
7. GPG also discussed whether there should be other acceptable ways to achieve the necessary credentials necessary to be employed as survey and/or plan approval staff. For example, is it logical to exclude ex-Flag State Inspectors trained/qualified by the Flag Administration and having lengthy, practical experience from carrying out identical work working for a class society/RO simply because they do not have a college degree or did not graduate from a "marine or nautical institution"? No amendments to PR7 were agreed in this regard since this text conforms with IMO Assembly Resolution A.789(19). Instead, an amendment to Resolution A.789(19) to permit the use of such personnel will be pursued through IMO.

The revision was approved by GPG on 2 March 2006, 0256aIGd, and adopted by Council under 0256aICa of 21 March 2006.

Technical background

PR 7 (Rev. 5.1, May 2006)

(resulting from PR 17(Rev.2, May 2006))

1. Background

<p>Q/C Rec. No.4 For Revision 2 of PR 17</p>	<p>Require the inclusion of ISM procedures awareness in all new surveyors modular training.</p>	<p>GPG agreed. DNV informed that they provided training on ISM for all new surveyors. GPG did not object to making ISM training mandatory for new surveyors.</p> <p>GPG considered that this could be accomplished by adding a footnote to PR 7/section 6.1.2, 2nd bullet. See PR 7 (Rev.5.1, May 2006)</p>
---	---	---

2. Revision 5.1

Revision 5.1, the inclusion of a footnote to the 2nd bullet of section 6.1.2, "ships and offshore installations in operation" stating: *"To include basic principles on the ISM Code,"* resulted from a recommendation by the Quality Committee, when reviewing a revision of IACS PR 17 (see 4081clGo, 24 May 2006), to require ISM awareness training for Surveyors doing surveys after construction, which was supported by 3/4 majority of GPG and Council, with GL and LR dissenting.

All Members agreed that the footnote constitutes a mandatory requirement of the PR."

This revision applies to training carried out from 1 Jan 2007.

END

Technical Background to PR 9 (Rev.7)
(May 2005)

AHG/ISMC Task 2003-01

1. Objective:

Review and find impracticalities in applying PR 9, and to revise it as appropriate.

This task was initiated by the IACS AHG/ISMC.

2. Method:

1. Identify impracticalities in PR 9 considering the new ISM Code, Revised Guidelines on implementation of the ISM Code and MSC Circ. 1059 – MEPC Circ. 401.
2. Identify valid texts of the AHG/ISMC Positions Papers produced up to present.
3. Revise relevant procedures as appropriate.

3. Results

- 3.1 Same numbering with IMO Res.913(22) was adopted for easy reference.
- 3.2 Definitions and Procedures, duplicated from the ISM Code or IMO Res.913(22), were deleted for simplification.
- 3.3 Annexes 2 & 4 of ex-PR 9 were moved to IACS Rec.41(Auditor Guidance). GPG subject number 4081e.
- 3.4 Company/Ship Certification Scenarios were introduced in new Annexes 5 & 6.
- 3.5 The following paragraphs of ex-PR 9 were deleted:
 - Introduction: 3rd Para.
 - 2. Definitions: 2.1, 2.6~9, 2.12, 2.14, 2.16
 - 4.1 Document of Compliance: 4.1.3, 4.1.4
 - 4.2 Safety Management Certificate: 4.2.4
 - 4.3 Interim DOC & SMC: 4.3.2, 4.3.5(i)~(vi)
 - 5.3 Periodical Verification: 5.3.3, 5.3.4
 - 5.4 Renewal Verification: 5.4.1
 - 6.2 Executing the Audit: 6.2.7
- 3.6 The following were rearranged in Annexes:
 - "7. Company branch office verification" was rearranged in Annex I.
 - "10. Communications with Flag state..." was rearranged in Annex II, with addition of the new last Para.
 - "11. Port State Control" was rearranged in Annex III.

Prepared by the Permsec
May 2005 (s/n 4081d)

[Annex: Q/C review results.](#)

Annex. Q/C auditability review.

Date: 28 April 2005

To : The Chairman
cc : GPG Members
cc : Permanent Secretary

Subject: 4081dLRc - AHG/ISMC Task 2003-01: Revision of PR 9 (Rev.7)

1. Reference is made to IAb of 15 April 2005.
2. 6 societies have responded within the timeframe. 4 societies have no comments (RS/NK/DNV/BV)

2.1 LR's main concern regarding 'auditability' is the length and complexity of PR 9. Commenting that PR 24 was based on PR 9 but cleaned up to be in a more logical order and makes the assumption that the IACS members are now able to audit. This was not the assumption with PR 9 at the time which contains far too much detail now that we have done more than 100K audits between us. LR believes in the light of the work being done at the IMO on the ISM Code and the more advanced thinking we now have, the submitted revision should be accepted in its current form, but that it requires a total review within the next 12 months for format and style and to include any new technical content. A smaller concern is that auditors may have a problem with 3.1.4 which talks about short term certificates rather than the accepted 'Certificate of limited validity'. It is understood the term 'short term certificate' was rejected by IMO some time ago.

2.2. RINA have commented: "From the point of view of the text it would be advisable a revision of the PR by the relevant Group, because it seems that the number of revisions and of copy/paste from the Code have probably altered the scope of the PR. For instance, definition 1.1.9 is just copied from the Code referring to "a requirement of this Code".

3. The conclusion from QC is to accept the current revision but with a request for a further review inline with LR's and RINA's statements.

Yours faithfully,
Des Gutteridge
Chairman, IACS Quality Committee

* GPG decided that after Council adoption of Rev.7, the Statutory Panel be tasked to update PR 9 as suggested by the Q/C Chairman (4081dIGf, 3 May 2005).

TECHNICAL BACKGROUND

PR10 (Rev.5), PR10A (deleted) & PR25 (deleted), March 2009

Revision of PR10 and incorporation of PR25 to create a single set of requirements for the selection, training, qualification and authorisation of Marine Management Systems Auditors

Prior to the introduction of the ISPS Code, requirements for the training and authorisation of Maritime Security Auditors were developed and published as PR25. The intention was to provide “conversion” training to individuals who were already qualified as auditors and authorised to carry out ISM certification. As a result, theoretical and practical training for ISM and ISPS were carried out as completely separate exercises.

Eventually, the societies succeeded in qualifying most of their pre-existing ISM auditors for ISPS work, and the question arose as to how surveyors without any auditing qualifications were to be trained to audit against both Codes. The increasing incidence of combined ISM and ISPS audits also forced the societies to reconsider the practical training requirements in particular, and it became clear that a process that required full qualification for ISM before ISPS training could begin was no longer sustainable.

The ISM/ISPS Expert Group decided to combine PR10 and PR25 to create a single set of requirements governing the selection, training, qualification and authorisation of marine management systems auditors. At the same time, a fundamental review was undertaken, based on the societies’ accumulated experience to date, of all the existing requirements many of which had remained unaltered for several years.

The Expert Group believes that the resulting revised PR10 is a considerable improvement over the previous arrangements. It is much more concise, takes into account the present practical realities and provides flexibility in recognition of the very different circumstances faced by individual societies.

The following are the main changes that have been made:

1. Amalgamation of PR10 and PR25
2. Replacement of the very detailed, highly prescriptive teaching requirements in the previous versions of PR10 and PR25 with more broadly defined learning objectives
3. The introduction of options relating to the balance between theoretical and practical training
4. The introduction of options relating to the methods to be used in the delivery of theoretical training
5. Extensive revision of the practical training requirements
6. Simplification of the requirements for the maintenance of authorisation and update training
7. Simplification of the requirements for security clearance
8. The introduction of an option for ISM-only authorisation

15 January 2009

Submitted by Chairman EG/ISM-ISPS

Permanent Secretariat note (March 2009):

PR10 (Rev.5) was approved by GPG on 5 March 2009 (ref. 8629_IGk) with an implementation date of 1 July 2009.

In addition to the deletion of PR25, the deletion of PR10A was also agreed since it is made redundant by the completely revised PR10.

TECHNICAL BACKGROUND

PR10 (Rev.5), PR10A (deleted) & PR25 (deleted), March 2009

Revision of PR10 and incorporation of PR25 to create a single set of requirements for the selection, training, qualification and authorisation of Marine Management Systems Auditors

Prior to the introduction of the ISPS Code, requirements for the training and authorisation of Maritime Security Auditors were developed and published as PR25. The intention was to provide “conversion” training to individuals who were already qualified as auditors and authorised to carry out ISM certification. As a result, theoretical and practical training for ISM and ISPS were carried out as completely separate exercises.

Eventually, the societies succeeded in qualifying most of their pre-existing ISM auditors for ISPS work, and the question arose as to how surveyors without any auditing qualifications were to be trained to audit against both Codes. The increasing incidence of combined ISM and ISPS audits also forced the societies to reconsider the practical training requirements in particular, and it became clear that a process that required full qualification for ISM before ISPS training could begin was no longer sustainable.

The ISM/ISPS Expert Group decided to combine PR10 and PR25 to create a single set of requirements governing the selection, training, qualification and authorisation of marine management systems auditors. At the same time, a fundamental review was undertaken, based on the societies’ accumulated experience to date, of all the existing requirements many of which had remained unaltered for several years.

The Expert Group believes that the resulting revised PR10 is a considerable improvement over the previous arrangements. It is much more concise, takes into account the present practical realities and provides flexibility in recognition of the very different circumstances faced by individual societies.

The following are the main changes that have been made:

1. Amalgamation of PR10 and PR25
2. Replacement of the very detailed, highly prescriptive teaching requirements in the previous versions of PR10 and PR25 with more broadly defined learning objectives
3. The introduction of options relating to the balance between theoretical and practical training
4. The introduction of options relating to the methods to be used in the delivery of theoretical training
5. Extensive revision of the practical training requirements
6. Simplification of the requirements for the maintenance of authorisation and update training
7. Simplification of the requirements for security clearance
8. The introduction of an option for ISM-only authorisation

15 January 2009

Submitted by Chairman EG/ISM-ISPS

Permanent Secretariat note (March 2009):

PR10 (Rev.5) was approved by GPG on 5 March 2009 (ref. 8629_IGk) with an implementation date of 1 July 2009.

In addition to the deletion of PR25, the deletion of PR10A was also agreed since it is made redundant by the completely revised PR10.

Technical Background

Deletion of PR15 and PR26, March 2009

The Permanent Secretariat proposed to GPG 66 the deletion of the annual reporting of the numbers of ISM and ISPS certificates issued (covered by PRs 15 and 26, respectively). With the outsourcing of QSCS certification, these figures would no longer be of any interest to the Quality Secretary.

GPG concurred, 26 March 2009.

Technical background

PR 17 (Rev. 2, May 2006)

1. PR 17 has been revised with the view of improving its utility and effectiveness.

2. In undertaking this task, the following main factors have been taken into account:
 - the need of clarifying when the report on ISM failure is to be prepared and what is to be reported; and
 - the need of resolving any area preventing the achievement of the objective of the PR, that is intended to be the establishment of an efficient tool to be used by a Society for passing information on ISM failures to the organization (whether that be the same or different than the IACS Society classing the vessel) or the Administration issuing the SMC.

The above factors have been discussed taking also into consideration the perspective of, and including feed back from, surveyors (i.e., not qualified to carry out ISM audits).

Significant discussion took place as to the scope of application contained in paragraph 1.2 and the nature of, and need for specifying, the means by which a Member documents implementation of PR.17. The discussion is summarized in IGI, annexed.

3. Quality Committee audibility review – Q/C recommendations

	Q/C Recommendations	GPG decisions
Rec. 1	The PR is written from an auditor's point of view, while it needs to be applied by surveyors. It is recommended the PR and the QC's comments are reviewed by the <i>Survey Panel</i> to consider how surveyors could best apply the requirement to report onboard management system failures.	This reflects the QC perception that GPG did not subscribe to. However it is important that each society in their implementation ensure that the procedure is suitable for the surveyor. It should be noted that a surveyor did take part in the development of in the project team to ensure this issue. (ABS commented that it would have been advisable, had the revisions of PR 17 been reviewed by the Survey Panel)
Rec. 2	Require members to adopt a check-box approach in their reporting systems to alert the member's ISM central office where there is a potential ISM issue identified during the survey, supported by a communication from the surveyor to	GPG did not object to having a check box system, but as previously concluded by GPG, the practical solution should be left to each individual society.

	describe the issue.	
Rec. 3	The PR could be reduced to include Rec 2 and a short definition of when the check-box should be checked. This could be as simple as a question on all survey checklists, "Is there evidence of a long-term lack of onboard maintenance or a break down of the onboard management system?"	This is a solution that may be suitable, as is the case for REC 2, the practical solution should be left to each individual society.
Rec. 4	Require the inclusion of ISM procedures awareness in all new surveyors modular training.	GPG agreed. DNV informed that they provided training on ISM for all new surveyors. GPG did not object to making ISM training mandatory for new surveyors. GPG considered that this could be accomplished by adding a footnote to PR 7/section 6.1.2, 2nd bullet. See PR 7 (Rev.5.1, 2006)

Annex.

4081cIGi: Review of PR 17 (SP5010aPCo)

My IGh, 29 Nov, indicated that barring objection by Members by 6 December, revision of PR 17 and its TB circulated therewith would be approved by GPG. RIg, CCe, and NVh have commented (not objected), and BVf and GLd have objected, to my IGh. These messages are addressed below.

1. Laura's RIg proposed three modifications, for which I offer the following comments:

1.1 In order for paragraph 3.2 of PR.17 to indicate "Deficiencies reported under PR 17: Yes/No" as an "example", as requested by Laura, while maintaining the flexibility requested by NVf and LRg, I conclude that paragraph 3.2 is to read:

"The Society shall internally document implementation of PR.17, regardless if deficiencies have been found (for example "Deficiencies reported under PR 17: Yes/No")".

1.2 The proposal in item 1.2b of IGh takes into account that PR.17 places obligations:

a) on the IACS society classing the vessel to issue the PR.17 Report, when needed, regardless if the society is the ISM RO; and

b) on the ISM RO receiving the PR.17 Report, regardless if the ISM RO classes the vessel.

Laura's proposal to utilize the text in ABf ("*This procedure applies to the IACS member Society classing the ship*") does not cover scenario (b) and does not take into account that the PR applies to Members and Associates. I therefore conclude that item 1.2b of IGh ("*This procedure applies to all cases of IACS Members involvement in classing the ship and/or in issuing the SMC*") is to be retained.

1.3 I agree that the noted "Operational deficiencies" included as examples in the table at Annex 2 are security matters, are not relevant to PR.17 and conclude that they are to be deleted:

a) the words "*security drills*" in the penultimate bullet point; and

b) the last bullet point "*No access control to the ship*".

2. Mr. Mo's proposed clarification of PR.17 paragraph 3.1 in CCe ("*additional surveys relevant to Port State Control and Flag State Inspections*") is very logical as the Society needs to be onboard in order to apply PR.17. I therefore conclude that the CCe proposal is acceptable.

3. Arve's NVh agrees with the conclusions of IGh.

4. Klaus' GLg requests that paragraph 1.2 and 3.2 as submitted by the PT to the Panel be retained.

4.1 There was 2/3 majority support for the ABf/ABg proposal on paragraph 1.2 (KRf, RSd, NVg, RIf, CCe and BVe) which my IGh editorially revised, based on comments from LRf (supported by NKg and NVf) as repeated in item 1.2, above. I have not received any subsequent objections from LR, NK and DNV.

4.2 I note that the Panel deleted the PT's proposed paragraph 3.2 in its submission to GPG and that there was 2/3 majority support for the ABf/ABg proposal on paragraph 3.2 (KRf, RSd, NVg, RIf, CCe and BVe). Other than GL and BV, I have not received any subsequent objections to this text, but have received a preference to return to ABf/ABg as per item 1.2, above.

5. Claude's BVe suggests that GPG should refrain from improving (even editorially) the substance of proposals received from a Panel and that the revisions circulated by IGh substantially modify the Panel's proposal. In this regard, I offer the following comments:

5.1 Although paragraph 11.1.8 of the Procedures indicates that in general, GPG should not undertake in-depth technical discussions on the results achieved by the Panels, under Annex 4/2.4.2 of the IACS Procedures, the GPG review of proposed new/revised PRs should focus on whether:

- a) the procedures in Annex 4/2.1, 2.2 and 2.3 have been fulfilled;
- b) the PR is clear and capable of uniform application by all societies in practice,
- c) there are other political or policy ramifications pertaining to the PR which need be addressed by GPG/Council and, if so, development of a plan of action for doing so,

5.2 Attention to Annex 4/2.2, "*Contents and Text*" of a PR is noted and, in particular, GPG's review of the "*Scope of application*", "*Enforceability*" and "*Technical Integrity*" to achieve ..."*uniform application of the requirement by all IACS Societies*".

5.3 GPG discussion and my conclusions contained in items 1.2.a, b, c and e of my IGh fall under Annex 4/2.2, "*Contents and Text*" of a PR. Item 1.2.d was supported by 2/3 majority and was therefore taken onboard.

5.4 Based on the above sub-items, I do not consider that GPG's review/comments are to be limited to that indicated in BVe.

6. **Members are kindly requested** to advise their agreement/comment as to whether they either:

6.1 agree with item 5.4, above, and provide any objection to the conclusions drawn under items 1 and 2, above; or

6.2 agree with BVe, in which case the IGh version would be sent back to the Statutory Panel for discussion.

7. Comments to item 6, above, are requested by **16 December**.

Regards,
S.R. McIntyre
IACS GPG Chairman

Technical background

PR 18(Rev.1, April 2006)

The following modifications have been introduced in the present revision 1. of PR 18:

1. A Scope of Application section has been added to:
 - a. clarify that PR.18 does not apply to ships with interim certification; and
 - b. alleviate the "loophole" that currently exists in PR.18 for a change of flag (which allows for a lesser extent of audit for issuance of an interim SMC) occurring with a change of ISM RO (which requires a more extensive audit under PR.18) based on the principle that it is not appropriate to have more onerous requirements for transfer of ISM RO (without change of flag) than for a transfer of ISM RO (with a change of flag).
2. A new Section, Scope of Application, has been introduced in line with item 1.
3. DNV indicated that they could not accept PR.18 if it did not apply to interim DOCs/SMCs issued by the losing society because this would permit substandard operators to jump from one RO to an other and unduly continue their interim certification. GPG Chairman reasoned that the purpose of PR.18 is to restrict RO jumping and by excluding interim SMC's/DOC's from the scope of application PR.18's does not reduce its efficacy with respect to ships/Companies operating on interim certificates. The gaining RO is required to provide certification under the provisions of the ISM Code and therefore will need to review the interim SMC/DOC issued by the losing RO in order to their interim certificate which cannot exceed the expiration date of the interim certificate issued by the losing society.
4. Existing paragraph 2.1.1 iv) required that non-conformities (NCNs, which are not major non-conformities) documented by the losing Society shall be "completed" by the such a Society. However, according to the common understanding of the Societies, "completed" means that NCNs have to be closed out after the verification of the successful implementation of the relevant corrective action. As most of the Societies actually close out NCNs only upon the occasion of the next due audit on board, the losing Society, in order to fulfill the mentioned requirement, should have been requested to carry out an audit on board (additional audit) for closing out NCNs before the gaining society arrives on the scene. For this reason, the said paragraph was deleted as it would render the application of the PR almost impossible.

Approved 18 April 2006, 5030iICa.

TECHNICAL BACKGROUND

PR18 (Rev.2) & PR27 (deleted), January 2008

Merger and revision of PR 18 “*Transfer of Certification of Management Systems (TCMS)*” and PR 27 “*Transfer of ISPS Code Certification (TOSCA)*” leading to establishment of revised PR 18 renamed “*Transfer of Safety & Security Management Systems Certification*”

- 1) Procedural requirements 18 and 27 govern transfer of ISM and ISPS between IACS Members.
- 2) PR 18 and 27 are to a large degree similar in content and the Expert Group ISM/ISPS finds that one common PR can control transfer of both ISM and ISPS.
- 3) The majority of transfers include both ISM and ISPS certification. Having one PR simplifies this type of transfers.
- 4) A combined PR requires less resource to maintain and operate in each Society.
- 5) The changes made to the PR are mainly those required to support both ISM and ISPS.
- 6) Other changes have been made to simplify text.
- 7) One common form for Transfer of certification has been made.
- 8) The forms have been simplified by removing requirements to fill in information found on attached certificates.

Submitted by EG-ISM/ISPS Chairman, Øivind N. Bråten
20 July 2007

Endorsed by Statutory Panel
Statutory Panel Chairman
November 2007

Permanent Secretariat note (Jan 2008):

The combined PR was approved by GPG, following QC review, on 7 January 2008 (ref. 7716_IGc) with an application date of 1 July 2008.

PR 18 Rev.2 has been treated as a complete revision, with no associated underlined file.

PR 19 (Rev.3, 2004)
Technical Background

1. Objective

WP/SRC Task 94, – Part 2 - Procedural and Survey requirements for side shell frames in single side skin bulk carriers

(Task 94 : Surveyor Guidance for Assessment of Structural Conditions

Work Spec 2: With respect to the information presented and the issues raised in reference 3, consider, in addition to surveyor guidance, amendments to the close-up survey and thickness measurement requirements for side structure of bulk carriers which may be susceptible to the rapid corrosion mechanism reported in reference 3, with a view to establishing adequate survey requirements and surveyor guidance to ensure that such corrosion is identified and adequately and properly assessed in order that renewal/remediation decisions are made at the appropriate times; before the structure deteriorates too far.)

2. Revision

Add the following sentence at the end of PR19.para 2.2:

“Thickness measurements of structures in areas where close-up surveys are required shall be carried out simultaneously with the close-up surveys.”

3. Discussion

This text is a slight modification of the wording in para 2.4 of IACS Recommendation No. 77. At the recent April meeting of WP/SRC all members agreed to apply this principle to all vessels and not just to the hold frames of bulk carriers.

4. Others

Under this task, the following resolutions have also been amended:

- PR 20 (Rev.3, 2004)
- UR Z10.2(Rev.15, Dec 2003 concerning pitting/groove)
- UR Z10.2(Rev.16 Feb 2004 concerning Table 1 for close-up surveys of SS No.3

* * *

PR 20 (Rev.3, 2004)
Technical Background

1. Objective

WP/SRC Task 94, – Part 2 - Procedural and Survey requirements for side shell frames in single side skin bulk carriers

(Task 94 : Surveyor Guidance for Assessment of Structural Conditions

Work Spec 2: With respect to the information presented and the issues raised in reference 3, consider, in addition to surveyor guidance, amendments to the close-up survey and thickness measurement requirements for side structure of bulk carriers which may be susceptible to the rapid corrosion mechanism reported in reference 3, with a view to establishing adequate survey requirements and surveyor guidance to ensure that such corrosion is identified and adequately and properly assessed in order that renewal/remediation decisions are made at the appropriate times; before the structure deteriorates too far.)

2. Revision

Add the following sentence to PR 20.para 1:

On capesize bulk carriers the intermediate hull classification survey between 10 and 15 years of age is to be performed by two exclusive surveyors.
(definition of a capesize bulk carrier is 100000 dwt and over)

3. Discussion

This requirement has been proposed for capesize bulk carriers only in order to enhance the quality of the surveys by mandating attendance of two exclusive surveyors for this critical ship type earlier than the general requirement at the third Special Survey for ESP ships.

4. Others

Under this task, the following resolutions have also been amended:

- PR 19 (Rev.3, 2004)
- UR Z10.2(Rev.15, Dec 2003 concerning pitting/grove)
- UR Z10.2(Rev.16 Feb 2004 concerning Table 1 for close-up surveys of SS No.3

Technical Background

PR 20 Rev.3 Add.1 Procedural Requirement for certain ESP surveys

PR 20 Rev.3 was adopted on 30 June 2004. In his message 4072aIGf of 8 July the GPG Chairman sought members' views as to whether the requirement concerning capesize bulk carriers in paragraph 1 (the intermediate hull classification survey between 10 and 15 years of age being performed by two exclusive surveyors) is to be applicable to ships of both single side skin and double side skin construction.

On advice from WP/SRC, GPG concluded that it need only be applied to single side skin ships.

Permanent Secretariat, 20 August 2004.

Procedural Requirement for certain ESP Surveys

Survey Panel Task 33 – Amend PR20 to clearly define the Survey to be carried out by two (2) Surveyors and what can be verified by only one Surveyor.

Survey Panel Task 45 – Develop amendments to PR20 to address the two (2) Surveyor requirement for Dual Class Vessels

Technical Background

1. Objective

To amend the requirements of PR20 to address the survey panel tasks as described above.

2. Background

Task 33 and 45 were tasked by GPG at the request of Survey Panel members from DNV for Task 33 and IRS for Task 45 both due to non-conformances issues by audits.

3. Methodology of Work

Panel members discussed the proposed revisions through correspondence up to the Spring Panel meeting where final amendments were agreed upon for submittal to GPG.

4. Discussion

Panel member from ABS requested all members to verify that the proposed amendments for Task 33 were not in contradiction with the requirements of PR19.

The member from NK responded by stating that NK considers all TMs required in PR19 can be witnessed by one surveyor including TMs of hull structures subject to close-up surveys.

Two attending surveyors can share the areas where close-up surveys are required under the condition that they are onboard the ship simultaneously and consult with each other.

It is impracticable to simultaneously carry out close-up survey and TMs of the identical hull structure by two surveyors using a ladder, cherry picker or raft.

All members agreed with this reasoning and to the proposed amendments.

IRS proposed amendments regarding dual class vessels and PR20 was discussed in its entirety at the Survey Panel meeting in March 2006 and was unanimously agreed upon prior to the end of the meeting.

5. Implementation

The Survey Panel is of the view that the Members need 12 months from the adoption date to implement these amendments into their class rules/procedures. Assuming that GPG and Council approve the amendments, the Survey Panel would propose July 2007 as an implementation date.

GPG discussion

All Members who responded agreed to the draft revision of PR 20 and its TB, subject to the following:
in ABb, ABS proposed an editorial clarification to the last sentence of paragraph 2: "On dual class vessels, each of these Surveyors could be from the respective Society" replaced by "On dual class vessels, the requirement for two surveyors may be fulfilled by having one surveyor attend from each Society."
(5031iIGd)

QC Review

No comment (5031iQCa)

Adoption

BV proposed an editorial revision to the footnote to indicate that the changes introduced in Rev.4 are to be uniformly implemented for surveys commenced "on or after" 1 July 2007 rather than "from" 1 July 2007.

Adopted 5031iICb 31 May 2006

Technical Background

PR 20 (Rev.5) – November 2007

Survey Panel Task 1 – Annual Review of Implementation of IACS Resolutions

1. Objective

Revision to PR 20 based on comments received from the IACS-EC workshop.

2. Background

The Survey Panel was tasked to revisit the recent changes to PR20 Rev. 4, which were made by the IACS Survey Panel, by GPG due to the recent workshop held between IACS and the EC/ EMSA, where IACS agreed to task the Survey Panel to revise PR20 to avoid any misunderstandings about why, when and how the attendance of two surveyors is required and controlled.

3. Methodology of Work

Survey Panel members through correspondence and meetings.

4. Discussion

The Survey Panel Chairman, through correspondence, raise this issue under Survey Panel task 1 to members for their comments and suggestions, as to how to better explain, so that any misunderstanding regarding the intent of the PR were to be avoided. Although much discussion was carried out through correspondence, the Panel did not come to a conclusion to this issue until the Survey Panel meeting in September, where all members could discuss what changes would satisfy what the panel had been tasked to do.

Following the suggestion from the Panel member from RINA, the Panel agreed that the objective of the PR needed to be explained before any further actions could be taken, which is laid out in the opening paragraph of PR20, which giving the details of why, as requested by EMSA.

The Panel then decided that the word "jointly" in paragraph 2 be replaced with "...at the same time..." which better explains the when, as requested by EMSA.

The Panel then agreed that paragraph 3 be amended to better explain the extent of the surveys being carried out at the same time.

Finally, paragraph 6 was created to state that the onboard attendance as required by PR 20 should be documented according to the procedures of each society, as each society records surveyor time during attendances differently.

Submitted by Survey Panel Chairman
21 September 2007

Permanent Secretariat note (December 2007):

Following their review the Quality Committee proposed the deletion of the last two sentences of Clause 3 of the revised PR since they appeared "to be superfluous and contradictory to the contents of Clause 6".

During GPG discussion LR had already proposed the deletion of the last sentence of Clause 3 since they considered it to be "a loophole encouraging non compliance with the good intentions behind this PR".

GPG members agreed by $\frac{3}{4}$ majority, although GL, NK and DNV had comments, to delete the last sentence of Clause 3 -

Having the name of all the attending Surveyors on the survey report, and the report being signed by one Surveyor on behalf of the other attending Surveyors would be acceptable if permitted by the Societies procedures.

- as proposed by the QC and LR, but did not agree to delete the second to last sentence of Clause 3.

PR20 (Rev.5) was approved on 23 November 2007 (ref. 7513eIGm) with an implementation date of 1 January 2008.

Technical Background - PR 23 Rev.1 (Dec. 2004)

1. Objective

To develop an on-line database and internet protocol for Members' use.

2. Background

2.1 Paragraph 8.2.17 of the C44 (5-7 Dec 2001) minutes reads: As a result of further discussion (the 1st Quality Management Review), it was agreed to put a list of TM companies approved by Members on IACS website, and to task the Perm Sec to produce a procedure. C 44 FUA 28 further tasked Permsec to develop a database.

2.2 The list of approved TM firms, in an Excel spread sheet, has been posted on the IACS web site since June 2002.

2.3 A real database was finally developed by the company called "Linear Blue" and posted on www.iacs-system.org.uk on 24 November 2004. Permsec prepared detailed instructions on on-line reporting (internet protocol).

The database and the internet protocol were tested by the reporting staff of each Member Society.

2.4 PR 23 needs be revised incorporating the so-developed protocol as an annex. This revision does not require an auditability review by the Quality Committee as the development of a database was already envisaged in the first issue of PR 23. The PR 23 requirement, which is subject to the quality audit, remains unchanged, that is paragraph 2.3: Members are, whenever a change to approval status occurs, to update the record of the internet database within 5 working days of such occurrences.

3. Others

3.1 The internet communication protocol (now Annex 1 to PR 23) can be amended by the Permanent Secretary as found necessary, not in accordance with the normal revision procedure. So is it written at the end of Annex 1. PR23(Rev.1) is posted on the IACS web site, and Annex 1 is intentionally left blank as it is not suitable for public view.

3.2 On 16 December 2004, the database was launched with a set of real up-to-date data. Permsec keeps the on-line database (with Members' manual e-mail reporting) until 18 January 2005 and checks the functionality of the database with "real data".

3.3 On 19 January 2005, Members are invited to keep the on-line database up-to-date in accordance with the internet protocol. Permsec issues secret passwords to Members individually. Members start updating the database.

Hence, 19 Jan 2005 is the implementation date.

Technical Background

PR 24 Rev.4 Procedural Requirements for ISPS Code Certification

Discussions within AHG/RSO revealed differences in implementation procedure among members of IACS in survey or confirmation of the installation of Ship Security Alert Systems (SSAS) required by SOLAS Chap.XI-2, Reg. 6.

SSAS were only required to be installed on existing ships no later than the first survey of the radio installation after 1 July 2004 or 1 July 2006, depending on the ship type, so that during the shipboard audit before entry into force on 1 July 2004, an ISPS auditor could not survey or confirm the status.

Some members considered that verification should be done in conjunction with the radio survey, others that it was purely an RSO matter. The problem is exacerbated when the RSO is different from the RO of the radio survey of the ship.

The AHG's discussions were brought to the attention of GPG by KR in 4083aKRa of 9 July 2004 and continued in both forums. GPG approved amendments which made a distinction between SSAS depending on input from other navigation/radio equipment and devices which were self-contained.

Rev.4 was approved by GPG on 21 November 2004 per 4083aIGn.

The amendments are straightforward and were not considered to need review by the QC.

Permanent Secretariat, 30 November 2004.

Technical Background (TB)

PR 24 (Rev.5, May 2005)

Procedural Requirements for ISPS Code Certification

The draft Rev 5 was a general revision by AHG/RSO as a result of experience in implementation and was submitted to GPG by 4083cIAa of 7 January.

GPG discussion

In correspondence, GPG introduced some further amendments to the main body of the PR, as summarised in 4083cIGd of 13 February. Additional editorial changes to 2.24 were submitted by the Permanent Secretariat.

No agreement was reached in correspondence regarding the text of Appendix 1 which addresses the issue of an Interim ISSC. The alternative proposals regarding para 2.3 and an addition as 2.5 were as shown, in square brackets, and were put to GPG 58 for a decision.

[2.3 At least one drill specified in the SSP has been carried out and any corrective action identified has been implemented.] (AHG text)

[2.3 At least one drill specified in the SSP has been either carried out or planned by the SSO/CSO before the ship's departure] (RId, supported CCc, NKd, RSb, BVe, GLe; opposed LRg, ABf, NVf).

[2.3 At least one drill specified in the SSP has been carried out.] (LRg, supported ABf, NVf; opposed CCc, NKd, BVe, GLe)

[2.5 Training of the master, the SSO and other ship's personnel with specific security duties has been carried out.] (RId, supported RSb (in principle, see below); opposed LRg)

[2.5 The master, the SSO and other ship's personnel have been familiarised with specific security duties.] (RSb, no explicit support)

The key question was that some members thought that requiring drills to have been done, and any corrective action implemented, before the issue of an interim certificate was going beyond the requirements of the Code. LR, in particular, thought that audits should be of what had been done, not what may be done in the future. Noting that the Code requirements for the issuance of an interim certificate were simply that arrangements for drills have been established, ABS changed its vote, giving a majority for the text "2.3 At least one drill specified in the SSP has been either carried out or planned by the SSO/CSO before the ship's departure."

It was agreed that the proposed new para 2.5 duplicated para 1.1. and it was dropped.

GPG 58 thus approved the text to be submitted to Council.

Notes:

1. GPG, when reviewing the proposed revision of REC 81 "Guidance on the ISPS Code for Maritime Security Auditors", agreed that a new sub-paragraph 1.4

should be introduced and new Annex 1 included. Note that ISM (company and ship) certification scenarios, similar to Annex 1 to PR 24, are also detailed in Annex 5 and Annex 6 to PR 9 (Rev.7).

2. GPG 58 (March 2005) concurred in the Statutory Panel's view that Recommendation No.81 "Guidance on the ISPS Code" had outlived its usefulness and could be deleted.

3. The Quality Committee expressed some concerns on the lack of IACS auditor's security clearance (4083cLRi, 5 May 2005). However, Q/C advised that Rev.5 could be issued and their concerns as well as their proposed amendments to PR 24 be addressed by relevant Panel for further revision of PR 24.

Permanent Secretariat, 7 January 2005, 21 April 2005. and 6 May 2005.

Technical Background

PR 25 Rev.3

Procedure for training and qualification of maritime security auditors

Revision by AHG/RSO to take account of the entry into force of the ISPS Code on 1 July 2004 by deleting the interim arrangements for certification.

GPG discussion

Amendments in para 8.3 as per 5009_ABa.

Approved by GPG 30 January 2005, 5009_IGb.

Council

Adopted by Council 3 April 2005, 5009_ICb.

Permanent Secretariat, 12 January, 11 March 2005, 13 April 2005.

PR 25: Procedure for Training and Qualification of Maritime Security Auditors

(Revision 4 Apr 2006), Technical Background

Amended by Statutory Panel to allow combined ISM and ISPS theoretical courses with the view of providing a more cohesive training and to avoid the problems that can sometimes arise when there is a long interval between the two present courses.

This would permit Member Societies to run a single theoretical course for ISM and ISPS, but would still ensure that candidates had qualified as ISM auditors before undertaking the practical training required to become ISPS auditors. Also, it would represent a considerable saving in costs without jeopardizing the cumulative nature of the training.

Moreover, paragraph 7 has been amended to better clarify the minimum practical training required.

GPG

Approved by GPG 2 March 2006, 5030hIGb

Quality Committee

Reviewed by QC, no comment, 7 April 2006, 5030hQCa.

TECHNICAL BACKGROUND

PR10 (Rev.5), PR10A (deleted) & PR25 (deleted), March 2009

Revision of PR10 and incorporation of PR25 to create a single set of requirements for the selection, training, qualification and authorisation of Marine Management Systems Auditors

Prior to the introduction of the ISPS Code, requirements for the training and authorisation of Maritime Security Auditors were developed and published as PR25. The intention was to provide “conversion” training to individuals who were already qualified as auditors and authorised to carry out ISM certification. As a result, theoretical and practical training for ISM and ISPS were carried out as completely separate exercises.

Eventually, the societies succeeded in qualifying most of their pre-existing ISM auditors for ISPS work, and the question arose as to how surveyors without any auditing qualifications were to be trained to audit against both Codes. The increasing incidence of combined ISM and ISPS audits also forced the societies to reconsider the practical training requirements in particular, and it became clear that a process that required full qualification for ISM before ISPS training could begin was no longer sustainable.

The ISM/ISPS Expert Group decided to combine PR10 and PR25 to create a single set of requirements governing the selection, training, qualification and authorisation of marine management systems auditors. At the same time, a fundamental review was undertaken, based on the societies’ accumulated experience to date, of all the existing requirements many of which had remained unaltered for several years.

The Expert Group believes that the resulting revised PR10 is a considerable improvement over the previous arrangements. It is much more concise, takes into account the present practical realities and provides flexibility in recognition of the very different circumstances faced by individual societies.

The following are the main changes that have been made:

1. Amalgamation of PR10 and PR25
2. Replacement of the very detailed, highly prescriptive teaching requirements in the previous versions of PR10 and PR25 with more broadly defined learning objectives
3. The introduction of options relating to the balance between theoretical and practical training
4. The introduction of options relating to the methods to be used in the delivery of theoretical training
5. Extensive revision of the practical training requirements
6. Simplification of the requirements for the maintenance of authorisation and update training
7. Simplification of the requirements for security clearance
8. The introduction of an option for ISM-only authorisation

15 January 2009

Submitted by Chairman EG/ISM-ISPS

Permanent Secretariat note (March 2009):

PR10 (Rev.5) was approved by GPG on 5 March 2009 (ref. 8629_IGk) with an implementation date of 1 July 2009.

In addition to the deletion of PR25, the deletion of PR10A was also agreed since it is made redundant by the completely revised PR10.

Technical Background

Deletion of PR15 and PR26, March 2009

The Permanent Secretariat proposed to GPG 66 the deletion of the annual reporting of the numbers of ISM and ISPS certificates issued (covered by PRs 15 and 26, respectively). With the outsourcing of QSCS certification, these figures would no longer be of any interest to the Quality Secretary.

GPG concurred, 26 March 2009.

Technical Background

PR 27 Transfer of ISPS Code Certification (TOSCA)

This is the outcome of AHG/RSO Task 2003-06 *Development of PR XX Transfer of Security Certification (TOSCA)*, subject number 3025m.

The text drafted by the AHG was based on PR 18 for ISM Certification.

Following initial approval by GPG, remarks by the QC were referred to AHG and amendments submitted by the AHG Chairman approved by GPG in 3025mIGf of 28 August 2004.

Permanent Secretariat, 1 September 2004.

Technical Background

PR 27 Rev.1

Transfer of ISPS Code Certification (TOSCA)

Revision by AHG/RSO to include requirements to inform the flag Administration.

In section 4.1, it increases the time allowed to respond to the request for information from two working days to three.

GPG discussion

Prompted by a request from the Marshall Islands, the requirement to initially inform the flag Administration was brought forward to being on receipt of the request from the company for the transfer.

Approved by GPG, 30 January 2005, 5010_IGb.

Permanent Secretariat, 12 January, 11 March 2005.

TECHNICAL BACKGROUND

PR18 (Rev.2) & PR27 (deleted), January 2008

Merger and revision of PR 18 “*Transfer of Certification of Management Systems (TCMS)*” and PR 27 “*Transfer of ISPS Code Certification (TOSCA)*” leading to establishment of revised PR 18 renamed “*Transfer of Safety & Security Management Systems Certification*”

- 1) Procedural requirements 18 and 27 govern transfer of ISM and ISPS between IACS Members.
- 2) PR 18 and 27 are to a large degree similar in content and the Expert Group ISM/ISPS finds that one common PR can control transfer of both ISM and ISPS.
- 3) The majority of transfers include both ISM and ISPS certification. Having one PR simplifies this type of transfers.
- 4) A combined PR requires less resource to maintain and operate in each Society.
- 5) The changes made to the PR are mainly those required to support both ISM and ISPS.
- 6) Other changes have been made to simplify text.
- 7) One common form for Transfer of certification has been made.
- 8) The forms have been simplified by removing requirements to fill in information found on attached certificates.

Submitted by EG-ISM/ISPS Chairman, Øivind N. Bråten
20 July 2007

Endorsed by Statutory Panel
Statutory Panel Chairman
November 2007

Permanent Secretariat note (Jan 2008):

The combined PR was approved by GPG, following QC review, on 7 January 2008 (ref. 7716_IGc) with an application date of 1 July 2008.

PR 18 Rev.2 has been treated as a complete revision, with no associated underlined file.

Technical Background

PR 28 Procedure for Change of Flag (New, April 2005)

WP/SRC Task 112 set by GPG under 3090_IGa of 4/11 July 2003, to prepare a common IACS survey standard for Change of Flag by adoption of a new Procedural Requirement that defines procedures and minimum survey criteria / extent of survey to be applied in case of Change of Flag

A draft PR was submitted by the WP to GPG under 3090_NVc of 29 March 2004. It was stated that the draft largely reflected current practice and had been agreed unanimously by the WP.

GPG made some, largely editorial, amendments and it was sent to QC for review by 3090_IAc of 27 April.

QC initial response (4 June) stated:

"For other statutory certificates not listed above the scope of survey shall be defined to the discretion of the Member Society."

If the Member is given the discretion to define the survey scope this opens up the possibility that the Society may not define ANY scope, therefore:-

- a) this aspect is not auditable or only auditable with a high degree of variance and*
- b) under the QSCS Clause 5.2 - failure to determine customer requirements - vis new Flag's requirements- might result in an NC being raised (and/or under Clause 7.2.1) and*
- c) under the QSCS Clause 7.5.1 b) an Observation (at least) if there is no clear Work Instruction - which could lead to an N.C. if a Flag is consequently dissatisfied with the "discretion" exercised by the Society.*

QC stated other comments would follow, in the meantime GPG reacted to the initial comment by adopting the amendment that the scope of survey is to be at least that of the relevant annual survey.

QC sent further comments in August:

A change in section 3.2 from 'Interim SMC-Audit if Change of Company otherwise as defined in 3.1' to 'Interim DOC-Audit and Interim SMC-Audit if Change of Company otherwise as defined in 3.1'.

The request is due to the new company's SMS will not be the same as previous Company's SMS.

Considerable GPG discussion on the later QC comment did not reach agreement on amended text and the task was put back to the WP by 3090_IAh of 11 October, forwarding IGI of the same date. The WP was instructed to consult AHG/ISM and AHG/RSO as necessary.

WP/SRC thus took back Task 112 and prepared a revised draft PR 28 during the Annual Meeting, submitting to GPG 3 November (assigned the subject number 4072fNVa by the Permanent Secretariat)

The WP stated that the GPG correspondence was reviewed and the latest draft PR 28 prepared by ABS was used as a basis for its discussion and drafting with due consideration to the proposals in GPG by NK and other members. The following draft amendments were proposed.

The existing paragraph 3 is moved to new paragraph 1.3 in order to avoid any misunderstandings about the scope of surveys.

A note on specific requirements of the Flag State Administration was considered necessary and has been introduced at the end of paragraph 3.1.2.

The existing paragraphs 3.1.3/3.2.3 are considered superfluous, since paragraph 3.1.7/3.2.7 are proposed moved to 3.1.3/3.2.3.

For the case of change of flag and change of owner (paragraph 3.2.2 there were different opinions on the scope of survey required for SOLAS Safety Equipment. However, the members agreed finally to specify Renewal Survey with the following Note: "Testing of items required for Renewal Survey may be specially considered"

GPG discussion

NK pointed out in 4072fNKA that sections 3.1 and 3.2 which dealt with change of flag without/with also change of company (owner or operator) respectively were in practice virtually identical and considered that the difference between 3.1 and 3.2 should be eliminated. Accordingly the section 3 should be simplified by merging two texts without any difference. Following further editorial amendments GPG approved the text on 4 December 2004. It was not considered necessary to refer it back to the QC.

Initial Council discussion and referral to Survey Panel

The draft was submitted to Council 13 January 2005, where inconsistencies pertaining to the cases of change of flag from HSSC flag to non-HSSC flag and vice versa led to its not being adopted. The Survey Panel was tasked to amend PR28 to include requirements for HSSC to non-HSSC. At its inaugural meeting, the Panel amended the draft PR using a LR draft with comments as follows:

- a. Amended wording in 2.3, referencing requirements for issuance of non-HSSC certificates.
- b. Section 3.2 and included Table were amended to better explain the requirements for issuance of new certificates.
- c. Section 3.4 amended to reflect requirements for issuance of new certificates.

The Panel unanimously agreed the amended text which was approved by GPG 58 for resubmission to Council.

Permanent Secretariat, 13 January 2005 and 11 April 2005.

PR 28 Rev 1 and IG 3 Rev 4
Technical Background

Survey Panel Task 35 – Amend PR28 and Internal Guideline No.3(in the context of PR12) to reflect the entry into force of MARPOL Annex IV and Annex VI

1. Objective

Amend PR28 and Internal Guideline No.3 (in the context of PR12) to reflect the entry into force of MARPOL Annex IV and Annex VI.

2. Background

Due to the entry into force of MARPOL Annex IV and Annex VI, the GPG member from DNV requested that the necessary IACS PRs be updated to reflect these Annexes.

3. Methodology of Work

Panel members discussed the proposed revisions through correspondence up to the Spring Panel meeting where final amendments were discussed and agreed to send the proposed amendments to the Statutory Panel for comments and approval, for further submittal to GPG

4. Discussion

The Survey Panel Chairman proposed amendments to PR28 and IG No.3 for the Panel to consider for further consideration by the Statutory Panel.

Survey Panel members commented as follows:

BV Panel member suggested to add to IG No.3 Marpol Annex IV
Lack of procedures addressing navigation in SOx Emission Control Areas
Lack of procedures addressing the operation of the incinerator, where applicable.

NK Panel member suggested to add to IG No.3 Marpol Annex IV
▪ A sewage treatment plant is not type approved in accordance with the standards and test methods developed by the Organization.

After the Survey Panel comments were made and agreed upon, the Statutory Panel had further comments as follows:

For Marpol Annex IV add another line for “A pipeline for the discharge of sewage to a reception facility, fitted with a standard shore connection is not fitted

And for Marpol Annex VI add another line for “Lack of bunker delivery notes, or relevant documentation in the event the supplier did not provide a bunker delivery note.

After these comments were made from the Statutory Panel, the Survey Panel carried out a final review and unanimously agreed to the final amendments.

5. Implementation

GPG and Council agreed that the implementation date should be 1 October 2006.

PR 29 (New, May 2004)
Technical Background

1. Objective

To define, for clarity and uniform understanding, the wording “contracted for construction” in a Procedural Requirement.

2. Background

- 2.1 Council 47 (June 2003) found it necessary to have a uniform understanding of the expression “contracted for construction”, the date when a contract between the shipyard and the owner is signed.
- 2.2 Council 48 (December 2003) continued the discussion on the implementation of UR S25. Further discussion by correspondence followed (C48 FUA 55).

3. Decisions made by Council

- 3.1 The date of contract for construction is defined. PR 29.1 refers.
- 3.2 Due to inconsistencies in IACS Members implementing UR S25 to “sister ships”, Council defined “sister ships” in the context of “contract for construction”. PR 29.2 refers.
- 3.3 Cases where a contract for construction is later altered are addressed in PR 29.3.

- 4. Council unanimously approved PR 29 on 26 May 2004 (s/n 4012).

PR 29(Rev.3, Jan 2007)
Technical Background

1. Objective

To clarify that CSR should be applied to cases, for example, where the ship type is changed from container ship to product tanker.

2. Discussions

2.1 It was agreed that the ships for which the ship type is changed from "containership" to "product tanker" should not be considered "sister ships" of the "containerships" under the original contract and that the date of contract for construction for the "product tankers" is the date on which the contract between builder and owner was amended changing their type. If that date is on/after 1 April 2006, they should be subject to the IACS CSR for Oil Tankers.

2.2 It needs to be implemented with immediate effect, as this is a clarification.

2.3 GL's proposal to deal with a similar case, as described below, was not agreed.

*In specific cases where the owner contracts a **design** and class approval of a vessel or series of vessels without involving a shipyard in this stage, the date of contract for design will be considered as the date of contract for construction if the contract to build the vessels is exercised not later than 2 years after the contract for design.*

3. Conclusions

Approved with immediate effect, 5 Jan 2007 (4024tlCw).

Submitted by IACS Permanent Secretariat

11 Jan 2007

Technical Background (internal)

PR 29(Rev.4, June 2007)

Definition of date of "contract for construction"

1. Objective

With respect to 'design alterations', which are subject to classification requirements, introduced into one or more vessels of a series of vessels under a single contract for construction, amend PR 29 to only require such 'design alterations' to comply with classification requirements which have come into effect since the date of contract for construction of the series, instead of changing the date of contract for construction for the entire vessel or vessels. That is, amend PR 29 to allow the rest of the vessel to comply with classification requirements in force as of the date of the contract for construction.

2. Discussions

2.1 Revision 3 of PR 29 stated that "For the purpose of this Procedural Requirement, a "series of sister vessels" is a series of vessels built to the same approved plans for classification purposes, under a single contract for construction", and Note 3 of the PR read: "3. Sister vessels may have minor design alterations provided such alterations do not affect matters related to classification."

2.2 This implied that any ship or ships of a "series of sister vessels" which incorporate design alterations which are subject to classification requirements would be required to have a different "date of contract for construction" than the other vessels in the series and would, thereby, have to comply with ALL the classification requirements in effect for ships with that "date of contract for construction".

2.3 Members were encountering cases of "series of sister vessels...under a single contract for construction" in which "design alterations", which are subject to classification Rule requirements, were being proposed for one or more of the vessels in the series, but with limited or localized effect with respect to classification requirements.

2.3.1 Such cases might involve additions or modifications of individual pieces of equipment or systems which would result in changes to some of the "...approved plans for classification purposes.....", but which would not change the vessel's hull structural design (except locally to accommodate the different equipment or systems), or other systems which are subject to classification requirements.

2.3.2 Council concluded that in such cases it was unreasonable, impracticable and inappropriate to require that the "date of contract for construction", and associated classification requirements, for the modified vessels be changed with respect to aspects of the original design which were NOT being modified.

2.3.3 Council therefore agreed (ref: 7546_ICb, 12 April 2007) that PR 29 be interpreted, and amended, to only require the alterations from the original design to comply with classification requirements/amendments which have come into effect since the "date of

contract for construction" of the "series", rather than changing the date of contract for construction for the entire vessel or vessels.

2.4 In deciding on the amended text of Revision 4, Council, considered

2.4.1 a proposal to limit the scope of the revision to only apply to "minor design alterations", but concluded that the principles involved applied regardless of the number or extent of design alterations introduced;

2.4.2 whether to retain the definition of a series of "sister" vessels within the revised PR but concluded that it was not practicable or necessary to do so since vessels in a series under a single contract would no longer all have to be "...built to the same approved plans for classification purposes...";

2.4.3 several proposals with respect to the date to be associated with the design alterations for purposes of determining which classification requirements to apply to the design alterations.

2.5 Having conducted the auditability review of the draft revision, the Quality Committee suggested that the opening phrase "Unless specified otherwise" in the PR be deleted or provided with clear and precise explanation as to what the circumstances and process would be if the caveat were to be used since the QC considered that such phrase leaves the door open for the PR to not be followed. Council considered the suggestion and decided to delete the opening phrase.

3. Conclusions

After several rounds of correspondence, Revision 4 was unanimously agreed by Council, with immediate effect, 21 June 2007 (ref: 7546_ICf).

Technical Background (external)

PR 29(Rev.4, June 2007)

Definition of date of “contract for construction”

1. Objective

With respect to ‘design alterations’, which are subject to classification requirements, introduced into one or more vessels of a series of vessels under a single contract for construction, amend PR 29 to only require such ‘design alterations’ to comply with classification requirements which have come into effect since the date of contract for construction of the series, instead of changing the date of contract for construction for the entire vessel or vessels. That is, amend PR 29 to allow the rest of the vessel to comply with classification requirements in force as of the date of the contract for construction.

2. Discussions

2.1 Revision 3 of PR 29 stated that "For the purpose of this Procedural Requirement, a “series of sister vessels” is a series of vessels built to the same approved plans for classification purposes, under a single contract for construction", and Note 3 of the PR read: "3. Sister vessels may have minor design alterations provided such alterations do not affect matters related to classification."

2.2 This implied that any ship or ships of a “series of sister vessels” which incorporate design alterations which are subject to classification requirements would be required to have a different “date of contract for construction” than the other vessels in the series and would, thereby, have to comply with ALL the classification requirements in effect for ships with that “date of contract for construction”.

2.3 Members were encountering cases of "series of sister vessels...under a single contract for construction" in which "design alterations", which are subject to classification Rule requirements, were being proposed for one or more of the vessels in the series, but with limited or localized effect with respect to classification requirements.

2.3.1 Such cases might involve additions or modifications of individual pieces of equipment or systems which would result in changes to some of the "...approved plans for classification purposes.....", but which would not change the vessel’s hull structural design (except locally to accommodate the different equipment or systems), or other systems which are subject to classification requirements.

2.3.2 Council concluded that in such cases it was unreasonable, impracticable and inappropriate to require that the "date of contract for construction", and associated classification requirements, for the modified vessels be changed with respect to aspects of the original design which were NOT being modified.

2.3.3 Council therefore agreed that PR 29 be amended, to only require the alterations from the original design to comply with classification requirements/amendments which have come into effect since the "date of contract for construction" of the "series", rather than changing the date of contract for construction for the entire vessel or vessels.

2.4 In addition, to improve the auditability of the PR the opening phrase “Unless specified otherwise” was deleted.

3. Conclusions

Revision 4 was unanimously agreed by Council, with immediate effect, 21 June 2007.

Technical Background (TB)

New PR 31

Additional measures to ensure mandatory application of IACS Unified Interpretations

1. Scope and objectives:

1.1 GPG 59/FUA 38-2 requested GPG to "consider undertaking the SG/MIRIP recommendation 11, which states: "..., the value of inclusion of the need to apply IACS UIs in the contract for request for services was recognised as a legal basis for imposing mandatory application of IACS UIs".

1.2 Further, GPG 59/FUA 38-3 invited LR to investigate the possibility of EG/LAW providing Members with a model clause in the contract requiring IACS UIs to be complied with.

1.3 IACS Procedures already require Members and Associates to apply Unified Interpretations to ships whose flag Administrations have not issued definite instructions on the interpretation of the Regulations concerned; however, development of a Procedural Requirement providing additional measures to ensure mandatory application of IACS Unified Interpretations strengthens this commitment.

2. GPG Discussion:

2.1 GPG agreed to undertake the development of an IACS PR requiring that IACS Societies apply IACS UIs as mandatory requirements by including in their contracts for services for new construction or major conversion a requirement to the effect that "When undertaking design and construction of a ship, in addition to complying with all classification and statutory requirements, IACS Unified Interpretations relevant to the ship are also to be complied with, unless the flag instructs otherwise with respect to particular interpretations", or other equivalent means having the same effect.

2.2 In order to accommodate some Societies' practice of incorporating all IACS UIs as classification requirements in their class Rules, the text of the PR needs to state the requirement but accept that it may be accomplished by various means or options (e.g. clause in contract for services, requirement in class Rules, incorporation of UIs directly into Rules, etc.)

2.3 A number of variations and suggested texts were offered as a standard/model clause for inclusion in Members contract for services. It was concluded that the choice of specific text should be left to each Society adopting this option for complying with the proposed PR, rather than trying to find a model text acceptable to all.

2.4 Several Members indicated a desire to require compliance with UIs "as published on the IACS website"; however, this suggestion was not supported by 2/3 majority since the information on the IACS website changes and cannot be reconstructed to a particular date once changes have been made and also that the failure, for whatever reason, to post a UI on the IACS website should not vacate its application.

2.5 RINA proposed adding a Forward to the PR, based on Annex 4.3 of the IACS Procedures, in order to better explain to external parties the mandatory nature of UIs as declared in the IACS Procedures. However, Members agreed that it would be more effective and appropriate to include an explanation regarding IACS UIs for the information of external parties in the section of the IACS Blue Book (and website) on IACS UIs.

2.6 Since it may take some time for Societies to implement this PR, depending upon which method they choose, GPG did not specify a date of implementation, leaving this decision to IACS Council.

3. Decision by Voting:

3.1 The text proposed for the PR was supported by seven Members, which provides the necessary 2/3 majority.

3.2 Two additional Members (CCS and RINA) supported a revised version of the PR submitted by CCS which refers to the UIs' Foreword in the IACS Blue Book rather than to the IACS Procedures. Since it is the IACS Procedures that mandate compliance with the UIs, not the "Foreword", Chairman concluded that it was appropriate to retain the original wording which the majority had accepted.

4. Additional GPG Discussion:

4.1 GPG 60, responding to QC comments following its review (4214_QCa, 24 Feb 2006), concluded that a footnote be added regarding retroactive application. GPG also clarified the application date, setting it as 12 months after adoption by Council.

Subject no. 4214_

Permanent Secretariat Note (October 2006):

Following further review by the QC (4214_QCb, 6 Sept 2006) the word 'directly' was removed from section 1) of the PR to avoid implying that the UI must be included verbatim, since it would be equally acceptable if the UI was included in an equivalent manner (see IACS Procedures, Annex 4.3, 1.1).

The new PR was approved, with a small editorial change, by Council on 17 October 2006 (4214_ICa).

IACS PR 32 (Rev.1, May 2008)

- Technical Background -

1. Development

- 1 The Brussels Council meeting (April 2007) had requested the SG/CSR to draft a plan for an effective management structure to take the CSR forward. Dr Tikka had led this and introduced the proposals by commenting that IACS seemed to have lost the confidence of some parts of the industry in the maintenance of the CSR.
 - Principally, RCP and Corrigenda have lost the confidence of shipowners as most seem to have resulted in a reduction of scantlings.
 - Some, presented as Corrigenda, are actually Rule changes as they impact on the scantlings.
 - There is no proper feedback loop to the Technical Committees on their comments.
 - There are no proper procedures to deal with Industry Associations.
 - The PTs had been working very hard but the instructions given to them were not clear. They have a Rule development, rather than a Rule maintenance, mentality – Rules should not be changed every time.
- 2 Council (Beijing, June 2007) at its 55th meeting decided that the existing CSR maintenance structure should be enhanced to solve the identified problems, thereby increasing credibility of the CSRs. Council also introduced a new program for CSR future development and harmonization.
- 3 Permsec was tasked to incorporate the decisions made by Council into PR 32.
- 4 Further clarifications on the new CSR structure were made at the SG/CSR Aug 2007 meeting and Council Tokyo Special Meeting September 2007.
- 5 An internal effort has been made in the development of a integrated package of procedures aimed at codifying Council decisions and clarifications on the new CSR structure and providing relevant IACS groups with clear guidance for their day-to-day work.
- 6 PR 32 (Rev.1) was prepared by Permsec, then reviewed by the Hull Panel and the SG/CSR.

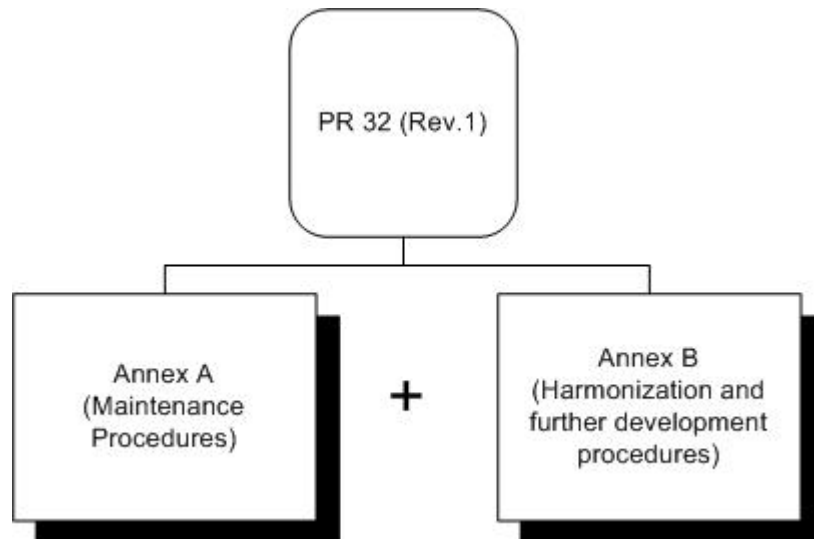
2. References

1. Council 55 Meeting Minutes, Private Session Item 4 'CSR', and Attachment 2 'New IACS CSR Organization'
2. SG/CSR August 2008 meeting FUA list
3. Council Special Meeting, Sept 2007, Tokyo, Item 4 'Status of CSR issues – harmonization plan and organization'

3. Scope and Objectives

1. The objective of PR 32 (Rev.1) is to introduce procedures for harmonization and further development of IACS CSRs.
2. It is also to specify, in more detail, procedures for CSR maintenance.

See the diagram below.



4. Points of Discussions – PR 32 Main Part

1. ToR of the SG/CSR (Item 5.2.2)

The SG/CSR is to not only oversee but also **manage** the CSR activities.

2. 'Definitions' are moved to the main part of PR 32 from ex-PR 32 Attachment.

5. Points of Discussions – PR 32 Annex A (Maintenance Procedures)

1. Hull Panel Task 'Refine the definitions of Cat I and Cat II changes'

Council Tasked the Hull Panel to re-define (6075iICg, 29 January 2007).

- Categorization.

The SG/CSR decided that the definitions of categories should be kept small to concentrate on the substance. Hence, still Category I(Corrigenda) and Category II(Rule Changes).

- Does PR 32 Annex A allow 'Reasonably acceptable accelerated" time frame for correcting unjustifiable errors ? Hence the following sentence introduced into definition of Category II (PR32 Annex A, Attachment 1).

"This includes corrections to errors in the development or technical background of the requirement: corrections of such errors may be carried out using an accelerated schedule".

- Category I definition: For obvious technical errors, the following wording is introduced (PR32 Annex A, Attachment 1):

'Corrections of Category I do not affect the technical background nor intention of the requirement, they are not controversial, i.e. they correct an unmistakable technical error'

2. New procedures re 'Questions from industry', prepared by the Hull Panel:
PR32 Annex A, Attachment 2, Item 5 'Procedure for Q&A from/to Industry.'

3. Hull Panel Chairmanship

Tokyo Special Council Meeting clarified:

Item 4 Status of CSR Issues – Harmonization plan and organization:

'It was agreed that there was no need to appoint a Vice-Chairman, except for the transitional period.'

4. Common Interpretations (CI) (PR 32, Attachment 1, 2, Definition of CI, and Attachment 2)

A discussion paper was prepared by Permsec. See the attached.

The principle is that CIs should not result in any change to the required scantlings in relation to original intention of the relevant Rules. This principle has been introduced throughout PR 32.

5. Definition of Clarification

A discussion paper was prepared by Permsec. See the attached.

The definition of 'scantling' was provided by the SG/CSR (PR 32, Item 2)

6. Points of Discussions – PR 32 Annex B (Harmonization and further development procedures)

1. Hull Panel involvement in setting up Project Teams
(PR32(Rev.1), Annex B, Item 4.1.3)

Tokyo Special Council Meeting Minutes clarified:

'Council also clarified that the project packages of the Project Management Team (PMT) should be submitted to the Hull Panel for review by representatives of 10 Societies, then to the SG/CSR.'

2. Principle of Rule Harmonization (Item 4.1)

To identify target areas, as specifically requested by industry, and at the same time to have some flexibility, the following sentence was agreed by the SG/CSR:

'The objective is to harmonize key technical areas (such as wave loads, FEA, buckling and fatigue) between the two sets of rules'

3. Establishing and disbanding Project Teams (Item 6)

More clearly defined.

7. Other comments

1. It was agreed that 'maintenance, harmonization and further development of IACS CSR' is used throughout, with the understanding that further development of CSRs on other ship types or machinery systems is not included in this context.

2. Principle of Rule Maintenance

Item 3.1.3(draft): No rule changes are to be made to satisfy a demand from one industry group without full consultation with other industry sectors.

This principle is already clear.

Not to be written down in PR 32.

Attached:

1. Discussion paper 'Common Interpretation'
2. Discussion paper 'Clarification'.

Prepared by the Permanent Secretariat
27 March 08

Discussion Paper 1: Common Interpretations (CI)

PR 32 Revision as proposed by the Hull Panel + SG/CSR

1. Item 3.3.2 reads:
3.3.2. When the PT agrees on the reply unanimously, the reply which includes only simple answer, clarification, common interpretation or indication of future rule change is approved in the CSR KC, and sent to the initiator, and recorded in the KC as far as it does not affect the scantling requirements. If the reply includes a Common Interpretation or an effective change to the Rules, the Hull Panel is to be advised and an effective application date is to be proposed to the Hull Panel.

(Note: Item.3.3.2 has not been changed.)

2. Item 3.3.8 reads:
CIs are not effectively a Rule Change.
3. Attachment 1, Definition of CIs reads:
Common Interpretation; explanation to achieve a common understanding of the requirements of CSRs in line with the intent of the CSRs. CI is not to result in any change to scantling requirements. For the intent of the CSRs, refer to the background documents of each set of CSRs. CIs can effectively be Rule changes that do not result in any change to the scantling requirements, if this is the case, an effective date is to be included.
4. Attachment 2, CI initiation procedures reads:
 - 3.2.1 *The proposed CI is not to result in any change to the scantling requirements. If the proposed CI is effectively a Rules Change, which does not result in any change to the scantling requirements, the PT is to submit it to the Hull Panel for review and agreement prior to entry into IACS CSR KC, together with its technical background and effective date.*
 - 3.2.2 *If the proposed CI is considered as useful for clarification of a CSR text in the background document, the PT(s) is to propose modifications to the CSR background document for review and agreement by Hull Panel.*

Permanent Secretariat assessment:

The above wordings of CIs lead the readers to different understanding.

1. Item 3.3.2 has been implemented without problems.
2. With new concept prepared by the Hull Panel, the following was proposed:
 - CIs are to be concluded by the PT. Hull Panel is to be informed of new CI.
 - When sending CIs to the Hull Panel, PT is to propose a uniform implementation date.

- CIs are not to result in any change to the scantling requirements. If CIs are considered to result in changes to the required scantling, the CIs are to be categorized as rule changes.
- CIs are not effectively a rule change.

Conclusions:

The Permanent Secretariat / SG/CSR Chairman propose the following:

1. Item 3.3.2 reads (No Change):
 - 3.3.2 *When the PT agrees on the reply unanimously, the reply which includes only simple answer, clarification, common interpretation or indication of future rule change is approved in the CSR KC, and sent to the initiator, and recorded in the KC as far as it does not affect the scantling requirements. If the reply includes a Common Interpretation or an effective change to the Rules, the Hull Panel is to be advised and an effective application date is to be proposed to the Hull Panel.*

2. Item 3.3.8 reads:

CIs are not effectively a Rule Change.

3. Attachment 1, Definition of CIs reads:

Common Interpretation; explanation to achieve a common understanding of the requirements of CSRs in line with the intent of the CSRs. CI is not to result in any change to scantling requirements. For the intent of the CSRs, refer to the background documents of each set of CSRs. ~~CIs can effectively be Rule changes that do not result in any change to the scantling requirements, if this is the case, an effective date is to be included.~~

4. Attachment 2, CI initiation procedures reads:
 - 3.2.3 *The proposed CI is not to result in any change to the scantling requirements. The PT is to develop a Technical Background (TB) document for the proposed CI. If the proposed CI is effectively a Rules Change, which does not result in any change to the scantling requirements, the PT is to submit it to the Hull Panel for review and agreement prior to entry into IACS CSR KC, together with its technical background and effective date. If the proposed CI is considered to result in changes to the scantling requirements, it is to be treated as a rule change. When the proposed CI and its TB are agreed by the PT, the PT is to invite the Hull Panel to agree on an effective implementation date.*

After the Hull Panel has agreed on an effective implementation date, the CI is then to be registered to the KC and posted on the IACS web site.
 - 3.2.4 *If the proposed CI is considered as useful for clarification of a CSR text in the background document, the PT(s) is to propose modifications to the CSR background document for review and agreement by Hull Panel.*

5. Finally, the SG/CSR Chairman will propose a definition re “change in the required scantlings..

Annex.

Figure 1: CI proposals by HP

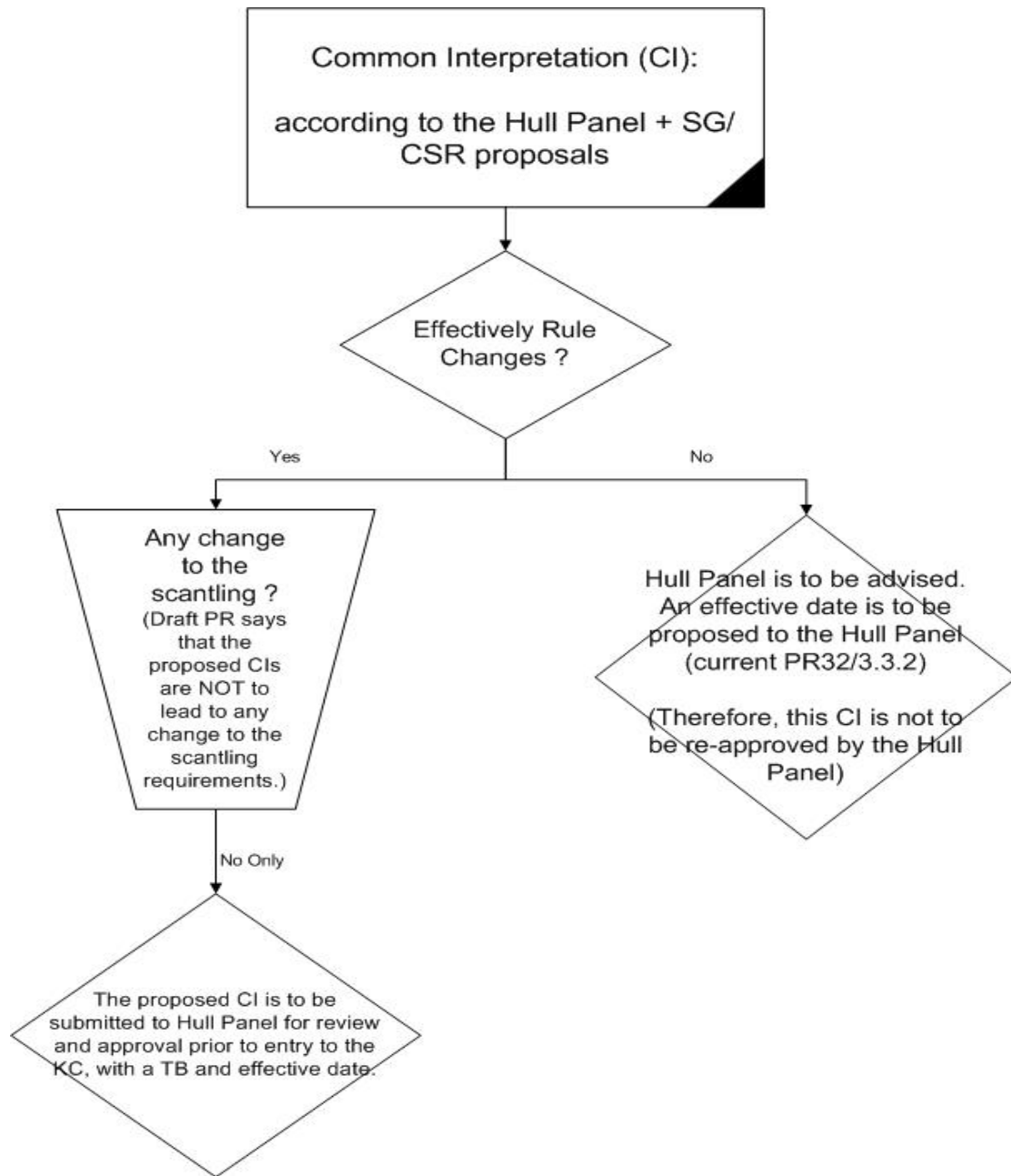
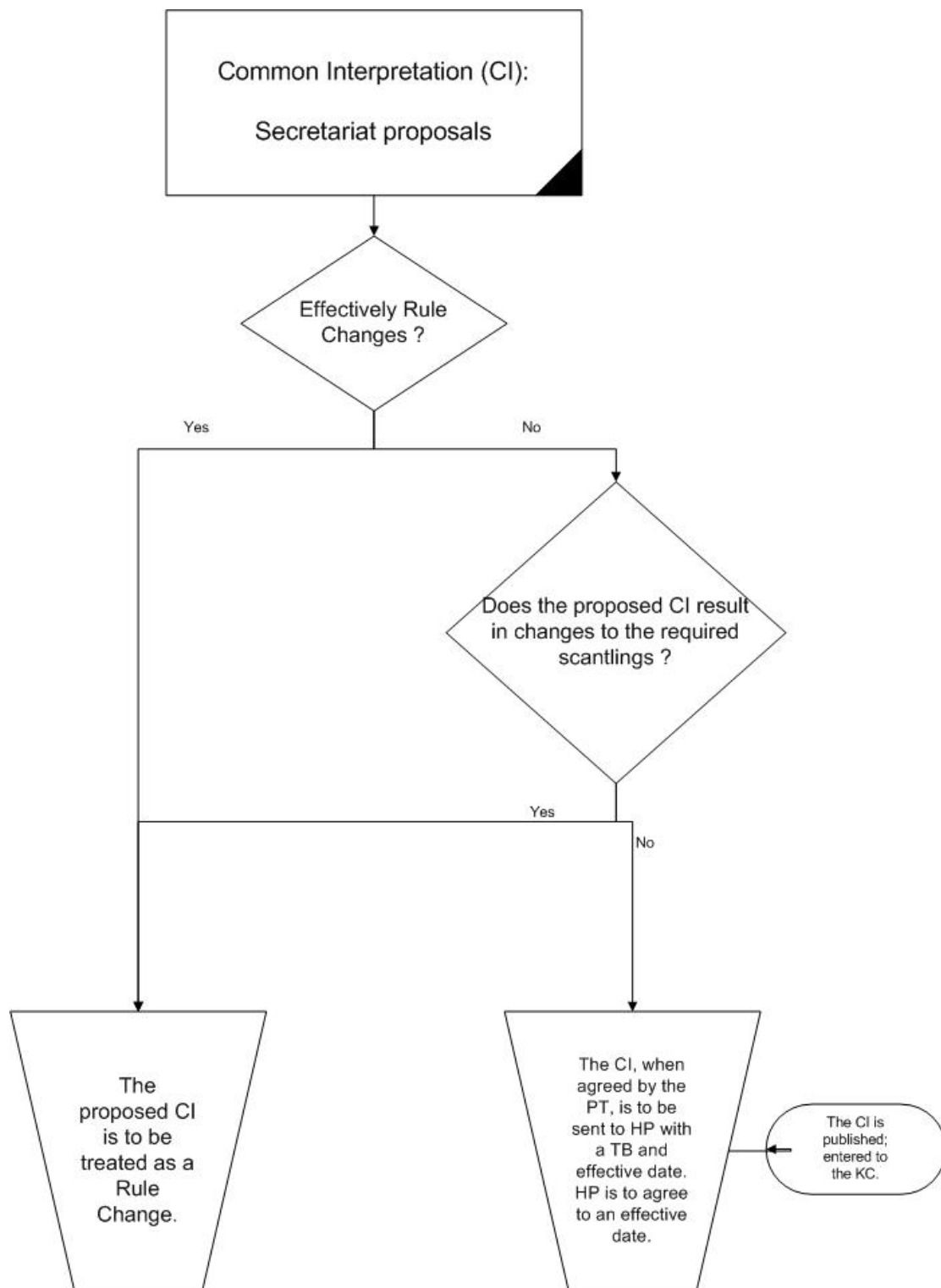


Figure 2: CI proposals by SG/CSR Chairman / CSR Secretariat



*Secretariat Note:

1. The CI, when agreed by the PT, does not need to be approved by the HP.
2. However, its effective date is to be agreed by the HP.
3. If the proposed CI results in changes to the scantlings requirements or a effective rule change, it is to be treated as a Rule Change.

This proposal is simpler than the Hull Panel's draft wording.

Discussion Paper 2: Clarifications

PR 32 Revision as proposed by the Hull Panel + SG/CSR

(Problem: LR raised a question of introducing 'Clarifications' in PR 32. This new definition has been introduced by the Hull Panel in the context of clearer definitions of Category I and II changes)

PR32 Annex A:

2 This Procedural Requirement covers:

- development of Questions and Answers (Q&As), Clarification and Common Interpretations (CI);

6.3.2 (Procedures for the CSR Maintenance)

~~If~~When the PT agrees on the reply unanimously, the reply *which includes only simple answer, clarification, common interpretation or indication of future rule change* is entered into approved in the CSR DB KC, and sent to the initiator, and recorded in the KC, as far as it does not affect the scantling requirements. If the reply includes a Common Interpretation or an effective change to the Rules, the Hull Panel is to be advised and an effective application date is to be proposed to the Hull Panel.

~~3.4.4 When a PT or Hull Panel reply does not require a Rule Change but will lead to a future Rule Change to clarify the Rules, When a PT submits a Rule Change Proposal (RCP) in association with the issuance of the Common Interpretation (CI) for clarification of the Rule intent, the Hull Panel will take an appropriate actions, review, comment, and agreement, prior to submission of the RCP to the Technical Committee hearing of each Society for their review and comment. in accordance with the IACS Procedures at the time of the rule change. (This para. was deleted in the final version of PR 32(Rev.1))~~

4. Detailed procedures for Answers to Questions, Clarifications and Common Interpretations on the CSR are given in Attachment 2.

Attachment 1:

Category I Corrigenda; Corrections of Category I do not affect the technical background nor intention of the requirement, they are not controversial, i.e. they correct an unmistakable technical error. Editorial corrections as typographical errors in text, table or figure. (If any clarification of CSRs text is needed, refer to Attachment 2, "Procedures for Common Interpretations and Q&A of the IACS Common Structural Rules".)

Clarification Explanation to questionable expression of the requirements of the CSRs

Attachment 2

1. Common Interpretations and Q&A

In order to implement the IACS Common Structural Rules (CSRs) in a consistent manner, Common Interpretation (CI) of the Rules requirements, Clarification and Answers to Questions and Q&A should be developed in accordance with the procedures as specified in this document.

~~*These*~~ *The procedures as specified in paragraph 3 are applicable to common interpretation CIs and the procedures in paragraph 4 to Q&A are applicable to Clarifications and Q&As.*

3.2.1 *If the proposed CI is considered as useful for clarification of a CSR text in the background document, the PT(s) is to propose modifications to the CSR background document for review and agreement by Hull Panel.*

3.2.5 *If the proposed CI is considered as useful for clarification of a CSR text in the background document, the PT(s) is to propose modifications to the CSR background document for review and agreement by Hull Panel.*

4.2.3 *The answer may include a simple answer, Clarification or CI, which is not to result in any change to the Rules, or an indication of future rule change. If the reply includes a Common Interpretation or an effective change to the Rules, which does not result in any change to the scantling requirements, the Hull Panel is to be advised and an effective application date is to be proposed to the Hull Panel.*

5.2.5 *The answer may include a simple answer, Clarification or CI, which is not to result in any change to the Rules, or an indication of future rule change. If the reply includes a Common Interpretation or an effective change to the Rules, which does not result in any change to the scantling requirements, the Hull Panel is to be advised and an effective application date is to be proposed to the Hull Panel.*

2. Public information

Permsec should publish the ~~selected~~ approved simple Answers to Questions, Clarifications Q&As and CIs, upon confirmation by the PT Manager, on the IACS CSR Website.

+++++

PR32 Annex A, 5.1.1(Principles of Rule Maintenance).

~~5.1.1 Clarifications and Editorial corrections are not to result in any change to the required scantlings. Editorial corrections and Common interpretations are not to result in any~~ **change to the required scantlings** ~~in relation to original intention of the relevant Rule.~~

ASSESSMENT

1. *In the Q&As, there are 'clarifications' that clarify the rule text, without resulting in changes to the scantlings.*
2. *This new definition is to take care of these clarifications.*
3. *The SG/CSR Chairman and the CSR Secretariat agreed that it should be kept as proposed.*

Technical Background – PR 33, Aug 2006

(Council 53 FUA 36, s/n 3149)

1. Objective

As concluded Council 53(June 2006), to issue a draft PR to declare a Hull Planned maintenance Scheme could not replace surveys by the classing society itself.

2. Résumé

2.1 During Council 48 (December 2003) concerns were raised by some IACS members about the application of hull planned maintenance schemes in relation to class and/or statutory surveys and that they may reduce the importance of hull class surveys by allowing items inspected by the ship's staff to be credited as part of the survey. This was further discussed by the Council Small Group on Strategy in March 2004, who invited all members to complete a questionnaire on this matter, and as a result of this feedback Council 49 (June 2004) tasked GPG to develop an IACS resolution that:

- does not allow delegation of class surveyors nor substitution of a surveyor's judgement, and
- should not discourage owners' will to develop their own inspection & maintenance scheme.

2.2 In this regard, on 3 Oct 2005, BV(3149_BVf) submitted an extensive proposal to amend the current UR Z20 on machinery planned maintenance schemes and require a 'Hull Inspection and Maintenance Plan (IMP) for Ship's Crew' which would complement but not substitute or replace required class surveys being done by class surveyors. However this was rejected by a strong majority of GPG and a 'simple' Procedural Requirement was proposed by the GPG Chairman. This was also not supported by half of the GPG members, who believed that there was no need for a PR since no society was allowing owner inspections to replace surveys by the classing society. The matter was passed back to Council, who also could not get the required $\frac{3}{4}$ majority support for the implementing the proposed PR and so the matter was closed in January 2006.

2.3 The matter was raised again by ABS and reinforced by the Council Chairman prior to Council 53 (June 2006) due to a perception in the industry that the practice of substituting owner's surveys for class surveys was allowed. Following a vote at C53, eight members supported adoption of the PR drafted by GPG, DNV and LR opposed.

3. Text of the PR

As prepared by GPG.

Prepared by the Permanent Secretariat, 1 August 2006

Technical Background for PR 34

(New, Dec. 2006)

Scope & Objectives

Under the IACS Common Structural Rules the application of the IMO Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in all Types of Ships and Double-Side Skin Spaces of Bulk Carriers (PSPC) becomes mandatory for ships contracted for construction on or after the date of IMO adoption of the amended SOLAS Reg. II-1/3-2, by which the PSPC is made mandatory. This PR is to ensure uniform understanding and application of the requirements of the PSPC.

IACS role in applying the standard is limited to that of the verification as outlined in Section 7 of the PSPC. It does not seek to involve IACS members in the day to day process of coating and inspection.

The items in Section 7 will when the PSPC becomes mandatory under SOLAS be undertaken by the Administration or its Recognised Organization.

The standard allows for equivalence as accepted by the Administration, where it will assist IACS members and interpretation on the equivalence has been given.

Expert Group Discussion

Due to time constraints and wherever possible, a general aim of the expert group was to use or reference existing IACS instruments or definitions.

1. IACS Procedure for Coating System Approval

The standard allows for a number of methods to obtain coating system approval:-

- Method A is following the procedure in Annex I of the standard with laboratory testing.
- Method B is to assess a coating on five years field exposure.

There was concern in the group on the type of vessel to be assessed and since the approval would, after IMO implementation on 1 July 2008, cover the coating for all ship types. It had to be fairly robust. The wording of the requirements is to ensure that the vessel has been in use, avoiding the assessment of coatings on a laid up vessel or storage vessel. The three key conditions that the EG felt needed to be ensured were the effects of heat, from under deck and heated tanks, and the effects of flexing which was the reason for putting a size on the tank.

With regard to the concerns about the assessment of coatings in that coating companies would not be able to fulfil the requirements and therefore be excluded, where they only supplied to smaller tankers and bulk carriers, the EG agreed to insert paragraph 1.6 to cover this and have a limited coating.

The group then discussed the matter of coatings supplied with the same trade name but manufactured in a different location with a slightly different formula. There was unanimous agreement that these should be considered different products unless proven otherwise, and as a result para 1.11 was added.

2. IACS Procedure for Assessment of Coating Inspectors Qualifications

One of the concerns of industry was the issue over lack of inspectors to cover the new requirements. The group considered that there was no reason why many existing inspectors could not continue to perform the duties, but as the verification requires qualifications to be checked something more was needed. It was also considered by the group that two levels of inspector should exist, those who could perform the day to day tasks and those in who would supervise, sign reports, decide corrective actions etc.

Many shipyards and coating companies have internal courses, and provided these could be assessed and certified to cover the same syllabus and levels as those mentioned in the standard, then they should be accepted as equivalent courses. The two 'levels' are outlined in para 2.1 & 2.2.

It was accepted by the group that many experienced inspectors currently employed have the skills and competencies required and yet may not have attended a qualification course. In this case the group felt that 5 years inspection experience in the last 10 years was an equivalent level. However, the group considered there was a major problem of how to verify this in accordance with the PSPC. This could either be by:-

- Reviewing a potential candidates CV and employment records, assuming that they had any, or
- Requiring the experienced inspector to sit a course examination without the need to sit through the course.

The standard itself refers to qualified inspectors; therefore in the first bullet proposal the issue to be determined by the Society surveyor is how to quantify the level of experience, in the second bullet case this is easily achieved with minimum effort. The group considered the best method to determine a documented level of qualification was by an examination, and the second bullet proposal was included in the approved course section.

3. IACS Procedures for Inspection Agreement

The matter of third party inspection companies was raised under this section and much discussed in the group. It was a matter raised in IMO but rejected and therefore there are no references in the standard to such companies. Two other considerations were, do such companies exist and where, given the shortage of inspectors, would the personnel come from? The group's feelings were that, in the future, there was nothing in the standard to stop these companies being formed and that it would be likely in the long term. The guidance would not require changing as they would attend along with whoever they were contracted by.

4. IACS Procedures for Verification of Application of the PSPC

There was much discussion under this subject on the level of involvement of surveyors. Concern was expressed on it being purely a desktop exercise as well as the surveyors ending up acting as inspectors.

The final wording indicates that there is some physical presence; however this is to verify that the reports and procedures are correct, as opposed to verifying the coating complies with the PSPC.

On a sample basis if there is no evidence to show that the inspection reports are false or incorrect then they should be accepted, this was also strengthened by the fact that the inspectors were qualified and therefore there was an extra level of safety.

Application Statement

Consequently, taking into consideration the application dates referred to in para.1 of SOLAS Chapter II-1, Part A-1, Reg.3-2, Council agreed to the following application statement for this PR:

“This Procedural Requirement is to be applied by IACS Societies to ships subject to the IACS CSR for Bulk Carriers and for Oil Tankers which are contracted for construction on or after 8 December 2006 and until the date of application referred to in para.1 of SOLAS Chapter II-1, Part A-1, Reg.3-2, as adopted by resolution MSC.215(82).”

Status of footnoted international standards in the PSPC

It was noted that the standards referred to in the IMO PSPC are of a recommendatory nature due to their status as foot notes, this was changed at the adoption of the standard.

It was considered that in case of IACS involvement IACS could become the arbiter over which standards should be applied, which measurement method should be used etc.

Therefore, in order to avoid this and further confusion in the industry, Council decided at C 54 to add the following paragraph in the PR:

"This IACS Procedural Requirement is to be read in conjunction with the IMO Performance Standard for Protective Coatings (PSPC), Resolution MSC.215(82). Application of the referenced international standards footnoted therein is mandatory under this Procedural Requirement."

END

Technical Background IACS PR 34 Rev.1 (Jan 2008)

IACS Procedural Requirement on Application of the IMO Performance Standard for Protective Coatings, Resolution MSC.215(82), under IACS Common Structural Rules for Bulk Carriers and Oil Tankers

Scope and Objectives

The first version of PR34 was produced in a short time at MSC82 in order to answer the questions of industry with regard to the adoption of PSPC and its application under CSR. The EG was tasked to review the PR34 with a view to including experience and further questions being received from industry.

Expert Group Work

This PR has been developed over an 8 month period and has involved 3 days of meetings and discussions as well as by e-mail.

1. IACS Procedure for Coating System Approval

This section has been modified in order to further clarify the Type Approval process. The changes introduced are based on questions asked by industry and comments received on the Q&A website. Time constraints previously did not allow for detailed consideration of the Type Approval in the first PR34 however in this revision there has been much more time for discussion and clarification and that is reflected in the Rev 1.

Clarification has been included for the cross over tests.

Clarification on Winter and Summer coatings.

2. IACS Procedure for Assessment of Coating Inspectors Qualifications

A further section has been included to cover Assistant Inspectors. Whilst there is no provision for assistant inspectors within PSPC it is recognised that there will be times that an inspector may need assistance in carrying out his work and this section provides clarification on the requirements of such a person.

3. IACS Procedures for Inspection Agreement

This has been modified to ensure that inspectors qualifications are included and that there is a clear indication of the geographic responsibility of the inspectors. This is to prevent an inspector signing off work that has been completed without his supervision. For example a block or plate arriving from the sub-contractors could have been signed off by an inspector in the main fabrication yard.

4. IACS Procedures for Verification of Application of the PSPC

Editorial changes only in this section.

5. IACS Procedures for Coating technical File Review

No Changes.

6. IACS Procedures for Review of Quality Control of Automated Shop Primer Plants

A new section has been inserted to give requirements for reviewing automated shop primer plants. These are common within the shipbuilding world and without guidance

would have meant that they would have to be stopped after each plate had passed through each stage to ensure compliance by taking readings such as salts. It was recognised that many of these were operated under a quality control system and this meant that their operation could be reviewed or audited.

7. IACS Procedures for Review of Coating Technical Specifications

This new section is self explanatory and has been included as a result of the questions received on the Q&A website. It makes reference to the new Annex II of PR34 where Unified Interpretations are included.

Annex 1 Work Procedures for Uniform Implementation of IMO PSPC by EG/Coating

This new annex has been included as a request of GPG and the work was undertaken by Perm Sec.

Annex 2 Unified Interpretations

These interpretations have been taken from the Q&A website and included.

Annex 3 Coating Manufacturers

This originally was intended to be part of a revised UR Z17, but as pointed out by the survey panel UR Z17 is for service suppliers not manufacturers and therefore a separate UR should be developed. The EG decided that for consistency the requirements for auditing coating manufacturers should be included in the PR 34 as an annex.

TECHNICAL BACKGROUND

IACS PR 34 Rev. 4 (April 2009)

“IACS Procedural Requirement on Application of the IMO Performance Standard for Protective Coatings (PSPC), Resolution MSC.215(82), under IACS Common Structural Rules for Bulk Carriers and Oil Tankers”

EG/Coating started to discuss “Equivalent Test Procedure” according to GPG 65 FUA 4-5.2 and 8535aIGk of 8 September 2008. After a thorough and lengthy discussion, EG/Coating prepared the draft “Guidelines for assessment of equivalent test method for coating type approval”, which is composed of procedural requirements and acceptance criteria.

The draft prepared by EG/Coating was circulated to GPG with 8535aIGl of 13 February 2009. GPG reviewed the draft prepared by EG/Coating thoroughly, and decided in the first round of discussion that the procedural requirements of the draft - which is 3/4 majority decision procedure for equivalency of PSPC - should be deleted since the decision by EG will supersede the sovereign right of flag state. (Refer to 8535aIGn) According to various comments and inputs during the first round of discussion in GPG, GPG Chairman proposed to add the acceptance criteria as part of draft prepared by EG/Coating in the PR 34 and UI SC223.

The suggested draft text for the inclusion in PR 34 and UI SC223 were amended and reviewed at GPG 66 and further discussion was made through correspondence even after GPG 66. Through this discussion, all Members agreed with the addition of acceptance criteria part to PR 34, while the majority of Members disagree with the inclusion of a similar text in UI SC 223. Consequently, GPG decided to approve the inclusion of agreed text in PR as Rev. 4 of PR34 with 8535aIGq. In addition, the proposed corrections of PR 34 approved by GPG with 8535gIGb are also included in Rev. 4 of PR 34.

Prepared by GPG Chairman
14 April 2009

Permanent Secretariat note (April 2009):

Rev.4 of PR34 and its TB were approved by GPG on 27 April 2009 (ref. 8535aIGr) with an implementation date of 1 June 2009.

Technical Background

PR 35 (NEW) – January 2007

Survey Panel Task 48 – Develop a Procedural Requirement based on Internal Guidelines No. 12

1. Objective

Outstanding Conditions of Class/Recommendations was initiated by the Chairman of the International Group Ships Standards committee, from the International Group of P&I Clubs, letter to the IACS Permanent Secretary that certain Class Societies were issuing letters to Owners instead of Outstanding Conditions of Class after attending vessels for surveys.

2. Background

Reference letter dated 27 June 2006 from International Group of P&I Clubs and GPG Chairman email 6061_IGb dated 16 July 2006.

3. Methodology of Work

Panel members discussed the proposed revisions through correspondence and at the Fall 2006 Panel meeting where final amendments were discussed and agreed to send the proposed amendments to GPG for final approval.

4. Discussion

After a review by all Panel members of the letters from the International Group Ships Standards Committee from the International Group of P&I Clubs regarding Class Societies issuing letters to Owners instead of issuing Outstanding Recommendations in certain circumstances, and reviewing guidance from GPG to use information from Internal Guidelines No. 12, the Panel came to an agreement as to the content of the newly developed PR .

5. Implementation

Assuming that GPG and Council approve the proposed PR, the Survey Panel recommends that an implementation date of January 2007

Submitted by Survey Panel Chairman
13 December 2006

Permanent Secretariat note (March 2007):

GPG members considered that the implementation date of January 2007 was too soon and therefore the new PR35 was approved on 29 January 2006 with an implementation date of 1 August 2007.

Technical Background

PR 35 (Rev. 1) – April 2007

1. Following review of PR 35 (NEW) by the IACS Quality Committee they suggested (in 6061_QCa) making the following changes to PR 35 to ensure it follows a clear process and is not open to misinterpretation under audit. They also felt there could be clarity issues when reviewed by non-expert external parties.:
 - *Para. 3.2: (New para 3.3) "temporary repairs and/or" is redundant as this is included in Para. 3.1.*
 - *Para. 3.4: (New para 3.2) This is an additional reason for imposing condition and should be sequential to para 3.1. Therefore moved and proposed as new Para. 3.2. The sentence "with a time limit for [the repairs]" is deleted here and included in new para. 3.4.*
 - *Para. 3.3: (New para 3.4) This is about the issuance of condition. Sentence "with a time limit for completion" is included (ref. wording in original para 3.7). Last sentence, "survey records" are not precise as these include also records filed in survey station file. Conditions should be included in the survey report.*
 - *Para. 3.7: (New para 3.5) The essential part (notification to owner) is made as new para 3.5. The wording "Postponed by agreement" is incorrect and should not be used (ref. new para 3.8). Direct reference to PR 1A is recommended to explain the "suspension procedure". There is no need for repeating conditions for reinstatement and procedures for notification and reporting.*
 - *Para 3.8: (New) To explain the reporting conditions under which postponement is granted.*

2. They also raised two further points for consideration, although they did not include them in their re-draft:
 - *Para 3.1 b states recommendations/conditions of class shall be imposed in instances of "Supplementary survey requirements". Could rewording be considered as this may be misinterpreted that a recommendation for a non completed survey item is in order. Using an example, an INT survey is held at the end of window, DB tanks could not be surveyed, the INT is credited and a COC is imposed going past the window.*
 - *The 'prompt and thorough repairs' requirements should be referenced where relevant in the new PR.*

3. GPG discussion lead to agreement (6061_IGj dated 23 April 2007) to adopt the changes to paras. 3.2, 3.4, 3.3 (with an additional amendment) and 3.7 into this revision of PR35. The QC's proposed new para 3.8 and the two further points were not agreed by members at this time although it was agreed that they should be forwarded to the Survey Panel for consideration and be incorporated into the next appropriate revision of PR35 if found necessary. In addition it was agreed to postpone the implementation date of PR35 to 1 July 2008.

Permanent Secretariat
26 April 2006