

Future IMO legislation

December 2010

This publication provides an overview of the known amendments to the existing statutory regulations and instruments, mandatory under the conventions and codes.

The known amendments include; amendments that are in transitional period toward full implementation; adopted amendments that will enter into force on or after 1 September 2010; the major topics currently under discussion and development.

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Notes - Non-mandatory legislation is not included. Applicability of regulations varies for FSUs and FPSOs depending on whether they are detached and undergoing voyage or fixed. This table refers only to those which are permanently applicable.

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Table 1a – NEW SHIPS – Adopted mandatory regulatory amendments which are entering into force

	From page	Ship type													
		All ship types	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed Craft	Offshore Supply Vessels	FSUs and FPSOs*	MODUs
Prior to 1 August 2010	7	38 39 47 96 125-2 125-12 150-1 150-2	38 39 47 96 125-1 125-12 150-1 150-2	38 39 47 96 125-2 125-4 125-12 150-1 150-2	38 39 47 96 125-2 125-12 150-1 150-2	38 39 47 96 125-12 118 125-2 150-1 150-2	38 39 47 96 125-2 125-12 150-1 150-2	38 39 47 96 125-2 125-12 150-1 150-2	38 39 47 96 125-2 125-12 150-1 150-2	38 39 47 96 125-2 125-12 150-1 150-2	38 39 47 96 125-2 125-4 125-12 150-1 150-2	38	38 39 47 96 125-2 125-12 150-1 150-2		38
1 January 2011	18	153-1 156 158 159 160 161 164 165 166	153-1 156 158 159 160 161 164 165 166	153-1 156 157 158 159 160 161 163 164 165 166	153-1 156 158 159 160 161 163 164 165 166	153-1 156 158 159 160 161 164 165 166	153-1 156 158 159 160 161 164 165 166	153-1 153-2 153-4 156 158 159 160 161 164 165 166	153-1 156 158 159 160 161 164 165 166	153-1 156 158 159 160 161 164 165 166	153-1 156 157 158 159 160 161 164 165 166	153-3	153-1 156 158 159 160 161 164 165 166		
1 May 2011	30	190	190	190	190	190	190	190	190	190	190		190		
1 August 2011	31	168	168	168	168	168	168	168	168	168	168		168		
1 January 2012	33	170 171 172 173 194	170 171 172 173 194	170 171 172 173 194	169-1 170 171 172 173 194	169-1 170 171 172 173 194	170 171 172 173 194	170 171 172 173 194	170 171 172 173 194	170 171 172 173 194	170 171 172 173 194		170 171 172 173 194	194	
1 August 2012	37	169	169	169	169	169	169	169	169	169	169		169		
1 January 2013	39				167										
1 January 2014	41	193	193	193	193	193	193	193	193	193	193		193		
1 July 2016	42				175			175							

Table 1b – NEW SHIPS – Likely amendments which are currently under discussion and development – may be subject to change

	From page	Ship type													
		All ship types	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed Craft	Offshore Supply Vessels	FSUs and FPSOs*	MODUs
Expected 2012-2013	44	ILO0001 154 174 176 177 178 180 182 184 196 197	ILO0001 154 174 176 177 178 180 181 182 184 184 196 197	ILO0001 154 174 176 177 178 180 181 182 183 184 196 197	ILO0001 154 174 176 177 178 180 180 182 184 196 197	ILO0001 154 174 176 177 178 180 180 182 184 196 197	ILO0001 154 174 176 177 178 180 180 182 184 196 197	ILO0001 154 174 176 177 178 180 180 182 184 196 197	ILO0001 154 174 176 177 178 180 180 182 184 196 197	ILO0001 154 174 176 177 178 180 180 182 184 196 197	ILO0001 154 174 176 177 178 180 180 182 183 184 196 197		ILO0001 154 174 176 177 178 180 180 182 184 196 197		179
Expected 2013-2015	56	155 185 187 188	155 185 187 188 195	155 185 187 188 195	155 185 187 188	155 185 186 187 188	155 185 187 188 189	155 185 187 188	155 185 187 188	155 185 187 188	155 185 187 188	155	155 185 187 188	155	155
Expected after 2017	63				192	192	192	192	191 192	192	192		192		

Table 2a - EXISTING SHIPS – Adopted mandatory regulatory amendments which are entering into force

	From page	Ship type													
		All ship types	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed Craft	Offshore Supply Vessels	FSUs and FPSOs*	MODUs
Prior to 1 August 2010	7	38 39 125-2 125-5 125-12 150-1 150-2	38 39 125-2 125-5 125-12 150-1 150-2	38 39 98 125-2 125-4 125-5 125-12 125-12 150-1 150-2	38 39 125-2 125-5 125-12 150-1 150-2	38 39 118 125-2 125-5 125-12 150-1 150-2	38 39 125-2 125-5 125-12 150-1 150-2	38 39 125-2 125-5 125-12 150-1 150-2	38 39 125-2 125-5 125-12 150-1 150-2	38 39 125-2 125-5 125-12 150-1 150-2	38 39 125-2 125-4 125-5 125-12 150-1 150-2	38	38 39 125-2 125-5 125-12 150-1 150-2		38
1 January 2011	18	153-1 156 158 159 160 161 164 165 166	153-1 156 158 159 160 161 164 165 166	153-1 156 157 158 159 160 161 164 165 166	153-1 156 158 159 160 161 163 164 165 166	153-1 156 158 159 160 161 164 165 166	153-1 156 158 159 160 161 164 165 166	153-1 153-2 153-4 156 158 159 160 161 164 165 166 166	153-1 156 158 159 160 161 164 165 166	153-1 156 158 159 160 161 164 165 166	153-1 156 157 158 159 160 161 164 165 166	153-3	153-1 156 158 159 160 161 164 165 166		
1 May 2011	30	190	190	190	190	190	190	190	190	190	190		190		
1 August 2011	31	168	168	168	168	168	168	168	168	168	168		168		
1 January 2012	33	170 172 173 194	170 172 173 194	170 172 173 194	169-1 170 172 173 194	169-1 170 172 173 194	170 172 173 194	170 172 173 194	170 172 173 194	170 172 173 194	170 172 173 194		170 172 173 194	194	
1 August 2012	37	169	169	169	169	169	169	169	169	169	169		169		
1 January 2013	39														
1 January 2014	41	193	193	193	193	193	193	193	193	193	193		193		
1 July 2016	42														

Table 2b - EXISTING SHIPS – Likely amendments which are currently under discussion and development – may be subject to change

	From page	Ship type													
		All ship types	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed Craft	Offshore Supply Vessels	FSUs and FPSOs*	MODUs
Expected 2012-2013	44	ILO0001	ILO0001	ILO0001	ILO0001	ILO0001	ILO0001	ILO0001	ILO0001	ILO0001	ILO0001		ILO0001		179
		154	154	154	154	154	154	154	154	154	154		154		
		174	174	174	174	174	174	174	174	174	174		174		
		176	176	176	176	176	176	176	176	176	176		176		
		177	177	177	177	177	177	177	177	177	177		177		
		178	178	178	178	178	178	178	178	178	178		178		
		182	182	182	182	182	182	182	182	182	182		182		
		184	184	184	184	184	184	184	184	184	184		184		
		196	196	196	196	196	196	196	196	196	196		196		
		197	197	197	197	197	197	197	197	197	197		197		
Expected 2013-2015	56	155	155	155	155	155	155	155	155	155	155	155	155	155	155
		185	185	185	185	185	185	185	185	185	185		185		
		187	187	187	187	186	187	187	187	187	187		187		
		188	188	188	188	187	188	188	188	188	188		188		
			195*	195*	188	188	189	188	188	188	188		188		
Expected after 2017	63				192	192	192	192	191 192	192	192		192		

195*: Expected to enter into force 2013, but not expected to apply to existing ships until 2018

Part 1 – Adopted future IMO legislation

A – Adopted IMO requirements in transitional period for full application*

* The requirements that already entered into force; however the application dates exceed the entry into force date, e.g. requirements with more than one phase introducing scheme (dates) and/or requirements with periods of grace

47 1 July 2008	<p>SOLAS 1974. Chapter II-1 Regulation 3-2 – Corrosion prevention of seawater ballast tanks in oil tankers and bulk carriers</p> <p>SOLAS 1974. Chapter XII Regulation 6 – Structural and other requirements for bulk carriers</p> <p>Adopted by: Resolution MSC.216(82)</p> <p>Background: The draft amendment to this regulation approved at MSC 81 was adopted without change at MSC 82. Significant changes were, however, made to the associated protective coating performance standard, details of which will be given in the appropriate entry below.</p> <p>Summary: Regulation II-1/3-2: The existing text and the heading of regulation 3-2 were replaced by “protective coatings of dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers”.</p> <p>Regulations XII/6: The existing paragraph 3 was deleted and the existing paragraphs 4 and 5 were renumbered as paragraphs 3 and 4</p> <p>Implications:</p> <p>Owner: Significant better life expectancy of the steel structure of ballast tanks and double-side skin spaces, but at an additional cost implication, not only at the new building stage, but also through the life of the ship, whenever touch-up or even re-coating was necessary.</p> <p>Shipbuilder / Equipment manufacturer: Significant additional equipment, personnel, time and cost implications, in terms of preparation, application and documentation for the protective coating, all of which in monetary terms would have to be passed on to owner.</p> <p>National Administration / Recognised Organisation: Significant addition time and cost, in terms of the verification and through life survey of the protective coating.</p> <p>Application : All new ship types of 500 GRT and over :</p> <ul style="list-style-type: none">• for which the building contract is placed on or after 1 July 2008; or
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	<ul style="list-style-type: none"> • in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009; or • the delivery of which is on or after 1 July 2012.
96 1 July 2008	<p>Resolution MSC.215(82) Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers</p> <p>Adopted by Resolution MSC.215(82)</p> <p>Background: Mandatory performance standard which is incorporated into the SOLAS regulation II-1/3-2.</p> <p>Summary: This standard provides technical requirements for protective coatings in dedicated seawater ballast tanks of all type of ships of not less than 500 gross tonnage and double-side skin spaces arranged in bulk carriers of 150 m in length and upward¹ for which the building contract is placed, the keels of which are laid or which are delivered on or after the dates referred to in SOLAS regulation II-1/3-2 as adopted by resolution MSC.216(82).</p> <p>Implications:</p> <p>Owner: Significant better life expectancy of the steel structure of ballast tanks and double-side skin spaces, but at an additional cost implication, not only at the new building stage, but also through the life of the ship, whenever touch-up or even re-coating was necessary.</p> <p>Shipbuilder / Equipment manufacturer: Significant additional equipment, personnel, time and cost implications, in terms of preparation, application and documentation for the protective coating, all of which in monetary terms would have to be passed on to owner.</p> <p>National Administration / Recognised Organisation: Significant addition time and cost, in terms of the verification and through life survey of the protective coating.</p> <p>Application : All new ship types of 500 GRT and over :</p> <ul style="list-style-type: none"> • for which the building contract is placed on or after 1 July 2008; or • in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009; or • the delivery of which is on or after 1 July 2012.
39 17 September 2008	<p>International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS Convention), 2001</p> <p>Adopted by Resolution A.895(21)</p> <p>Background: Following the ratification by Panama, condition for entering into force of the convention has been met. Thus, the</p>

	<p>convention will come into force on 17 September 2008. However, EU states implemented requirements from 1 January 2008 in accordance with the EU Regulation.</p> <p>Summary: Ships must remove organotin anti-fouling systems from the hull or apply a sealer coat by 1st January, 2008.</p> <p>All ships of 400 gross tonnage and above engaged on international voyages will require the following survey and certification :</p> <ul style="list-style-type: none"> • an initial survey to confirm that organotin anti-fouling systems (or any other system subsequently banned by the IMO) have either been removed from the hull or a sealer coat applied, and that an organotin free anti-fouling system has been applied; • the issue of a certificate and anti-fouling record, the certificate will be valid from issue until the anti-fouling system is changed or replaced – no annual or intermediate surveys are required; • further survey as and when the anti-fouling system is changed or replaced. <p>Exceptions Ships over 24 m in length but less than 400 gross tonnage do not require any surveys or certification. However the owner is required to keep a declaration onboard that the ship has an organotin free anti-fouling system, together with details of the anti-fouling system applied.</p> <p>Fixed or floating platforms, FSUs and FPSOs will be prohibited from applying organotin anti-fouling systems but will not be required to remove them from the hull or apply a sealer coat. They will not be subject to surveys or require certification.</p> <p>Implications : Owner: Significant impact, mainly because there are no current requirements. The main impact will be the additional cost of the suitably approved anti-fouling system applied to new ships, or the removal or sealing of previous organotin anti-fouling system on existing ships before the suitably approved anti-fouling system is applied. Shipbuilder / Equipment manufacturer: Significant impact, mainly because there are no current requirements. The additional cost of providing a suitably approved anti-fouling system will have to be passed on to the owner. National Administration / Recognised Organisation: Significant impact, mainly because there are no current requirements. There will be a time and cost impact related to the approval of anti-fouling systems and the verification and certification that they have been applied.</p> <p>Application: All new ship types built on or after the date of entry into force, and existing ships built before the date of entry into force, at the next scheduled dry-docking held on or after the date of entry into force, but within three (3) years of this date.</p>
38 31 December 2008	<p>SOLAS 1974. Chapter V Regulation 19-1 Long-range identification and tracking of ships (LRIT)</p> <p>Adopted by Resolution MSC.202(81)</p>

	<p>Background: This amendment is part of the many recent Maritime Security initiatives, giving the ability to identify and track all ships to flag administrations and the coastal states whose port facilities the ship intends to enter, or through which the ship will travel.</p> <p>Summary: The new regulation 19-1 is inserted after the existing regulation 19.</p> <p>Implications : Owner: Noticeable impact, mainly cost related to the purchase and fitting onboard of long-range identification and tracking equipment. Shipbuilder / Equipment manufacturer: Noticeable impact, mainly cost related to the purchase and fitting onboard of long-range identification and tracking equipment. National Administration / Recognised Organisation: Noticeable impact, mainly cost related to the type approval and verification onboard of long-range identification and tracking equipment.</p> <p>Application: All new (built on or after 31st December, 2008) and existing ship types (including high-speed craft), and mobile offshore drilling units. For ships built before 31st December, 2008 :</p> <ul style="list-style-type: none"> • when certified for operation in Sea Areas A1 and A2 – not later than the first Radio Survey held after 31st December, 2008; • when certified for operation in Sea Areas A1, A2 and A3 – not later than the first Radio Survey held after 31st December, 2008; and <p>when certified for operation in Sea Areas A1, A2, A3 and A4 – not later than the first Radio Survey held after 1st July, 2009</p>
<p>118 1 January 2009</p>	<p>IBC Code paragraph 11.1 - Application</p> <p>Adopted by Resolutions MSC.219(82) & MEPC.166(56)</p> <p>Summary: In paragraph 11.1.1, subparagraphs .4 to .6 are replaced by the following subparagraphs : “.4 regulation 10.5.6 shall apply to ships of 2,000 gross tonnage and over; .5 the provisions of 11.3 shall apply in lieu of regulation 10.8; .6 the provisions of 11.2 shall apply in lieu of regulation 10.9; .7 regulation 4.5.10 shall apply to ships of 500 gross tonnage and over, replacing “hydrocarbon gases” by “flammable vapours” in the regulation; and .8 regulations 13.3.4 and 13.4.3 shall apply to ships of 500 gross tonnage and over.”</p> <p>In paragraph 11.1, the following new paragraph 11.1.4 is added : “11.1.4 In lieu of the provisions of SOLAS regulation II-2/1.6.7, the requirements of regulations II-2/4.5.10.1.1 and II-2/4.5.10.1.4 shall apply and a system for continuous monitoring of the concentration of flammable vapours shall be fitted on ships of 500 gross tonnage and over which were constructed before 1 January 2009 by the date of the first scheduled dry-docking after 1 January 2009, but not later than 1 January 2012. Sampling points or detector heads should be located in suitable positions in order that</p>

	<p>potentially dangerous leakages are readily detected. When the flammable vapour concentration reaches a pre-set level which shall not be higher than 10% of the lower flammable limit, a continuous audible and visual alarm signal shall be automatically effected in the pump-room and cargo control room to alert personnel to the potential hazard. However, existing monitoring systems already fitted having a pre-set level not greater than 30% of the lower flammable limit may be accepted. Notwithstanding the above provisions, the Administration may exempt ships not engaged on international voyages from those requirements.”</p> <p>Background: These amendments are consequential to the 2000 Amendments to SOLAS, in particular to the complete revision of chapter II-2.</p> <p>Implications: Owner: Minimal impact, if any. Shipbuilder / Equipment manufacturer: Minimal impact, if any. National Administration / Recognised Organisation: Minimal impact, if any.</p> <p>Application: All new chemical tankers subject to IBC Code constructed on or after 1 January 2009 and existing chemical tankers built on or after 1 July 1986 which were constructed before 1 January 2009 by the date of the first scheduled dry-docking after 1 January 2009, but not later than 1 January 2012.</p>
<p>125-2 1 January 2010</p>	<p>SOLAS 1974. Chapter II-1 Regulation 3-4</p> <p>Adopted by Resolution MSC.256(84)</p> <p>Back ground and summary: By this amendment, the title of the regulation will be changed as “Emergency towing arrangements and procedures”. As the new title indicates, the revised text includes the procedure for emergency towing that applies to not only tankers but all other types of ships, including passenger ships. Guidelines for the development of the emergency towing procedure were also developed and approved by MSC 84.</p> <p>Implications: Shipowners will be required to develop the ship-specific emergency towing procedures for all ships, which may be a part of the shipboard SMS. Strict timescales are given for the development of these procedures. It should be noted that “approval” by the flag Administration or its recognized organization (e.g., Classification Societies) is not required for this “procedure.”</p> <p>Application: All ships of 500 tons and over engaged on international voyages and passenger ships engaged on international voyages regardless of the tonnage (the additional requirements of providing a procedure onboard). It applies to existing ships as well. The application details are given as follows: .1 all passenger ships, not later than 1 January 2010; .2 cargo ships constructed on or after 1 January 2010; and .3 cargo ships constructed before 1 January 2010, not later than 1 January 2012.</p>

	Special attention is to be paid to existing passenger ships fleets, as they have to comply with the requirement by 1 January 2010.
125-4 1 January 2010	<p>SOLAS 1974. Chapter II-2 Regulation 20 - Drainage of fire-fighting water</p> <p>Adopted by Resolution MSC.256(84)</p> <p>Back ground: Following a casualty (the capsizing of the passenger ferry Al-Salam Boccaccio 98 in February 2006 owing to the accumulated fire-fighting water), an improved drainage arrangement will be required. Ships with fixed pressure water spray systems in vehicle, special category and ro-ro spaces will be required to provide means (i.e., fixed structure) to ensure that large quantities of water will not accumulate when these systems are operated.</p> <p>In the original proposal, the amendments had consisted of:</p> <ul style="list-style-type: none"> ▪ Regulation II-1/35-1 (Bilge pumping requirement) on bilge pump capacity; and ▪ Regulation II-2/20 (Protection of vehicle, special category and Ro-ro spaces) on scupper arrangement. <p>However, it came to the attention of the Committee that there are already amendments made to Reg. II-1/35 by resolution (MSC. 194(80), which is open to notification of the objection until 1 July 2008. The Secretariat expressed concerns that until the previous amendment is settled, it was not possible to adopt another amendment to this regulation. For this reason, as well as noting that the intent of the regulation may be covered by Regulation II-2/20 only, the Committee decided to adopt amendment to Regulation II-2/20 only at MSC 84.</p> <p>Summary: The existing paragraph 6.1.4 is replaced by the following paragraph 6.1.4 and new paragraph 6.1.5 is added after paragraph 6.1.4 as follows: "6.1.4 The requirement of this paragraph shall apply to ships constructed on or after 1 January 2010. Ships constructed on or after 1 July 2002 and before 1 January 2010 shall comply with the previously applicable requirements of paragraph 6.1.4, as Adopted by resolution MSC.99(73). When fixed pressure waterspraying systems are fitted, in view of the serious loss of stability which could arise due to large quantities of water accumulating on the deck or decks during the operation of the fixed pressure water-spraying system, the following arrangements shall be provided:</p> <p>.1 in passenger ships:</p> <p>.1.1 in the spaces above the bulkhead deck, scuppers shall be fitted so as to ensure that such water is rapidly discharged directly overboard, taking into account the guidelines developed by the Organization*;</p> <p>.1.2.1 in ro-ro passenger ships, discharge valves for scuppers, fitted with positive means of closing operable from a position above the bulkhead deck in accordance with the requirements of the International Convention on Load Lines in force, shall be kept open while the ships are at sea;</p> <p>.1.2.2 any operation of valves referred to in paragraph 6.1.4.1.2.1 shall be recorded in the log-book;</p> <p>.1.3 in the spaces below the bulkhead deck, the Administration may require pumping and drainage facilities to be provided additional to the requirements of regulation II-1/35-1. In such case, the drainage system shall be sized to remove no less than 125% of the combined capacity of both the water-spraying system pumps and the required number of fire hose nozzles, taking into account the guidelines developed by the Organization*. The drainage system valves shall be operable from outside the protected space at a position in the vicinity of the extinguishing system controls. Bilge wells shall be of sufficient holding capacity and shall be</p>

	<p>arranged at the side shell of the ship at a distance from each other of not more than 40 m in each watertight compartment; .2 in cargo ships, the drainage and pumping arrangements shall be such as to prevent the build-up of free surfaces. In such case, the drainage system shall be sized to remove no less than 125% of the combined capacity of both the water-spraying system pumps and the required number of fire hose nozzles, taking into account the guidelines developed by the Organization*. The drainage system valves shall be operable from outside the protected space at a position in the vicinity of the extinguishing system controls. Bilge wells shall be of sufficient holding capacity and shall be arranged at the side shell of the ship at a distance from each other of not more than 40 m in each watertight compartment. If this is not possible, the adverse effect upon stability of the added weight and free surface of water shall be taken into account to the extent deemed necessary by the Administration in its approval of the stability information**. Such information shall be included in the stability information supplied to the master as required by regulation II-1/5-1.</p> <p>6.1.5 On all ships, for closed vehicles and ro-ro spaces and special category spaces, where fixed pressure water-spraying systems are fitted, means shall be provided to prevent the blockage of drainage arrangements, taking into account the guidelines developed by the Organization*. Ships constructed before 1 January 2010 shall comply with the requirements of this paragraph by the first survey after 1 January 2010."</p> <p>* Refer to the Guidelines for drainage systems in closed vehicle and ro-ro spaces and special category spaces, to be developed by the Organization.</p> <p>** Refer to the Recommendation on fixed fire-extinguishing systems for special category spaces, adopted by resolution A.123(V).</p> <p>Implications: There will be a change in ship design to allow for the new drainage requirements and the protection of drainage systems. Ship owners are required to set up plans for the retrofitting of means to prevent blockage on existing ships. Guidelines on meeting the SOLAS requirements have been developed by the FP and SLF Sub-committees and, following approval by MSC 86, have been published as circular MSC.1/Circ.1320.</p> <p>Application: The requirements will be applicable to both existing and new ro-ro ships constructed on or after 1 January 2010 (for existing ships, only a part of requirement, i.e., requirement relevant to the means to prevent blockage of the drainage arrangement will be applicable which is to be done by the first survey after 1 January 2010).</p>
<p>125-5 1 January 2010</p>	<p>SOLAS 1974. Chapter II-2 Regulation 10</p> <p>Adopted by Resolution MSC.256(84)</p> <p>Back ground and Summary: It was recognized that the existence of many single control systems presented an unacceptable level of risk to crew personnel. In view of the above, IMO developed amendments to SOLAS regulation II-2/10, to require all carbon dioxide systems to have two separate releasing controls.</p> <p>Implications: Arrangement of major modification to the existing fleet will be required.</p>

	<p>Application: Existing ships (constructed before 1 October 1994) will have to comply with the above amendments by completion of the first scheduled dry-docking after 1 January 2010.</p>										
<p>125-12 1 January 2010</p>	<p>Appendix to the SOLAS 88 Protocol – forms of Certificates</p> <p>Adopted by Resolutions MSC.256(84) & MSC.258(84)</p> <p>Back ground: Necessary amendments were made in order to indicate installation of AIS-SART in form E.</p> <p>Implications: Shipowners and RO should be aware of the new form of certificate, and replace upon the renewal after 1 January 2010. This affects the forms of Record of Equipment for Passenger Ship Safety Certificate (Form P), Record of Equipment for Cargo Ship Safety Equipment Certificate (Form E) and Record of Equipment for Cargo Ship Radio Certificate (Form R).</p> <p>Application: To all SOLAS ships to which SOLAS Chapter V or IV applies. Cargo ships of 500 gt engaged on international voyages or passenger ships regardless of tonnage engaged on international voyages. No length/deadweight criteria applicable.</p>										
<p>150-1 1 July 2010</p>	<p>The Revised MARPOL Annex VI</p> <p>Adopted by Resolution MEPC.176(58)</p> <p>Background: This is the comprehensive review of MARPOL Annex VI. As the MARPOL Annex VI has been introduced as a protocol to the MARPOL Convention, these amendments will be applicable to the states which are party to the protocol only. The revised text of the MARPOL ANNEX VI was approved at MEPC 57, which was adopted at MEPC 58, October 2008. The Committee agreed to revise date of entry into force as of 1st July 2010. Consequently the reduction in the SECA / ECA limit to 1.00% m/m would also so be delayed.</p> <p>Summary: Revised entry dates on the key issues</p> <p>SOx control</p> <table border="1"> <tr> <td>Global</td><td>Emission Control Area</td></tr> <tr> <td>Currently: 4.5%</td><td>Currently: 1.5%</td></tr> <tr> <td>From entry into force of revised Annex (1 July 2010) – 4.50 %</td><td>1 July 2010: 1.00%</td></tr> <tr> <td>1 January 2012: 3.50%</td><td>1 January 2015: 0.10%</td></tr> <tr> <td>1 January 2020: 0.50% (or 1 January 2025: 0.50% depending of the review of the fuel availability in</td><td></td></tr> </table>	Global	Emission Control Area	Currently: 4.5%	Currently: 1.5%	From entry into force of revised Annex (1 July 2010) – 4.50 %	1 July 2010: 1.00%	1 January 2012: 3.50%	1 January 2015: 0.10%	1 January 2020: 0.50% (or 1 January 2025: 0.50% depending of the review of the fuel availability in	
Global	Emission Control Area										
Currently: 4.5%	Currently: 1.5%										
From entry into force of revised Annex (1 July 2010) – 4.50 %	1 July 2010: 1.00%										
1 January 2012: 3.50%	1 January 2015: 0.10%										
1 January 2020: 0.50% (or 1 January 2025: 0.50% depending of the review of the fuel availability in											

	2018)	
	NOx control	
	Tier II control	1 January 2011
	Tier III control	1 January 2016
	<p>NOx control – new engine</p> <p>The following requirements were adopted at MEPC 59.</p> <p>For ships built between 1 January 2000 and 31 December 2010 (Tier I limits):</p> <p>The requirement applies to each marine diesel with a power output of more than 130kW</p> <p>17 g/kWhr where n is less than 130 rpm; $45.0 \times n (-0.2)$ g/kWhr when n is 130 rpm or more but less than 2000 rpm; 9.8 g/kWhr when n is 2000 rpm or more where n = rated engine speed (crankshaft revolutions per minute). Note: These are the current MARPOL Annex VI, Regulation 13 limits.</p> <p>For ships built between 1 January 2011 and 31 December 2015 (Tier II limits):</p> <p>The requirement applies to each marine diesel with a power output of more than 130kW</p> <p>14.36 g/kWhr where n is less than 130 rpm; $44.0 \times n (-0.23)$ g/kWhr when n is 130 rpm or more but less than 2000 rpm; 7.66 g/kWhr when n is 2000 rpm or more</p> <p>Regulation 18.4 – Gas fuelled ships and definition of fuel</p> <p>The Committee agreed to exempt certain gas fuels such as LNG, CNG and LPG from those aspects of Regulation 18 which covers bunker delivery notes and MARPOL samples together with the associated supplier controls. The following was added to the Regulation 18.4: “Paragraph 5.6, 7.1 7.2, 8.1, .8.2,9.2, 9.3 and 9.4 of this regulation do not apply to gas fuels such as LNG, Compressed natural gas, or liquefied petroleum gas. The sulphur contents of the gas fuel deliver to the ship specifically for combustion on board that ship shall be provided by the supplier.”</p> <p>VOC Management Plan</p> <p>With effect from July 1, 2010, every tanker carrying crude oil will be required to have on board and implement a ship-specific VOC Management Plan, approved by the Administration.</p> <p>The Plan should be prepared taking into account guidelines contained in resolution MEPC.185 (59) and MEPC.1/Circ.680. The purpose of the Plan is to ensure that VOC emissions resulting from tanker operations to which regulation 15.6 applies are prevented</p>	

	<p>or minimised as much as possible.</p> <p>A ship-specific VOC Management Plan must at the least provide written procedures for minimising VOC emissions during:</p> <ul style="list-style-type: none"> • loading of cargo • sea passage, and • discharge of cargo. <p>Additionally, VOCs generated during crude oil washing need to be considered.</p> <p>If tanker design modifications (such as increasing the pressure of the cargo tanks) are to be made to minimise VOC emissions, strength aspects need to be considered and comprehensive calculations have to be carried out to confirm the structural strength and other related issues. This information must be provided within the VOC Management Plan when submitting it for approval.</p> <p>Marine Fuel Oil specification MEPC 59 agreed that the matter should be left to ISO, however, it was also agreed to forward a request to verify the status of substances given in the indicative list of parameters developed by the Committee.</p> <p>Definition of sulphur MEPC 59 agreed that referencing ISO Standard should be sufficient.</p> <p>Procedure to verify sulphur content in fuel oil MEPC Circular on a Unified Interpretation concerning Sulphur Limits in Fuel and Fuel Oil Verification Procedure for MARPOL Annex VI was approved.</p> <p>Implication and application of this part of the section SOx control is matter of ship operation thus up to the effort of the petroleum industry, while ship will be required to be capable of using more than one fuel in order to operate in emission control areas. NOx control relates to the engines onboard. Shipbuilders and shipowners are invited to pay due attention to the development, especially application to existing engines installed between 1990 and 2000.</p> <p>Criteria and Procedure for Designation of Emission control area MEPC 59 agreed to keep the criteria as prepared by MEPC 57.</p> <p>Ozone depleting substances An inventory for the list of substances kept onboard will be required.</p> <p>Implication:</p>
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	<p>Owner: Significant impact. The following is the primary areas for the owners concern:</p> <ul style="list-style-type: none"> • Selection of the fuel (There could be difficulties in obtaining required fuel, possible difficulties of using two fuels – especially change over prior to entering into SECA) • VOC Management Plan • Possible upgrade of existing engine <p>Shipbuilder/Equipment manufacture: Significant impact for the compliance with the new standard for engines. There may be demands for the development of exhaust gas cleaning system for which, numbers of regulatory developments are still required.</p> <p>National Administration / Recognized Organization: Significant impact. It may require additional resources and expertise for the proper implementation of the new requirements. Development of the policy / standard for the requirement to the existing engine needs careful attention.</p> <p>Application: All ships to which MARPOL Annex VI applies – generally speaking, ships of 400 gross tons and above (new and existing ships).</p>
<p>150-2 1 July 2010</p>	<p>NOx Technical Code 2008</p> <p>Adopted by Resolution MEPC.177(58)</p> <p>Background and summary: The main changes to the Code are: a new chapter for the approval of 'approved method' (existing ships) arrangements; inclusion of requirements covering the approval of direct measurement and monitoring methods; and amended NOx emission calculation procedures. The MEPC will be issuing a circular to facilitate the application of the revised Code to Tier II engine certification.</p> <p>Implication: Shipbuilder/Equipment manufacture: Required to meet the new standard introduced by this code. National Administration / Recognized Organization: To prepare new type approval and survey procedures based upon the new code.</p> <p>Application: Engines over 130 kW irrespective of the size of ship onto which such engines are subsequently installed).</p>

B – Adopted IMO requirements entering into force in the near future

1 January 2011

153-1 1 January 2011	<p>SOLAS 1974. Chapter II-2 Regulations 1 and 19 – Carriage of dangerous goods (Note to table 1 and 2 and entire table 19.3)</p> <p>Adopted by Resolution MSC.269(85)</p> <p>Background: The proposal was to update the Note 1 to table 19.1 and 19.2 as well as replace entire table 19.3 with the relevant amendments to regulation 1. The similar amendments were proposed together to chapter 7 of the HSC Code.</p> <p>Summary: With regards to footnotes 20 and 21 under table 19.3, while FP 52 deleted these footnotes, which was endorsed by MSC 84, DSC 13 agreed that they should be re-inserted in order to be consistent with the footnote 16 for class 5.2 and to avoid any misinterpretation regarding cargoes, for which underdeck stowage is prohibited in the IMDG code. The MSC 85 confirmed that the provisions of regulation II-2/19 do not apply to dangerous goods in “excepted quantities” pending entry into force of the relevant amendments to regulation II-2/19 (1 January 2011).</p> <p>Implication: The carriage requirements for classes of packaged dangerous goods will change due to changes to the various classes (e.g. existing class 2.3 will now become class 2.3 flammable or 2.3 non-flammable, and existing class 4.3 will now become 4.3 liquids or 4.3 solids). The list of packaged dangerous goods classes permitted to be carried on each vessel will need to be re-assessed and the associate document of compliance for the carriage of dangerous goods re-issued.</p> <p>Application: New ships (constructed on or after 1 January 2011) and not later than the first cargo ship safety equipment/passenger ship safety renewal survey on or after 1 January 2011 for existing ships (cargo ships of 500 gt and upwards and passenger ships constructed on or after 1 September 1984, and cargo ships less than 500 gt constructed on or after 1 February 1992), with the following exceptions:</p> <ul style="list-style-type: none">• Cargo ships of 500 gt and upward and passenger ship constructed on or after 1 September 1984 but before 1 July 1986, need not comply with regulation 19.3.3 provided they comply with regulation 54.2.3 of MSC.1(XLV);• Cargo ships of 500 gt and upwards and passenger ships constructed 1 or after 1 July 1986 before 1 February 1992, need not comply with regulation 19.3.3 provided they comply with regulation 54.2.3 of MSC.6(48)• Cargo ships of 500 gt and upwards and passenger ships constructed on or after 1 September 1984 but before 1 July 1998, need
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	<p>not comply with regulations 19.3.10.1 and 19,3,10.2 ; and</p> <ul style="list-style-type: none"> • Cargo ships of less than 500 gt constructed after 1 February 1992 but before 1 July 1998 need not comply with regulations 19.3.10.1 and 19.3.10.2 <p>Note: The MSC 85 confirmed that the provisions of regulation II-2/19 do not apply to dangerous goods in “excepted quantities” pending entry into force of the relevant amendments to regulation II-2/19 (1 January 2011). A note to this effect is contained in the report of the meeting.</p>
153-2 1 January 2011	<p>SOLAS 1974. Various</p> <p>Chapter II-2 Regulations 16 and 19 (note 10 to table 19.2) Chapter VI Regulations 1-1, 1-2 and 3 Chapter VI, Part B Regulations 6 and 7 Chapter VII Regulations 7-1 and 7-5</p> <p>Adopted by Resolution MSC.269(85)</p> <p>Background and summary: Editorial changes to SOLAS 1974 as amended in order to make the IMSBC Code mandatory.</p> <p>Implication: Shipbuilders, shipowners and ship managers are invited to note the above development. Mandatory application will have significant impact, for example,</p> <ul style="list-style-type: none"> • Owing to the segregation requirements, coal may not be allowed to be stored in a cargo hold if the adjacent fuel tanks are heated. • If the ship intends to carry Direct Reduced Iron (B) or (C), an installation for nitrogen inerting system (portable or permanent nitrogen gas generator or nitrogen bottles) may be required. <p>Applications: New and existing ships carrying solid bulk cargoes on or after 1 January 2011, although some Flag Administrations may choose to apply the Code partly or entirely from 1 January 2009.</p>
153-3 1 January 2011	<p>International Code of Safety for High-Speed Craft, 2000 (HSC Code 2000)</p> <p>Paragraph 7.17 – Fire Safety – note 1 to table 7.17-1 and entire table 7.17-3</p> <p>Adopted by Resolution MSC.271(85)</p> <p>Background: Similar amendments were approved for SOLAS chapter II-2.</p> <p>Summary: A set of amendment similar to those to the SOLAS Chapter II-2 were introduced in the HSC Code 2000. Existing note 1 to</p>

	<p>table 7.17-1 has been revised to clarify an application of ventilation requirements for different classes of dangerous goods carried in container cargo spaces. Similar to the re-insertion of the footnote for SOLAS Regulation 19, footnotes 17 and 18 under table 7.17-3 of the 2000 HSC code were also agreed for re-insertion. Footnotes 9 and 10 under table 7.17-3 were also inserted. The MSC 85, in conjunction with the decision made to SOLAS Regulation II-2/19 above, agreed not apply the requirements to dangerous goods in excepted quantities pending entry into force of the relevant amendments (1 January 2011).</p> <p>Implication: Nominal, as this is primarily solving the inconsistencies between texts.</p> <p>Applications: New crafts (constructed on or after 1 January 2011) and not later than the first renewal survey on or after 1 January 2011 for existing crafts (crafts constructed on or after 1 July 2002).</p> <p>Note: The MSC 85 confirmed that the provisions of paragraph 7.17 do not apply to dangerous goods in “excepted quantities” pending entry into force of the relevant amendments to Paragraph 7.17 (1 January 2011). A note to this effect is contained in the report of the meeting.</p>
153-4 1 January 2011	<p>Adoption of the International Maritime Solid Bulk Cargo (IMSBC) Code (IMSBC Code)</p> <p>Adopted by Resolution MSC.268(85)</p> <p>Background and summary: IMO has been working on the BC Code with a view to making the Code mandatory. The task was completed at DSC 13 and adopted by the MSC 85. The Code will enter into force on a mandatory basis for all ship carrying solid bulk cargoes on 1 January 2011. The MSC 85 agreed that the code may be applied on a voluntary basis from 1 January 2009. MSC.1/Circ. 1351 – Interpretation of stowage and segregation requirements for brown coal briquettes and coal related to “Hot Areas” in the IMSBC Code should also taken into account.</p> <p>Implication: Shipbuilders, shipowners and ship managers are invited to note the above development. Mandatory application will have significant impact, for example,</p> <ul style="list-style-type: none"> • Owing to the segregation requirements, coal may not be allowed to be stored in a cargo hold if the adjacent fuel tanks are heated. • If the ship intends to carry Direct Reduced Iron (B) or (C), an installation for nitrogen inerting system (portable or permanent nitrogen gas generator or nitrogen bottles) may be required. <p>Applications: New and existing ships carrying solid bulk cargoes on or after 1 January 2011, although some Flag Administrations may choose to apply the Code partly or entirely from 1 January 2009.</p>
156 1 January 2011	<p>SOLAS 1974. Chapter II-1 Regulation 3-5.2 – prohibition of all new installations of asbestos onboard</p> <p>Adopted by Resolution MSC.282(86)</p>

	<p>Background: By a previous amendment made to the SOLAS Convention, the use of asbestos has been prohibited except for essential use. However, by this amendment any use of asbestos, including essential use, will not be allowed from 1 January 2011.</p> <p>A question concerning the interpretation of “new installation” was raised by a member State. The question related to the installation of spares already stored on board ship after 1 January 2011. While the member provided a draft interpretation, the MSC 86 could not agree with the proposed interpretation. DE 53 prepared a draft MSC Circular for adoption at MSC 88</p> <p>Summary: The existing text of paragraph 2 is replaced by the following: “From 1 January 2011, for all ships, new installation of materials which contain asbestos shall be prohibited.”</p> <p>Implication: It is envisaged that the total prohibition applies both to new and existing ships. The availability of such replacement parts that do not contain asbestos as well as the status of the spare parts that are already purchased may require careful consideration.</p> <p>Application: Any physical installation after 1 January 2011 onboard all passenger ships engaged on international voyages and cargo ships of 500 gt or more engaged on international voyages will not be allowed.</p>
157 1 January 2011	<p>SOLAS 1974. Chapter II-1 Regulation 35-1 Bilge pumping arrangements</p> <p>Adopted by: Resolution MSC.282(86)</p> <p>Background: As a consequence of the amendments made to the regulation II-2/20 by the resolution MSC.256(84), a new reference to the regulation has been inserted in this regulation.</p> <p>Summary: The following new paragraph 2.6.3 is added after the existing paragraph 2.6.2: “2.6.3 Provisions for the drainage of closed vehicle and ro-ro spaces and special category spaces shall also comply with regulations II-2/20.6.1.4 and II-2/20.6.1.5.”</p> <p>Implication: This is just an editorial change. The substantial impact has been introduced by MSC.256(84).</p> <p>Application: Passenger ships with ro-ro space(s) engaged on international voyages regardless of tonnage and cargo ships (non-passenger ships) with Ro-ro space(s) engaged on international voyages of 500 gt or above.</p>
158 1 January 2011	<p>SOLAS 1974. Chapter V Regulation 19 – Carriage requirements for a bridge navigational watch alarm system (BNWAS)</p> <p>Adopted by: Resolution MSC.282(86)</p>

Background: A bridge watch navigational alarm system is a device which triggers an alarm if an Officer on Watch (OOW) becomes incapable of performing the OOW's duties. IMO also adopted the performance standard as MSC. 128 (75) and there are ships which have already installed the equipment on a voluntary basis.

Summary: In paragraph 2.2, the new subparagraphs .3 and .4 are added after the existing subparagraph .2. Application details are given in new subparagraph .3. sub-paragraph .4 states that "a bridge navigational watch alarm system (BNWAS) installed prior to 1 July 2011 may subsequently be exempted from full compliance with the standards adopted by the Organization, at the discretion of the Administration."

Note: In the existing footnote to paragraph 2 the reference to the performance standard (resolution MSC.128(75) – performance standards for a bridge navigational watch alarm system (BNWAS)" is inserted.

Implications:

Shipbuilders

- Builders are encouraged to take these requirements into consideration when designing a ship keel of which will be laid on or after 1 July 2011.
- This is not stand alone equipment on the navigation bridge. The secondary alarm will be activated in the master's cabin, thus wiring will be required in other parts of the crew accommodation area. Due attention is to be paid to wire penetration at fire-protection boundaries.
- BNWAS is required to meet the IMO's performance standard (MSC.128 (75)).
- BNWAS is to be type approved by the flag Administration or its Recognized Organization (e.g., Classification Society).

Shipowners

- BNWAS will be required on the existing ships (at the first survey after the date specified) as well. Owners will need to be prepared to make retrofitting arrangements. Owners are encouraged to take the opportunity to make such arrangements at dry-docking, if there is such an opportunity.

Flag Administrations & their recognized organizations

- It will be necessary to type approve the system in a timely manner.
- Relevant survey guidelines should be prepared.
- The requirements will apply to ships not engaged on international voyages as well.

Application:

Ship type	Gross tonnage	New ships (keel laying date)	Existing ships (not new ship)
Passenger ships	All	1 July 2011	Not later than the first survey* on or after 1 July 2012
Cargo ships	3,000 gt and above	1 July 2011	Not later than the first survey* on or after 1 July 2012
	500 gt and above but less	1 July 2011	Not later than the first survey* on or after 1 July 2013

		than 3,000 gt		
		150 gt and above but less than 500 gt	1 July 2011	Not later than the first survey* on or after 1 July 2014
	<p>*The first survey means the first annual survey, the first periodical survey or the first renewal survey, whichever is due first after the date specified. For a passenger ship, this is the first renewal survey for Passenger Ship Safety Certificate; for a cargo ship (non-passenger ship), this is either the Cargo Ship Safety Equipment Survey or, for ships with a Cargo Ship Safety Certificate, the Cargo Ship Safety Survey. For both passenger ships and cargo ships which are under construction, if the keel is laid before, but the ship is delivered after, the date specified in the relevant regulation, the first survey is the initial survey.</p>			
159 1 January 2011	<p>SOLAS 1974. Chapter V Regulation 19 – Carriage requirements of ECDIS</p> <p>Adopted by: Resolution MSC.282(86)</p> <p>Background: ECDIS (Electronic Chart Display and Information System) is shipborne navigational equipment, which is regarded as an equivalent to paper charts as per the SOLAS regulation V/27 and the regulation V/19.2.1.4. In other words, it is currently optional equipment. By the amendment adopted at MSC 86, ECDIS will be mandatory for new ships in 2012 (passenger ships and oil tankers) or 2013/2014 (other ships). Existing ships will be required to retrofit the system.</p> <p>Summary: In paragraph 2.1, the existing subparagraph .4 is replaced by the following:</p> <p>“4 nautical charts and nautical publications to plan and display the ship’s route for the intended voyage and to plot and monitor positions throughout the voyage. An electronic chart display and information system (ECDIS) is also accepted as meeting the chart carriage requirements of this subparagraph. Ships to which paragraph 2.10 applies shall comply with the carriage requirements for ECDIS detailed therein;”.</p> <p>After the existing paragraph 2.9, the new paragraphs 2.10 and 2.11 are added. Paragraph 2.10 provides application details and paragraph 2.11 states that “administrations may exempt ships from the application of the requirements of paragraph 2.10 when such ships will be taken permanently out of service within two years after the implementation date specified in subparagraphs .5 to .9 of paragraph 2.10.”</p> <p>Implications: Shipbuilders and manufacturers</p> <ul style="list-style-type: none"> ▪ Builders will be required to take these requirements into consideration when designing a ship which keel will be laid on or after 1 July 2012/2013/2014 dependent on ship type and size; ▪ Manufacturers are to note that ECDIS is required to meet the IMO’s performance standard (A.817(19), as Adopted by the Resolutions MSC. 64 (67), MSC. 86 (70) and MSC. 232 (82)); 			

Owners/Ship management companies

- As ECDIS will be required on the existing ships (at the first survey after the date specified in the table given below), owners will be required to make retrofitting arrangements. Owners are encouraged to take the opportunity to make such arrangements at dry-docking, if there is such an opportunity;
- Owners are to ensure that ships will be provided with the Electronic Navigational Charts (ENCs) issued by a Hydrographic Authority or its agents that cover the intended voyages;

Ship managers are to ensure that appropriate training and familiarization will be incorporated into the company's SMS for the use of ECDIS in accordance with paragraph 6.5 of the ISM Code. Deck officers must be fully familiar with the operation of ECDIS prior to the first voyage after the installation of ECDIS in accordance with paragraph 6.3 of the ISM Code. Due reference is to be made to SN.1/Circ. 276 - Transitioning from paper chart to electronic chart display and information systems (ECDIS) navigation.

Administrations & their recognized organizations

- Relevant survey guidelines should be prepared, which should include appropriate back up arrangements & the location of ECDIS in case of retrofitting;
- ISM auditors are to be made aware of the new requirements and the need for companies to introduce the corresponding training and familiarisation.

Application – to ships engaged on international voyages only:

Type of ships	Gross tonnage	New ships (Construction – keel laying date)	Existing ships (Ships not new ships)
Passenger ships	500 gt	1 July 2012	Not later than the first survey* on or after 1 July 2014
Tankers	3,000	1 July 2012	Not later than the first survey* on or after 1 July 2015
Others	50,000	1 July 2013	Not later than the first survey* on or after 1 July 2016
	20,000	1 July 2013	Not later than the first survey* on or after 1 July 2017
Others cont	10,000	1 July 2013	Not later than the first survey* on or after 1 July 2018
	3,000	1 July 2014	No retrofitting requirements to existing ships less than 10,000 gt

*The first survey means the first annual survey, the first periodical survey or the first renewal survey, whichever is due first after the date specified. For a passenger ship, this is the first renewal survey for Passenger Ship Safety Certificate; for a cargo ship (non-passenger ship), this is either the Cargo Ship Safety Equipment Survey or, for ships with a Cargo Ship Safety Certificate, the Cargo Ship Safety Survey. For both passenger ships and cargo ships which are under construction, if the keel is laid before, but the ship is delivered after, the date specified in the relevant regulation, the first survey is the initial survey.

<p>160 1 January 2011</p>	<p>SOLAS 1974. Chapter VI concerning Material Safety Data Sheet (MSDS) and related Guidance</p> <p>Adopted by: Resolution MSC.282(86)</p> <p>Background: At MSC 84 it was noted that there was an anomaly in SOLAS chapter VI , i.e., while regulation 1 states that the chapter applies to “except liquids in bulk...”, regulation 5-1 stipulates carriages of MARPOL Annex I substances and bunker fuel as cargo. In the course of the discussion, it came to the attention of the Committee that the original intent of the revised SOLAS regulation VI/5-1 is to require Marine Safety Data Sheets for the bunker fuel that is used onboard the ship for its own propulsion.</p> <p>It should be noted that the previous amendment (MSC.239 (83)) comes into force on 1 July 2009, with an omission regarding application to the fuel carried onboard for a ship’s own propulsion. An MSC Circular (MSC.1/Circ..1303) was approved for circulation explaining the above situation.</p> <p>Summary: The following amendments are made to this chapter:</p> <p>The title of chapter VI is replaced by the following: “Carriage of Cargoes and Oil Fuels”</p> <p>Regulation 1 “Application” At the beginning of paragraph 1, the words “Unless expressly provided otherwise,” are added and the existing word “This” is replaced by the word “this”.</p> <p>Regulation 5-1 – Material safety data sheets The existing text of the regulation is replaced by the following: “Ships carrying oil or oil fuel, as defined in regulation 1 of Annex 1 of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, shall be provided with material safety data sheets, based on the recommendations developed by the Organization*, prior to the loading of such oil as cargo in bulk or bunkering of oil fuel.”</p> <p>* Refer to the Recommendations for material safety data sheets (MSDS) for MARPOL Annex I oil cargo and oil fuel, adopted by the Organization by resolution MSC.286(86), as may be amended</p> <p>Note: Further reference is to be made to:</p> <ul style="list-style-type: none"> • MSC.Circ.1/1303 • LR Classification News No. 16 (2009) <p>Implications: Revised text includes bunkers. This has substantial impact on day to day ship’s operation for ship owners and bunker fuel</p>
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	<p>suppliers.</p> <p>Application: To all ships from 1 January 2011.</p>
<p>161 1 January 2011</p>	<p>SOLAS 1974. Appendix – Certificates</p> <p>Adopted by: Resolutions MSC 282(86) and MSC.283(86)</p> <p>Background: As a consequence of the amendment made to SOLAS regulation V/19 concerning BNWAS, various record forms given as attachments to certificates are revised by the Resolution MSC. 283 (86).</p> <p>Summary: Amendments to Forms are as follows:</p> <p>Record of Equipment for the Passenger Ship Safety Certificate (Form P) 9 In the Record of Equipment for the Passenger Ship Safety Certificate (Form P), in section 5, a new item 14 is inserted as follows: .14 Bridge navigational watch alarm system (BNWAS)..</p> <p>Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E) 10 In the Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E), in section 3, a new item 14 is inserted as follows: .14 Bridge navigational watch alarm system (BNWAS).</p> <p>Record of Equipment for the Nuclear Passenger Ship Safety Certificate (Form PNUC) 11 In the Record of Equipment for Nuclear Passenger Ship Safety Certificate (Form PNUC), in section 5, a new item 15 is inserted as follows: .15 Bridge navigational watch alarm system (BNWAS).</p> <p>Record of Equipment for the Nuclear Cargo Ship Safety Certificate (Form CNUC) 12 In the Record of Equipment for Nuclear Cargo Ship Safety Certificate (Form CNUC), in section 5, a new item 14 is inserted as follows: .14 Bridge navigational watch alarm system (BNWAS).</p> <p>Implication: The new forms will be used upon the replacement of the certificates after the entry into force of the requirements.</p> <p>Application: All ships that are required to hold SOLAS certificates (passenger ships regardless of size and cargo ships (non-passenger ships of 500 gt or over) both engaged on international voyages).</p>

<p>163 1 January 2011</p>	<p>MARPOL 73/38. Annex I New Chapter 8 – Prevention of Pollution during Transfer of Oil Cargo between Oil Tankers at Sea</p> <p>Adopted by Resolution MEPC.186.(59)</p> <p>Summary: New regulations 40, 41, 42</p> <p>These are new MARPOL regulations requiring:</p> <ul style="list-style-type: none"> • development of an onboard ship to ship oil transfer plan (STS operations Plan) which may form part of the shipboard SMS manual; • Notification to coastal State(s) in coastal and Exclusive Economic Zone in 48 hours. (If full information for notification is not available at an exceptional case, at least information on the ship to ship operation should be notified.) <p>Corresponding amendments are made in the record of Construction and Equipment for Oil Tankers, Form B.</p> <p>Implication: Shipowners of oil tankers will be required to have an approved STS operations Plan onboard. National Administrations and/or their Recognized Organizations will need to approve the plan in a timely manner. Builder/Designer: May be requested as part of a new build contract to provide an approved STS plan Manufacture: Nil</p> <p>Application: Oil tankers of 150 gt or above, which carry out ship to ship cargo oil transfer.</p>
<p>164 1 January 2011</p>	<p>MARPOL 73/78. Annex I Regulations 1, 12, 13, 17 and 38</p> <p>Adopted by: Resolution MEPC.187(59) - Annex 1</p> <p>Summary: Regulation 1 – the following new definitions are adopted</p> <ul style="list-style-type: none"> • Oil residue (sludge) means the residual waste oil products generated during the normal operation of a ship such as those resulting from the purification of fuel or lubricating oil for main or auxiliary machinery, separated waste oil from oil filtering equipment, waste oil collected in drip trays, and waste hydraulic and lubricating oils. • Oil residue (sludge) tank means a tank which holds oil residue (sludge) from which sludge may be disposed directly through the standard discharge connection or any other approved means of disposal. • Oily bilge water means water which may be contaminated by oil resulting from things such as leakage or maintenance work in machinery spaces. Any liquid entering the bilge system including bilge wells, bilge piping, tank top or bilge holding tanks is considered oily bilge water.

	<ul style="list-style-type: none"> • Oily bilge water holding tank means a tank collecting oily bilge water prior to its discharge, transfer or disposal.” <p>Regulation 12* is amended by removing the words “such as those resulting from the purification of fuel and lubricating oils and oil leakages in the machinery spaces” from the end of the regulation. A new paragraph 2 was added dealing with the disposal of oil residue (sludge)</p> <p>Regulations 13, 17 and 38-are amended to take account of the new definitions in regulation 1</p> <p>Implication: All ER oil residue (sludge) tank arrangements will need to comply with the revised regulation 12 and take account of the revised definitions and the changes to regulations 13, 17 and 38.</p> <p>Settled water may only be drained to an oily bilge water holding tank or bilge well, or an alternative arrangement, but may not be led directly to an oily water separator. Connections between designated sludge pumps and the oily water separator, which are not uncommon will need to be removed.</p> <p>Application: To ships which MARPOL Annex I is applied.</p> <p>*an interpretation to the regulation 12.2, 12.3 and 12.4 was prepared as Annex 14 to MEPC 61.</p> <p>The unified interpretations provide various interpretations, e.g.” designated pump for disposal” used in regulation 12.2. as “any pump used for the disposal of oil residue (sludge)” through the standard discharge connection referred to in regulation 13, or any pump used to transfer oil residue (sludge) to any other approved means of disposal such as an incinerator, auxiliary boiler suitable for burning oil residue (sludge) or other acceptable means which are prescribed in paragraph 3.2 of the supplement to IOPP Certificate, Form A or B.</p> <p>Further, interpretations are given to Regulation 12.3, 12.4 as well in order to provide clearer guidance to the “Oil residue (sludge) tanks”.</p> <p>Implication: Builders, Owners: This interpretation will assist with the implementation of resolution MEPC.187(59). Vessels with keel laying before 31 December 1990 will need to separate out the sludge and bilge water piping. Other arrangements will be reviewed in line with the new requirements. Flag Administrations and its ROs: The new requirements will need to be examined for compliance. Lloyd’s Register will be examining these at the next MARPOL Annex I survey.</p> <p>Application: Ships subject to MARPOL Annex I regulation 12.1, .e. all ship types of 400 gt or over.</p>
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<p>165 1 January 2011</p>	<p>MARPOL 73/78. Appendix II – Forms A (ships other than oil tankers) and B (oil tankers)</p> <p>Adopted by: Resolution MEPC.187(59) – Annex 2</p> <p>Summary: MEPC 59 adopted the text of consequential amendments to the supplement of the IOPP certificate consistent with the newly agreed definitions. In addition, “maximum capacity” in “kW or kcal/h” was added to the entry for the incinerator (paragraph 3.2.2. of the supplement).</p> <p>Implication: The new requirements will need to be examined for compliance. Lloyd’s Register will be examining these at the next MAROL Annex I survey, and reissue the Form A or B.</p> <p>Application: To ships which MARPOL Annex I is applied (ships required to carry certificates – oil tankers of 150 gt or above and other types of ships of 400 gt or above).</p>
<p>166 1 January 2011</p>	<p>MARPOL 73/78. Appendix III – Oil Record Book</p> <p>Adopted by: Resolution MEPC.187(59) - Annex 3</p> <p>Summary: Amendments to sections (A) to (H) have been adopted based upon the following:</p> <ul style="list-style-type: none"> • to address the change of the definitions given above • to record transfer of oil residues (sludge) between tanks and transfer of oily bilge water between oily bilge water holding tanks • to record “starting” of discharge overboard in both non-automatic and automatic mode. <p>As a response to the clarification made to regulation 12.2.2 and 12.2.3, MEPC 59 agreed to insert the following footnote “Only those tanks listed in item 3.1 of form A and B of the supplement in the IOPP Certificate used for oil residues (sludge) in the Oil Record Book.”</p> <p>Implication: Shipowners are to pay due attention to the above development. Administrations would benefit from considering when and how the new form will be required for their existing fleets.</p> <p>Application: Ships to which MARPOL Annex I is applied (ships required to carry Oil Record Book – oil tankers of 150 gt or above and other types of ships of 400 gt or above).</p> <p>Implication (Owners and Governments): To be embraced as a way to reduce Port State Control problems. Owners/operators should commence using the revised format for the oil record book from 1 January 2011. Administrations may reissue printed versions of the oil record book to take the circular into account. Owners and operators should check with the flag administrations.</p>

	Application: Ships required to carry an Oil Record Book - oil tankers of 150 gt or above, and other types of ships of 400 gt or above.
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1 May 2011

<p>190 1 May 2011</p>	<p>MARPOL 73/78. Annex V – Wider Caribbean Region Special Area</p> <p>Adopted by: Res. MEPC.191(60)</p> <p>Background and summary: The “Wider Caribbean Region” was designated as a Special Area under MARPOL Annex V on 4 July, 1991 by amendments to the Annex, and entered into force on 4 April, 1993; The stringent discharge requirements for garbage from ships for the Special Area have not yet taken effect, because adequate port reception facilities are not provided in all ports within the Special Area.</p> <p>MEPC 60, having noted that the criteria regarding the provision of adequate reception facilities by States boarding the “Wider Caribbean Region” Special Area were now met, adopted an MEPC resolution for the establishment of the date on which the Area shall take effect (the date agreed is 1 May, 2011).</p> <p>The Wider Caribbean Region means the Gulf of Mexico and Caribbean Sea proper including the bays and seas therein and that portion of the Atlantic Ocean within the boundary constituted by the 30° N parallel from Florida eastward to 77° 30’ W meridian, thence a rhumb line to the intersection of 20° N parallel and 59° W meridian, thence a rhumb line to the intersection of 7° 20’ N parallel and 50° W meridian, thence a rhumb line drawn south-westerly to the eastern boundary of French Guiana.</p> <p>It should be noted that reception facilities in Belize, Jamaica and Nicaragua may not be sufficient as of this point so regional arrangements have been put in place with the co-ordination of neighbouring States.</p> <p>MEPC.1/Circ.675 – Discharge of cargo hold washing water in the Gulf Area and Mediterranean Sea under MARPOL Annex V has been updated accordingly. (Rev.1 issued)</p> <p>Implications: Shipowners and managers should pay due attention to the above Area, and provide necessary instructions to shipmasters, in particular:</p> <ul style="list-style-type: none"> • Owner/Manager of general cargo ships and bulk carriers: It should be noted that if the cargo hold washing water contains harmful substances, the water has to be kept onboard while the ship is navigating in the Area. • Cruise ship operators: The reception facilities will be established on regional basis in Belize, Jamaica and Nicaragua. It may not guarantee that the port of call has adequate reception facilities for a large volume of garbage. Advance investigation of the
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	<p>availability of reception facilities may be required.</p> <p>Application: All ships navigating in the Area.</p>
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1 August 2011

168 1 August 2011	MARPOL 73/78. Annex I New regulation 43 Adopted by Resolution MEPC.189(60) Background and Summary: As a result of accidents including the sinking of ships in the Antarctic area there was concern that leaked heavy oils would have an adverse impact on the marine environment also due to the prevailing climatic conditions and the remoteness, clean up of oil spill is extremely difficult. As a result a proposal was made to introduce regulations to ban the use and carriage of “heavy” oils in the Antarctic area, this proposal was agreed and the amendments to the regulations were finally adopted. The main characteristics of the proposed new regulation are to: <ul style="list-style-type: none">• establish a ban of carriage in bulk as cargo or carriage and use as fuel in the Antarctic area defined in MARPOL Annex I regulation 1.11.7• make an exception for SAR and salvage vessels• determine that cleaning of tanks/piping if heavy grade oil previously is not required. Implications: Very significant impacts to the operators, e.g, Antarctic cruise operators. It will require not only change in the use of the fuel, but also storage arrangements on shore side, possible change of ship’s hardware (machinery/fuel arrangement) e.g.: Operations & shore side arrangement <ul style="list-style-type: none">• Before a vessel which has been operating on heavy fuel oil or carrying heavy oils will need to be pumped out before entering Antarctica.• Storage facilities in ports/countries near Antarctica will be required to keep heavy fuel oil.• In this connection, ships are designed to receive bunkers from bunker tankers, but generally not designed to pump the bunker tanks out to shore facilities. Therefore, some vessels may need to be modified.• If they send it through their sludge systems, they may put the landed fuel off specification, so its value will be reduced.• There will be a need to change over procedures before getting to the Antarctic area, of the remaining HFO in the system.• If there is equipment in Antarctica requiring the use of Heavy Oil, these will need to be replaced or modified.• If there are storage facilities with heavy oil in Antarctica, the fuel will need to be removed by the date this comes into force, or used in Antarctica. Equipment on the ships
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	<ul style="list-style-type: none"> Some of the equipment on the ships designed for Heavy Fuel oil may need to be modified, to operate on the new fuels. Similar to the problems that happened in the European Union Low sulphur fuels in port. Installations, such as HFO heaters may need to be disconnected or modified. <p>Application: The amendments will apply to builders / designers / owners / managers of ships of ships intending to operate in the Antarctic area waters from 1 August, 2011.</p>
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1 January 2012

169-1
1 January 2012

SOLAS 1974. Chapter II-2 Regulation 4.5.7 - Probability of ignition - Gas measurement and detection

Adopted by Resolution MSC.291(87)

Summary: The amendments require fixed hydrocarbon gas detection systems in double-hull and double-bottom spaces of new oil tankers of 20,000 dwt and above.

In addition to the new requirements for fixed hydrocarbon gas detection systems in double-hull and double-bottom spaces, the carriage requirements for portable instruments for measuring oxygen for tankers are included in the regulation II-2/4.5.7.1, which will be applicable to all new and existing tankers.

Implication:

- **Manufacturers of gas detection systems:** for portable instruments, it is necessary to provide an instrument for measuring oxygen. As for fixed equipment, it is necessary to produce a product meeting the requirement of the revised FSS Code.
- **Shipowners:** to provide oxygen measurement equipment onboard for both new and existing ships and provide a fixed detection system for new ships. It should be noted that the deadline for compliance with the requirements for the carriage of portable oxygen measurement equipment is NOT at the first survey after the entry into force date but the actual entry into force date.
- **Ship designers, shipbuilders:** to take into account the requirements for installing fixed hydrocarbon gas detection system in the design of the ship.
- **Flag Administrations (and their recognized organizations):** will need to keep surveyors updated on this requirement.

Application: Intended for new double hull oil tankers of 20,000 dwt and above (for fixed systems) and for all ships notwithstanding the construction date (for portable instrument). The requirements will also be applicable to chemical tankers.

The following instruments are adopted in this relation:

1. **New FSS Code Chapter 16 – Fixed hydrocarbon gas detection system (MSC. 292 (87))** - This amendment was adopted in conjunction with the SOLAS regulation II-2/4.5.7, which requires fixed hydrocarbon gas detection systems in the double hull and

	<p>double bottom spaces of oil tankers.</p> <p>2. MSC Circular on Guidelines for the design, construction and testing of fixed hydrocarbon gas detection system (MSC.1/Circ.1370) - Electrical wiring arrangements as well as extraction pump arrangements are to be considered at the design stage of new tankers. While testing and survey requirements are not included in the guidelines, such elements must be put into practice.</p>
<p>170 1 January 2012</p>	<p>FSS Code. Chapter 1 – Clarification of the application of the amendment to the Code</p> <p>Adopted by Resolution MSC.292(87)</p> <p>Background and Summary: There was a question as to whether FSS code is applicable based on the keel laying date (and to new ships only) This is the answer to the question as the amendment makes it clear that those amendments to the Code which relate to the structure of ships, adopted after 1 July 2002, should, unless expressed otherwise, apply only to ships constructed on or after the date on which the amendments entered into force.</p> <p>Implication: A clearer principle of the application of the amendments will assist all concerned parties.</p> <p>Application: All ships and fire-fighting equipment subject to the FSS Code.</p>
<p>171 1 January 2012</p>	<p>FSS Code. Chapter 10 – Sample extraction smoke detection systems</p> <p>Adopted by Resolution MSC.292(87)</p> <p>Summary: This is a total revision of chapter 10 of the FSS Code - Sample Extraction Smoke Detection Systems, including a definition of the components used in the detection system, a clearer definition of the system, the introduction of a formula for the sampling interval, the introduction (referencing) of relevant standards, the introduction of requirements for smoke accumulators, etc. The changes are exhaustive but primarily are of editorial nature.</p> <p>Implication: Changes made to the Code are primarily to clarify current practices. Therefore, it is considered that the impact on the design/installation of the currently produced equipment is nominal.</p> <p>Application: New ships constructed on or after 1 January 2012.</p>
<p>172 1 January 2012</p>	<p>LSA Code. Sections 4.2 and 4.3</p> <p>Adopted by Resolution MSC.293(87)</p>

	<p>Background and summary: As a consequence of changing the assumed weight of the individual from 75kg to 82.5kg, necessary amendments were prepared. It should be noted that the requirements for launching appliances for liferafts onboard passenger ships will remain the same (MSC Circular on determination of the required safe working load of life raft launching appliances on passenger ships).</p> <p>Implications:</p> <ul style="list-style-type: none"> • Manufacturers: may need to develop new designs for future liferafts and their launching appliances • Owner & builder: may need to acquire systems meeting new standards • Flag Administrations and their ROs (classification societies): need to be ready for the implementation. <p>Application: Liferafts and launching appliances required by SOLAS chapter III & the LSA Code used onboard cargo ships of 500 gt or over engaged on international voyages from 1 January, 2012. The question whether this is applied on the basis of the keel laying date or the date of installation was discussed at DE 54 but has now been referred to FSI 19 in February 2011 for a final decision.</p> <p>-----</p> <p>In this connection, the following instruments were also adopted:</p> <ol style="list-style-type: none"> 1. Amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)) (Liferaft design weight of personnel) (MSC.295(87)) - In relation to the new requirements for the increase of design weight of persons for liferaft from 75 kg to 82.5 kg defined in the LSA Code, the corresponding requirements were approved as resolution MSC.81(70). 2. MSC Circular on Determination of the required safe working load of liferaft launching appliances on passenger ships (MSC.1/Circ.1347) - It was agreed that even though the assumed mass of crew members in liferafts should be increased to 82.5 kg, the assumed mass of persons for the launching appliances would remain at 75 kg.
<p>173 1 January 2012</p>	<p>Amendments to the International Maritime Dangerous Goods (IMDG) Code</p> <p>Adopted by Resolution MSC.294(87)</p> <p>Background: As a normal practice, IMO follows UN Recommendation on the carriage of dangerous goods for the maritime transportation. Changes to the Code will affect the transport of solid dangerous goods, including their packing, marking and storage, following changes made to the UN Recommendations.</p> <p>Implication: Primarily affect shippers. There may be some impact of the transport of vehicle, internal combustion engine and Nickel Hydrogen Batteries.</p> <p>Application: To ships carrying dangerous goods. The amendments are to enter into force on 1 January, 2012 and it was agreed that Contracting Governments to the 1974 SOLAS Convention may apply the amendments in whole or in part on a voluntary basis from 1</p>

	January, 2011.
194 1 January 2012	<p>Certificate form (Amendments to MARPOL Annex VI)</p> <p>Adopted by Resolution MEPC.194(61)</p> <p>Background : MEPC 60 noted the problem of the existing supplement to the certificate for MARPOL Annex VI. MEPC 60 approved a revised certificate format and agreed to issue an MEPC.1/Circ. 718 as an interim solution.</p> <p>At MEPC 61, further amendments were made to MEPC.1/Circ. 718, i.e., a minor editorial change was made (Substituting the word “applicable” for “valid”) and it was clarified that all available options should be completed in order to avoid repeated re-issuance as the various dates are passed.</p> <p>(Replacement of the certificate)</p> <p>In relation to the adoption of the new form of the certificate, an NGO member raised a question as follows:</p> <ul style="list-style-type: none"> - paragraph 3.2 of MSC-MEPC.5/Circ.6 states that, on the timing of the replacement of existing certificates, in cases where the ship has to comply with new requirements, the certificate (and its supplement, if any) is to be "re-issued at the opportunity of the survey specified with the new requirement occurring after the date of entry into force of the amendments" - on the other hand, MEPC.1/Circ.718 urges Flag States to take early action and "to use the new revised form of Supplement to the IAPP Certificate at the earliest possible opportunity, when issuing the Supplement in accordance with the revised MARPOL Annex VI". <p>It was agreed that the matter would be further discussed at the FSI Sub-Committee, however the drafting group expressed that the guidance given by MSC-MEPC.5/Circ.6 applies rather than ‘immediately’ as indicated by MEPC.1/Circ.718.</p> <p>Implications: Ships will be required to replace their certificate but it will be done in conjunction with the scheduled survey.</p> <p>Application: All new and existing ships of 400 gt and above, and existing and new floating platforms. The new form of the certificate will be valid from 1 February 2012.</p>

1 August 2012

169 1 August 2012	Revised MARPOL Annex VI. Regulations 13 and 14 – Emission Control Area Adopted by Resolution MEPC.190(60) Background: The current MARPOL Annex VI permits areas to be established in which the SO _x content of fuels used on ships can be limited below the world wide limit if defined conditions are complied with. These areas are currently known as sulphur emission control areas (SECA). Currently there are two SECAs the Baltic and the North Sea. The revised MARPOL Annex VI which entered into force 1 July 2010 not only permitted SECA it also permitted the designation of areas where the NO _x emissions from the diesel engines are restricted below the level permitted outside such areas. These areas are known as emission control areas (ECA) for SO _x and or NO _x . The US and Canada with agreement from France (as there is a French Territory in the area) made an application to MEPC for the North America Area to become an ECA for both SO _x and NO _x . The application was considered by MEPC 60 and it was agreed that the conditions for establishing the ECA were met. Summary: MEPC 60 adopted the proposed North American ECAs (generally approx. 200 nautical miles from the Atlantic, Gulf and Pacific coasts except where this impacts on the territorial waters of other States) and some of the Hawaiian Islands. Attention is to be paid to the following points: <ul style="list-style-type: none">• Canada has now ratified MARPOL Annex VI – entry into force 26 June 2010; and• There is a French territory in the area, which will be included in the ECA. It should be noted that the details of the area (geographical coordinates) are given in the Appendix VII to the Annex. Implications: <ul style="list-style-type: none">• Any ship intending to operate in the North American ECA will be required to adhere to the NO_x limits defined in the regulation 13 for Tier III engines (applies to engines installed in ships constructed, and engines subject to certain 'major conversions', on or after 1 January 2016) and to the SO_x limits as per the regulation 14.4, i.e. 1.00% max. sulphur content fuel oil from entry into effect (taking into account the provisions of regulation 14.7) of the area, i.e., 1 August 2012, and 0.10% max. sulphur fuel oil from 1
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	<p>January 2015.</p> <ul style="list-style-type: none"> Ships will be required to have written change-over procedures and to change-over fuels prior to entry into the ECA and to maintain that usage until after exit. Ships are currently used to changing fuels for entry into the North Sea and Baltic SECA areas therefore there should be no additional burden on ships as a result of the new ECA for SO_x. However there may be ships that have never traded to the North Sea/Baltic area but do regularly trade to the North America region. For these ships change over procedures will be new and they will need to be developed and appropriate training to ships' crew provided. It may also require modification to fuel storage and handling arrangements to deal with storage and use of low sulphur fuels. For all ships intending to operate in the North American ECA for SO_x sufficient low sulphur fuel will need to be obtained prior to arrival at the outer limit of the ECA. The introduction of this SO_x ECA will increase the demand for low sulphur fuel this may have an effect on supply and cost of such fuel. When using low sulphur fuel there will be an additional operating cost.. <p>Application: To ships visiting the areas from 1 August 2012, irrespective of the date of the construction for SOx control, and ships constructed, and as otherwise required, on or after 1 January 2016 for NOx control.</p>
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1 January 2013

167
1 January 2013

SOLAS 1974. Chapter II-1 Regulation 3-11 - Corrosion protection of cargo oil tank of crude oil tankers

Adopted by Resolution MSC.291(87)

Background and Summary: Following the accident resulted from the structural failure tankers; corrosion protection measures for cargo oil tankers were developed. This regulation makes the performance standard mandatory. The following are the key points of the draft SOLAS regulation:

- It sets up entry into force date by building contract, keel lay date and delivery date (in the same manner current SOLAS reg. II-1/3-2 defines);
- It refers to the mandatory coating standard, which is to be adopted simultaneously;
- It accepts alternative measures – i.e., use of the corrosion resistant steel, subject to compliance with the mandatory standard that will be developed by the IMO.
- The requirements do not apply to combination carriers and chemical tankers.

For the definition of a “crude oil tanker”, references are made to items 1.11.1 and 1.11.4 of the Supplement to the International Oil Pollution Prevention Certificate (Form B).

Implications:

Owner and builders: the coating standard will affect fabrication process of crude oil tanker and to some extent, design itself. Builders would be required to have a qualified paint inspector for the job.

Flag Administrations and their ROs (classification societies): to be ready for the appropriate implementation once this discussion is concluded in the IMO.

Application: To new crude oil tankers of 5000 dwt or above engaged on international voyages from the following date:

- Contract date: 1 January, 2013
 - Keel laid date (in the absence of a building contract): 1 July, 2013
 - Delivery date: 1 January, 2016
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	<p>In conjunction with the amendment to the SOLAS, the following mandatory resolutions were adopted.</p> <p>1. Resolution MSC.288(87) on Performance standard for protective coatings for cargo oil tanks of crude oil tankers</p> <p>MSC 87 adopted MSC resolution on Performance standard for protective coatings for cargo oil tanks of crude oil tankers. The performance standard contains requirements for the following items:</p> <ul style="list-style-type: none"> • Area of application • Design of the coating system • Primary and secondary surface preparation • Inspection and verification requirements • Test procedures for coating systems. <p>Alternative coating systems can also be considered under this standard. Details of text procedures are included in the standard.</p> <p>Implications:</p> <ul style="list-style-type: none"> • Owner and builders: the coating standard will affect fabrication process of crude oil tanker and to some extent, design itself. Builders would be required to have a qualified paint inspector for the job. • Flag Administrations and their ROs (classification societies): to be ready for the appropriate implementation once this discussion is concluded in the IMO. <p>2. Resolution MSC.289(87) on Performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers</p> <p>This standard currently only contains requirements for “corrosion resistant steel”. As alternative means of corrosion protection (other than protective coatings covered in the above standard) are developed, additional annexes may be written and added to this standard. The current annex includes requirements for the testing of corrosion resistance steel.</p> <p>Implications:</p> <ul style="list-style-type: none"> • Owner and builders: the standard will affect the fabrication of crude oil tankers and, to some extent, the design itself. • Flag Administrations and their ROs (classification societies): to be ready for the appropriate implementation.
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1 January 2014

193 1 January 2014	Amendments to MARPOL Annex III Adopted by Resolution MEPC.193(61) The revision of the MARPOL Annex III was tasked to the DSC Sub-Committee by MEPC 59 in order to: <ul style="list-style-type: none">- Revise the criteria defining marine pollutant in MARPOL Annex III so as to bring them in line with the recently revised Globally Harmonized System (GHS) criteria; and- Revise certain documentation provision in MARPOL Annex III in order to align them with the proposed amendments to SOLAS regulation VII/4 The requirements for marking, labelling and documentation have been simplified to refer to the IMDG Code requirements. The appendix has also been updated. Some changes for clarification for the Port State Control related regulations were also made during this session. Implications: Shippers and ship operators should note this development as the proposal is to harmonize all requirements to those stipulated in the IMDG Code; there should not be a significant impact. Application: Ships carrying harmful substances in packaged form. The envisaged entry-into-force date is 1 January 2014, in order to align the entry-into-force date of these amendments with amendment (36-12) of the IMDG Code.
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1 July 2016

<p>175 1 July 2016</p>	<p>SOLAS 1974. Chapter II-1 Regulations 2 and 3-10 – Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers</p> <p>Adopted by Resolution MSC.290(87)</p> <p>Background: This regulation requires goal-based standard for classification rules, not for ship design.</p> <p>Summary: Regulation 2 – Definition (new paragraph 28 is added).</p> <p>New regulation 3-10 ‘Goal-based ship construction standards for bulk carriers and oil tankers’ was adopted, which requires that classification rules shall comply with GBS. The regulation also requires ships to carry a Ship Construction File, provided upon delivery and kept updated throughout the ship’s life.</p> <p>In addition to the above amendments relevant standards and guidelines were adopted/approved.</p> <p>Implications: Owner and builders: Classification rules applicable to these types of ships will be subject to the verification process given in the MSC resolution. This means that a classification society wishing to act as a recognised organisation for a flag administration as far as safety construction is concerned will have to undergo a verification of its rules as well as a continuous verification of subsequent amendments to these rules in order to establish conformity with the GBS functional requirements.</p> <p>Application: Oil tankers of 150m in length and above and bulk carriers of 150m in length and above, constructed with single deck, top-side tanks and hopper side tanks in cargo spaces, excluding ore carriers and combination carriers:</p> <ul style="list-style-type: none"> • for which the building contract is placed on or after 1 July 2016 • in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 July 2017, or • the delivery of which is on or after 1 July 2020. <p>-----</p> <p>The following related documents were also adopted or approved, as applicable, at MSC 87, in conjunction with the above amendments</p>
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	<p>to SOLAS Chapter II-1:</p> <ol style="list-style-type: none"> <p>1. MSC Resolution on the international goal-based ship construction standards for bulk carriers and oil tankers (MSC.287(87))</p> <p>Classification rules applicable to these types of ships will be subject to the verification process given in the MSC resolution. This means that a classification society wishing to act as a recognised organisation for a flag as far as safety construction is concerned will have to undergo a verification of its rules as well as a continuous verification of subsequent amendments to these rules in order to establish conformity with the functional requirements.</p> <p>2. MSC Resolution on the guidelines for verification of conformity with goal based ship construction standards for bulk carriers and oil tankers (MSC.296(87))</p> <p>These Guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tankers (hereinafter referred to as "the Guidelines") provide the procedures necessary for demonstrating and verifying that the ship design and construction rules for bulk carriers and oil tankers of an Administration or its recognized organization conform to the Standards, including both the method and criteria to be applied during the verification process.</p> <p>3. MSC Circular on guidelines for the information to be included in a Ship Construction File (MSC.1/Circ.1343)</p> <p>The aim of these Guidelines is to give additional guidance on the content of the Ship Construction File (SCF) to be provided upon delivery of new bulk carriers and oil tankers in accordance with SOLAS regulation II-1/3-10.4.</p> <p>With the purpose of balancing the legitimate goals of improving design transparency and safeguarding intellectual property protection, it was agreed to develop SCF composed from an SCF onboard and an SCF supplement ashore.</p>
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Part 2 – IMO requirements currently under development

Expected entry between 2012 - 2013

176	<p>Appendix – forms of certificates (Protocol) and Appendix – certificates (SOLAS)</p> <p><u>Provisional entry into force – 1 July 2012 – MIGHT BE SUBJECT TO FURTHER CHANGE</u></p> <p>Under discussion by the Maritime Safety Committee (MSC)</p> <p>Background and Summary: The MSC 87 considered and approved, with a view to subsequent adoption, draft amendments to the 1988 SOLAS Protocol, prepared by the Secretariat in pursuance of the MSC 83's request, consequential to the amendments to the 1974 SOLAS Convention, adopted by resolution MSC.216(82), relating to alternative design and arrangements. In relation to these amendments, the Committee also approved the draft amendments to the Appendix to the 1974 SOLAS convention.</p> <p>Implications: Flag Administration and its RO (classification society) need to be ready to implement the provisions of 1988 SOLAS Protocol and 1974 SOLAS Convention as amended, for issuing Passenger Ship Safety Certificates, Cargo Ship Safety Construction Certificates, Cargo Ship Safety Equipment Certificates and Cargo Ship Safety Certificates, as applicable, when alternative designs and arrangements are approved.</p> <p>Application: Passenger ships and cargo ships which the provisions of alternative design and arrangements apply under the 1988 SOLAS Protocol and the 1974 SOLAS Convention as amended.</p>
177	<p>Draft amendments to SOLAS 1974 Chapter V regulation 18</p> <p><u>Provisional entry into force – 1 July 2012 – MIGHT BE SUBJECT TO FURTHER CHANGE</u></p> <p>Under discussion by the Maritime Safety Committee (MSC)</p> <p>The MSC 87 approved draft amendments to the SOLAS regulation V/18, subject to adoption at MSC 88, to reflect annual testing of the AIS equipment as follows:</p>

	<p>The automatic identification system (AIS), shall be subjected to an annual test. The test shall be conducted by an approved surveyor or an approved testing or servicing facility. The test shall verify the correct programming of the ship static information, correct data exchange with connected sensors as well as verifying the radio performance by radio frequency measurement and on-air test using e.g., a Vessel Traffic Service (VTS). A copy of the test report shall be retained onboard the ship.</p> <p>Implications: So far as Safety Equipment Survey is carried out in conjunction with Safety Radio Survey, this may not induce any practical problem, however, the way to verify actual data in the transmission may require careful consideration.</p> <p>Application: Ships required to carry AIS onboard (all passenger ships regardless of tonnage and cargo ships (non-passenger ships) of 300 gt (engaged on international voyages), 500 gt (engaged on non-international voyages) or over).</p>
178	<p>Draft amendments to SOLAS 1974 Chapter V regulation 23</p> <p><u>Provisional entry into force – 1 July 2012 – MIGHT BE SUBJECT TO FURTHER CHANGE</u></p> <p>Under discussion by the Maritime Safety Committee (MSC)</p> <p>Summary: The MSC 87 approved the draft SOLAS regulation V/23 which prohibits the use of the mechanical hoist. There is also a number of changes made to the requirements to enhance safety of pilot transfer in the draft amendments to the regulation V/23.</p> <p>Implications: Shipbuilders and manufacturers are to take into account new requirements for the new installation. Although NAV Sub-Committee failed to clearly state the intent in the document, it is considered, according to the opinions expressed during the NAV 55, that using one single ladder for both purposes as means of embarkation and disembarkation at port (SOLAS regulation II-1/3-9) and pilot transfer (SOLAS regulation V/23) will be no longer possible.</p> <p>Application: New pilot transfer arrangements installed on or after the entry into force date. However, prohibition of use of mechanical hoist will apply to all ships, including existing ships.</p> <hr/> <p>The following instruments are also under development in relation to this amendment.</p> <p>1. Draft Assembly resolution - Draft revised text of the proposed amendments to resolution A.889(21) relating to recommendation on pilot transfer arrangements (with a view to submission to A 27 for adoption)</p> <p>The MSC 87 approved draft revised text of the proposed amendments to resolution A.889(21) relating to the recommendation on pilot transfer arrangements, with a view to submission to Assembly 27 for adoption. When the new Assembly resolution is adopted, the current A.889(21) will be revoked.</p>

	<p>On the discussion of this issue, several delegations expressed the view that early implementation before the entry into force of the amended SOLAS regulation V/23 and adoption of Assembly resolution should be important for the safety of pilots. The views have been supported by a large majority and a new MSC circular will be approved and circulated at MSC 88 when relevant SOLAS requirements are formally adopted (see below).</p> <p>This resolution was revised in accordance with the amendments made to the SOLAS regulation V/23 introduced above. Therefore, for implications and applications please see above.</p> <p>2. Draft MSC circular on improved Safety of Pilot Transfer Arrangements</p> <p>The MSC 87 prepared, for approval at its 88th session, the draft MSC circular on improved Safety of Pilot Transfer Arrangements. Recognizing that the improved pilot transfer arrangements will make a substantial contribution to development of the safety of pilot transfers, this draft circular urges shipowners to implement the provisions of the amended SOLAS regulation V/23 and the new recommendation on pilot transfer arrangements at the earliest practicable date, well before the amended regulation enters into force.</p> <p>Implications: Shipbuilders and manufacturers are to take into account the new requirements for the new installation even if this circular is non-mandatory.</p> <p>Application: New pilot transfer arrangements installed on or after the entry into force date.</p>
179	<p>Amendment to the International Code on Intact Stability, 2008 (2008 IS Code) (Subject to the final adoption at MSC 88)</p> <p><u>Provisional entry into force – 1 July 2012 – MIGHT BE SUBJECT TO FURTHER CHANGE</u></p> <p>Under discussion by the Maritime Safety Committee (MSC)</p> <p>Summary: The MSC 87 approved the draft MSC resolution on the amendment to part B of the International Code on Intact Stability, 2008 (2008 IS Code), with a view to adoption at MSC 88, to update the stability criteria applicable to MODUs in the 2008 IS Code.</p> <p>Changes to part B of the 2008 Intact Stability Code (IS Code) were prepared to take into consideration the introduction of the 2009 MODU Code. The current text will be amended to state where the intact stability requirements for MODUs can be found depending on the date of build.</p> <p>Implications: The existing section 2.6 (intact criteria for MODUs) is replaced by a new one. This resolution is the amendment to part B (recommendatory part) of the 2008 IS Code, however, the Governments concerned are recommended to use this revised Code as a basis for the relevant safety standards, unless their national stability requirements provide at least an equivalent degree of safety. The effective date of this amendment will be decided at MSC 88 (at this stage the date of adoption is tentatively included in the draft).</p>

	<p>Application: For MODUs,</p> <ul style="list-style-type: none"> • Constructed on or after 1 January 2012, the chapter 3 of the 2009 MODU Code, adopted by the resolution A.1023(26) should apply • Constructed before 1 January 2012, but on or after 1 May 1991, the chapter 3 of the 1989 MODU Code, adopted by the resolution A.649(16) should apply • Constructed before 1 May 1991, the chapter 3 of the resolution A.414(XI) should apply.
180	<p>Draft amendments to SOLAS 1974 Chapter II-2 regulation 7.4.1 and FSS Code Chapter 9 (Subject to final adoption at MSC 88)</p> <p><u>Provisional entry into force – 1 July 2012 – MIGHT BE SUBJECT TO FURTHER CHANGE</u></p> <p>Under discussion by the Maritime Safety Committee (MSC)</p> <p>Summary: MSC 87 approved the amendments to the SOLAS regulation II-2/7.4.1, regarding fixed fire detection and fire alarm systems, and the chapter 9 (fixed fire detection and fire alarm systems) of the FSS Code, regarding fixed fire detection and fire alarm systems with a view to adoption at MSC 88.</p> <p>The draft amendments to the SOLAS regulation II-2/7.4.1 introduced the requirements for fixed fire detection and fire alarm systems in enclosed spaces containing incinerators to harmonize with the standard specification for shipboard incinerators. As the requirements for such systems are contained in the new draft amendments to the chapter 9 of the FSS Code, this SOLAS amendment was submitted to MSC 87 (rather than MSC 86) for approval and subsequent adoption at MSC 88.</p> <p>Implications: Manufacturers of fire detection and alarm systems, ship designers, shipyards, ship owners, ship managers and Flag Administrations (and their Recognized Organizations).</p> <p>Application: Once adopted by MSC, it is intended that new ships will be required to have fixed fire detection and fire alarm systems in enclosed spaces containing incinerators.</p>
174	<p>Draft International Code for the Application of Fire Test Procedures, 2010 (2010 FTP Code) & Draft Amendments to SOLAS Regulation II-2/3 - definition (Subject to the final adoption at MSC 88)</p> <p><u>Provisional entry into force – 1 July 2012 – MIGHT BE SUBJECT TO FURTHER CHANGE</u></p> <p>Summary: The MSC 87 approved the draft International Code for the application of Fire Test Procedures, 2010 (2010 FTP Code), in order to achieve more unified approach of the Code, with a view to adoption at MSC 88. The entry into force date of the amendments is to be defined at MSC 88 (tentatively it is expected to be 1 July, 2012 as in the draft text of amendments). Necessary amendment to the SOLAS to make revised FTP code mandatory was also approved by MSC 87 for final adoption at MSC 88.</p>

	<p>This is a comprehensive revision of the Code. The following major changes were introduced:</p> <ul style="list-style-type: none"> • All relevant resolutions & circulars on fire test procedures into the Code incorporated • Test requirements given in Part 5, Part 6, A. 653 (16) and A.687 (17) into Part 5 were merged, as they are essentially the same • New parts on “Test for fire-restricting materials for high speed craft” and “Test for fire-restricting divisions for high speed craft” were incorporated • Expiry period of the fire test certificate (15 years) was introduced • Test report format (new additional 7 entry items in the report) was revised. <p>Implications: The fire test laboratories are to carry out the tests in accordance with the new procedure, once the amendments enter into force. Manufacturers of the materials which are subject to these tests, e.g. fire resistant / proof materials. This would result in new testing (after some introductory period) and renewal testing (after 15 years expire period), which may lead to significant increase in cost.</p> <p>Application: To the fire test procedures for the material regulated by SOLAS, e.g. fire bulkheads, windows, deck coatings, surface materials of chairs, sofas etc. Requirements are expected to enter into force on 1 July 2012 however actual application will phase in over time since existing approvals can be used until they expire.</p>
181	<p>Draft Amendments to SOLAS Regulation II-1/41.6 (MSC. 216(82) (Subject to the final adoption at MSC 88)</p> <p><u>Provisional entry into force – 1 July 2012 – MIGHT BE SUBJECT TO FURTHER CHANGE</u></p> <p>Under discussion by the Maritime Safety Committee (MSC)</p> <p>Background: It came to the attention of the MSC 87 that the application date of new requirements (regulation II-1/41.6- Supplementary lighting in cabins of passenger ships, which was adopted by MSC.216 (82)) requires careful review, i.e. the application date of the requirements given in the third sets of the resolution (Annex 3) that entered into force on 1 July, 2010. If the resolution was strictly (legally) applied, it would mean that the requirements would be applicable to ships constructed on or after 1 January, 2009. However, Annex 3 of the resolution entered into force on 1 July 2010 owing to the regulation II-1/1.1 introduced by the same resolution (Annex 2), in a light of SOLAS Article VIII (e).</p> <p>Summary: While the IMO Secretariat confirmed that was the correct reading of the text in its legal context, many delegations expressed the opinion that it was not the intent of the Committee. Therefore, MSC 87 approved an MSC Circular as an interim measure to clarify that the requirement is applicable to ships constructed on or after 1 July, 2010, and simultaneously, approved the draft amendments to the SOLAS Convention subject to the final adoption at MSC 88.</p>
182	<p>Draft amendments to the SOLAS regulation III/1 – on load release mechanisms and to the LSA Code – paragraph 4.4.7.6 – on load release hooks</p>

Provisional entry into force – 1 July 2012 – MIGHT BE SUBJECT TO FURTHER CHANGE

Under discussion by the Maritime Safety Committee (MSC)

Background: In order to stop accidents associated with on load release gear, IMO is developing amendments to SOLAS and the LSA Code, “Recommendations on the test procedure for Life Saving Appliances (MSC.81 (70))” with a view to applying the requirements to both new and existing hooks. An MSC Circular is also being developed.

Summary: These amendments to SOLAS regulation III/1 will require the lifeboat on-load release mechanisms of all ships to be replaced if they are assessed and identified as being of a “poor and unstable design”. The relevant amendments to the LSA Code have also been developed.

Recognising that the evaluation, identification and replacement of existing “poor and unstable design” release mechanisms is a complex issue, the DE Sub-Committee agreed guidelines in the form of an MSC Circular.

The matter is to be discussed by the Maritime Safety Committee, through an Intersessional Working Group to be held 20 to 22 October 2010.

The following were agreed to be the criteria for judging “poor and unstable design” by the DE 53:

1. Hooks that transfer loads to the release cables;
2. Hooks that have locking devices that may open due to forces from the hook load; and
3. Hooks made of a material requiring paint or galvanizing in the hook/hook attachment or the release mechanism.

(Note it was agreed that only new hooks should be fully corrosion resistant, as the Sub-Committee recognized the practicable difficulty of implementing the replacement of the majority of existing hooks which would not meet this criterion.)

In addition to the first two criteria above, the lack of automatic reset of hydrostatic interlock device (if fitted) should be added as an additional criterion for replacement or modification due to “poor and unstable design”.

Further, there are new requirements for lifeboats on-load release mechanisms based on the following elements:

- durable corrosion resistant construction materials;
- safe operation not reliant on maintenance of critical manufacturing tolerances; and
- provided with a means to enable release only at a safe height (on or immediately above the water).

Implications:

Shipowners & Ship managers:

- Existing ships: Identify whether existing lifeboats on-load release mechanisms have been evaluated and identified as being of a “safe design/have a good safety record”. If not, replacement of release mechanisms will be required.
- New ships: On-load release mechanisms on lifeboats installed on/after the entry into force of the amendments to the LSA Code will be required to comply with the new requirements in full.

	<p>Manufacturers: Ensure that past and existing lifeboat on-load release mechanism designs have been evaluated as being a “safe design/have a good safety record”. If not then clients will require replacement mechanisms. New mechanisms will be required to comply with the new requirements of the LSA Code in full and be suitably type approved.</p> <p>Flag Administration and its RO (classification society): Ensure that past and existing lifeboats on-load release mechanism designs are evaluated to verify whether they are of a “safe design/have a good safety record” and share this information with other Administrations.</p> <p>Application: to onboard release hooks used for ships required by SOLAS chapter III (passenger ships regardless of tonnage engaged on international voyages and cargo ships (non-passenger ships) of 500 gt or over engaged on international voyages).</p>
183	<p>Amendments to tables in SOLAS regulation II-2/9 - Fire integrity of bulkheads and decks of ro-ro spaces on passenger and cargo ships</p> <p><u>Provisional entry into force – 1 January 2013 – MIGHT BE SUBJECT TO FURTHER CHANGE</u></p> <p>Under discussion by the Maritime Safety Committee (MSC)</p> <p>Background: Investigations indicate that solid combustibles carried by the vehicles and vehicles themselves have become the primary fire source. Tests and calculations show that a fire that occurs on a ro-ro cargo deck with a typical length of 180 m can grow to almost 80 MW before it reaches the ventilation control, and the average gas temperature can be as high as between 250°C and 300°C. Consequently, the temperature and heat radiation above the fire can be extremely high (refer to SP 2006:02 of Swedish National Testing and Research Institute). This means that there is an apparent risk for fire to spread through heat conduction to decks above</p> <p>Summary: Considering that the fixed fire-extinguishing system fitted for protection of ro-ro spaces is capable of fire suppression and control in normal conditions, and that the evacuation time needed by crew members of cargo ships is much less than for passenger ships carrying more than 36 passengers, it is proposed that the fire integrity of bulkheads and decks between ro-ro spaces or vehicle spaces of cargo ships as prescribed in the present tables 9.5 and 9.6 of SOLAS chapter II-2 should be increased from the present “*h” to “A-30” class. Other changes have been developed by the FP Sub-Committee for approval and subsequent adoption by the MSC.</p> <p>The draft amendments to the SOLAS convention are intended to be submitted to MSC 88.</p> <p>Implications: Increased structural fire protection requirements for ro-ro ships (both passengers and cargoes).</p> <p>Application: New ro-ro ships (both passengers (regardless tonnage) and cargo ships (500 gt or over)) engaged on international voyages, date to be decided.</p>
154	<p>Ballast Water Management Convention – adopted by 2004 BWM Conference</p>

Provisional entry into force – 1 July 2012 – MIGHT BE SUBJECT TO FURTHER CHANGE

Background: The problem of the transfer of harmful aquatic organisms via ships ballast water was first raised at IMO in 1988 and since then IMO's Marine Environment Protection Committee (MEPC) ,had been dealing with the issue, focusing initially on the development of guidelines and then on developing the new convention. Resulting in the adoption on 13 February 2004 of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention).

Summary: The International Convention for the Control and Management of Ships' Ballast Water and Sediment, 2004 (Ballast water convention) will enter into force 12 months after ratification by 30 States, representing 35% of world merchant shipping tonnage. To date (26 March 2010), there are 22 States representing 22.65% of the world merchant shipping tonnage that ratified this Convention.

IMO, at the 25th Session of its Assembly held in November 2007, had adopted a resolution (A.1005 (25) - Application of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004). The aim of this resolution was to grant a period of grace for the ships built in 2009 in order to accelerate ratification of the convention.

At MEPC 60, it was confirmed that there will be no further delay in the application by resolution. MEPC. 188 (60) concluded that there are sufficient type-approved ballast water treatment technologies available for ships subject to regulation B-3.3 constructed in 2010 and that no changes to Assembly resolution A.1005(25) are needed. Whilst recognizing that while the requirements of regulation B-3.3 cannot be enforced before the entry into force of the BWM Convention, it should be clearly understood that the ballast water management systems installed on ships constructed in 2010 will have to meet these requirements once the BWM Convention enters into force.

The following is the list of the guidelines approved.

ID	MEPC	Issued as	Title
G1	55	MEPC.152(55)	Guidelines for Sediment Reception Facilities
G2	58	MEPC.173 (58)	Guidelines for Ballast Water Sampling
G3	53	MEPC.123(53)	Guidelines for Ballast Water Management Equivalent Compliance
G4	53	MEPC.127(53)	Guidelines for Ballast Water Management and Development of Ballast Water Management Plans
G5	55	MEPC.153(55)	Guidelines for Ballast Water Reception Facilities
G6	53	MEPC.124(53)	Guidelines for Ballast Water Exchange
G7	56	MEPC.162(56)	Guidelines for Risk Assessment under regulation A-4
G8	58	MEPC.174(58)	Guidelines for Approval of Ballast Water Management Systems
G9	53	MEPC.169 (57)	Procedure for Approval of Ballast Water Management Systems that make use of Active Substances

	G10	54	MEPC.140(54)	Guidelines for Approval and Oversight of Prototype Ballast Water Treatment Technology Programmes
	G11	55	MEPC.149(55)	Guidelines for Ballast Water Exchange Design and Construction Standards
	G12	55	MEPC.150(55)	Guidelines on Design and Construction to Facilitate Sediment Control on Ships
	G13	56	MEPC.161(56)	Guidelines for Additional Measures including Emergency Situations
	G14	55	MEPC.151(55)	Guidelines on Designation of Areas for Ballast Water Exchange
	-	59	BWM.2/Circ.20	Guidance to ensure safe handling and storage of chemicals and preparations used to treat ballast water and the development of safety procedures for risks to the ship and crew resulting from the treatment process.
	<p>The most updated information on the Ballast Water Technology is made available on the Lloyd's Register's website: http://www.lr.org/sectors/marine/documents/175072-ballast-water-treatment-technology-guide-february-2010.aspx</p> <p>On entry into force the BWM Convention will require all ships to manage ballast water and sediment, have on board an approved ballast water management plan, maintain a ballast water record book, hold a valid ballast water management certificate and initial exchange ballast every voyage with limited exception and eventually treat all ballast using an approved ballast water treatment system.</p> <p>Implications: All ships will be required to install and use an approved ballast water treatment system which is to be installed on a defined time scale based on the ships date of construction and ballast water capacity.</p> <p>All ships over 400gt will required to be surveyed and issued with a ballast water management certificate valid for 5 years subject to annual and intermediate surveys for ships below 400 gt the administration may specify a certification regime.</p> <p>Application: N/A at present. However, once the Convention enters into force, it will apply to all ships carrying seawater ballast except for:</p> <ul style="list-style-type: none"> • 1 granted to a ship or ships on a voyage or voyages between specified ports or locations; or to a ship which operates exclusively between specified ports or locations; • effective for a period of no more than five years subject to intermediate review; • granted to ships that do not mix ballast water or sediments other than between the ports or locations specified in 1 above; and • granted based on the Guidelines on risk assessment developed by the Organization. <p>The LR specialist on this subject is Graham Greensmith, who can be contacted directly by Email, at graham.greensmith@lr.org.</p>			
197	Amendments to MARPOL Annex VI – Proposal of Emission Control Areas (the Commonwealth of Puerto Rico and the United States Virgin Islands)			

	<p><u>Provisional entry into force – 1 December 2012 – MIGHT BE SUBJECT TO FURTHER CHANGE</u></p> <p>Under discussion by the Marine Environment Protection Committee (MEPC)</p> <p>Background: MEPC 61 approved the proposed new Emission Control Area in Central America (in the region of Puerto Rico and US Virgin Island) for adoption at MEPC 62.</p> <p>Implication: Builders: Not significant impact, since the proposed area is near the agreed North America ECA. So vessels operating in the area may be already modified to operate in ECA areas by the time this requirement enters into force. Owners: No significant impact, since the proposed area is near the agreed North America ECA. So vessels operating in the area may be already modified to operate in ECA areas. However they will be using more low sulphur fuels.</p> <p>Application: To all ships visiting the area from the date that to be decided by MEPC.</p>
196	<p>Amendments to MARPOL Annex VI – regulation 14 - SULPHUR OXIDES (SO_x) AND PARTICULATE MATTER</p> <p><u>Provisional entry into force – 1 December 2012 – MIGHT BE SUBJECT TO FURTHER CHANGE</u></p> <p>Under discussion by the Marine Environment Protection Committee (MEPC)</p> <p>Background: MEPC 61 approved the proposal for adoption at MEPC 62 to insert an exemption in regulation 14 of MARPOL Annex VI to allow the “old” steamships not designed for distillate or natural gas fuels to be exempted from the fuel sulphur limits for North America ECA.</p> <p>Summary: The amendments will</p> <ul style="list-style-type: none"> - allow such exemption to ships with old propulsion boilers up to 2020; - limit such exemption only in ECAs in North America and proposed Central America. <p>Implication (Builders and owners): No impact as it is aimed at relatively small numbers of old vessels.</p> <p>Flag Administration and its RO: If the proposal is accepted, there may be potential conflict against other areas of the Convention (e.g., treatment of auxiliary boiler).</p>

184	<p>The Comprehensive Review of MARPOL Annex V</p> <p><u>Provisional entry into force – 1 January 2013 – MIGHT BE SUBJECT TO FURTHER CHANGE</u></p> <p>Background: MEPC 61 approved the final text of MARPOL Annex V for adoption at MEPC 62 (July 2011). It is expected that the amendment will enter into force 16 months after the adoption.</p> <p>Summary: The amendment will impose “general prohibition” of discharge, i.e., as a default, no discharge is allowed.</p> <p>It should be noted that with regard to the revised MARPOL Annex V, there appears to be operational- and safety-related issues in addition to environment-related issues, for example:</p> <ul style="list-style-type: none"> - The management of cargo residues and cargo hold washing water, which falls under the provisions of MARPOL Annex V. It should be noted that discharge in special areas is prohibited. - The status of deck (and other external part of ship) washing water is still subject to further discussion. For example, deck washing water that may contain pollutants could be subject to control in or out of the special area. - Cooking oil is considered as food waste thus subject to control. <p>The planned regulations refer to “guidelines to be developed by the Organization”. These will provide further detail around implementation of the requirements.</p> <p>Implication</p> <p>Builders: This implication has given rise to a number of safety and practical issues. Storage of washing water in cargo holds is not feasible due to the adverse effect of free surface on ship stability and the need to have the hold ready for the next cargo. Storage of washings in ballast tanks could lead to damage to the pumping systems and coatings, and have implications for ballast water treatment systems and their lack of capacity as the vessel is usually in ballast condition during washing operations. The lack of adequate reception facilities is also causing concerns.</p> <p>Owners & Managers: In addition to the implications listed for builders, the garbage management plan must be reviewed and updated accordingly. In relation to cargo hold/deck washing water discharge, IMO may consider developing a list of clearing agents/additives. Information on reception facilities (and availability) would be very important for the operation of ships that generate cargo residues.</p> <p>Flag States and its ROs: In addition to the above implication for builders and owners, flag and RO should advise ISM auditors about the expansion of the requirement of garbage management plan.</p> <p>Application: All ships, including new and existing ships from the date that will be decided by the Committee. Impact will be significant to</p>
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	<p>fishing vessels and dry cargo ships. The lower limit of garbage management plan might be extended from 400 gt to 100 gt. The requirements are also applicable to fixed or floating platforms.</p>
ILO0001	<p>The International Labour Organisation Maritime Labour Convention 2006 (MLC, 2006)</p> <p><u>Provisional entry into force – End 2011 – MIGHT BE SUBJECT TO FURTHER CHANGE</u></p> <p>Summary: The convention has been adopted by ILO (International Labour Organization) and waiting for the condition for the entry into force be met (by 30 ILO member States representing 33 percent of the world gross tonnage).</p> <p>Once the Convention enters into force, it will require verification of seafarers' working and living conditions, i.e. payment of wages; hours of work or rest; recruitment and placement; manning levels; accommodation recreational facilities food and catering; health protection, medical care, welfare and social security protection; and seafarers' complaint procedures etc. All ships to which the Convention applies must be inspected. In addition, ships over 500grt must be certified to demonstrate compliance. Port State Control inspections against MLC, 2006 requirements will also be carried out in addition to the inspections by the flag Administrations or organizations acting on their behalf.</p> <p>Implications</p> <p>Builder & Designer: New accommodation construction and equipments requirements in the new Convention for new ships will require for example larger wider floor areas and higher ceiling heights etc.</p> <p>Owner and managers of ships: The Convention requirements are comprehensive with regard to employment documentation and company procedures and practices.</p> <p>Flag Administration: Administrations may delegate in part or in whole inspection and certification against the MLC, 2006 to a recognised organisation such as Lloyd's Register.</p> <p>Application: The Convention applies to all ships except warships and naval auxiliaries, ships engaged in fishing or similar pursuits, ships of traditional build such as dhows and junks and those that navigate exclusively in inland waters or waters within, or closely adjacent to, sheltered waters or areas where port regulations apply.</p>

Expected entry between 2013 - 2015

187	<p>Draft amendment to SOLAS Chapter VII, Regulation 4 (Subject to the final adoption at MSC 90)</p> <p><u>Provisional entry into force – 1 January 2014 - MIGHT BE SUBJECT TO THE FURTHER CHANGE</u></p> <p>Under discussion by the Maritime Safety Committee (MSC)</p> <p>Background: The IMO has been discussing the amendments to the SOLAS regulation VII/4 in order to eliminate any inconsistency against the IMDG Code. The MSC 87 approved the draft amendments to SOLAS regulation VII/4, with the view to adoption at MSC 90, with the envisaged entry into force date of 1 January, 2014, in order to align them with the amendment (36-12) to the IMDG Code.</p> <p>Summary: Primary changes being introduced is change in the requirements for the provision of the information on the dangerous goods.</p> <p>A member State raised concerns over the replacement of the term “transport document” with “transport information”, and other changes made to the existing text. However, the Chairman of the DSC Sub-Committee explained that it was the term used in the IMDG Code. It was also noted that MEPC 60 approved the revised text. The Committee approved the text as prepared by the DSC 14.</p> <p>Implications: The documentation requirements have been simplified in SOLAS to make the reference to the IMDG Code requirements only. Shippers of dangerous goods will need to review their existing procedures to ensure that they comply with the requirements.</p> <p>Application: Ships carrying dangerous goods in the packaged form. This requirement will enter into force on 1 January, 2014.</p>
186	<p>Revision of the IBC Code</p> <p><u>Provisional entry into force – 1 January 2013 - MIGHT BE SUBJECT TO THE FURTHER CHANGE</u></p> <p>Under discussion by the Sub-Committee on Bulk Liquids and Gases (BLG)</p> <p>Background: Next revision of the IBC code is being considered by the BLG Sub-Committee. MSC 87 noted that BLG 14 agreed to review the text of chapter 19 of the IBC Code to be incorporated into the next revision of the IBC Code and endorsed the ESPH Working Group's proposals</p>

	<p>with respect to understanding a systematic review of chapters 17 and 18 of the IBC Code.</p> <p>Summary: Review of chapters 17 and 18 of the IBC Code is being undertaken, which will result in a revised version of these chapters to be adopted. These will include new cargoes evaluated since the last revision and amendments to existing cargoes. In addition, the index of products in chapter 19 will be revised.</p> <p>Implications:</p> <p>Owner: Significant as the cargoes lists attached to the certificate of fitness will be revised to some extent and may affect the cargoes that can be carried and will require the certificate of fitness to be reissued</p> <p>Shipbuilder/Equipment manufacture: Significant as there made be carriage requirement changes for some products which affecting the design of the ship and the equipment required to be installed for the carriage of intended cargoes the ship is being designed to carry</p> <p>National Administration / Recognized Organization: significant as all certificates of fitness and associated cargoes lists will be required to be reissued.</p>
188	<p>GHG Emissions –Energy Efficiency Design Index (EEDI) & SEEMP (Ship Energy Efficiency Management Plan)</p> <p><u>Provisional entry into force – 1 January 2013 - MIGHT BE SUBJECT TO THE FURTHER CHANGE</u></p> <p>Being discussed at Marine Environment Protection Committee (MEPC)</p> <p>Background: EEDI is a design indicator for a ship’s energy efficiency. It has been developed as non-mandatory instrument but currently IMO is working on to make EEDI mandatory under the MARPOL Convention. The mandatory requirements of SEEMP, which will help efficient use of existing fleet (thus reduce CO2 emission), is also under consideration.</p> <p>Summary: EEDI is measured as amount of CO2 generated per ton-mile (cargo carrying capacity). It constitutes a uniform approach to calculation of ship’s energy efficiency and will be used to control CO2 levels emitted for future ships by improving ship design.</p> <p>The Draft Regulation is currently prepared to be applicable for new ships (tankers, bulk carriers, gas tankers, container ships, general cargo ships and refrigerated cargo carriers) with a building contract as early as from 1 January 2013. These ships would be required to have an Attained EEDI (i.e. actual verifiable values) which is equal to or less than the Required EEDI values.</p> <p>The Draft Regulation would also require that all ships should keep onboard a Ship Energy Efficiency Management Plan (SEEMP) which should meet Guidelines developed by the IMO. Members are advised that INTERTANKO has developed a guidance for Tanker Energy Efficiency Management Plan which follows the IMO Guidelines and provides specific advice for tankers.</p> <p>SEEMP is guideline for the improvement (saving) of energy use for existing ships. Approval of SEEMP may be required at a later stage.</p> <p>The following guidelines are being developed to assist the implementation of the EEDI:</p>

	<ul style="list-style-type: none"> - Guidelines for calculation of reference line for use with the Energy Efficiency Design Index - Guidelines on survey and certification of the EEDI - Guidelines on the methods of calculation of the EEDI - Guidelines for SEEMP <p>Implications: Prior to any firm decisions on measures, the impact is uncertain; however possible implications include:</p> <p>Builder and designers: Potential change to ship/machinery design to reduce GHG emissions.</p> <p>Owners & managers: In addition to the ship design change, any additional implication is not known at this stage.</p> <p>Flag Administrations and recognized organisations: Not clear at this stage.</p> <p>Application: To be further discussed. Exemption criteria for some ship types that are not suitable for the present formula will require careful attention. The EEDI will need to be calculated for all ships greater than 400 gt. Regulatory control of EEDI will initially be applied to tankers, bulk carriers and container ships above certain size limits. Subsequently and gradually, all other ships will be included.</p>
155	<p>Ship recycling Convention – adopted by 2009 SR Conference</p> <p><u>Provisional entry into force – 1 January 2013 - SUBJECT TO MEETING THE CONDITION FOR THE ENTRY INTO FOCE</u></p> <p>On May 15, 2009, at a Diplomatic Conference in Hong Kong, the International Convention for the Safe and Environmentally Sound Recycling of Ships was signed by 67 member states of the International Maritime Organization (IMO). This internationally binding Convention has been adopted due to concerns about standards of ship recycling. It affects both recycling facilities and shipowners.</p> <p>The Convention will enter into force 24 months after it has been ratified by 15 states, representing 40% of the world fleet, and with an annual ship recycling capacity of 3% of that fleet. It is hoped that it will enter into force around 2013 – 2015.</p> <p>The Convention requires that, within five years of the entry into force date (or before the ship goes for recycling, if that is earlier), ships must have on board an 'Inventory of Hazardous Materials' (IHM). This requirement will also apply to new ships as soon as the Convention enters into force.</p> <p>Overall, the Convention can be described as a response to the lack of regulation and standards in ship breaking practice – especially where safety, environmental and quality standards are concerned. It covers the entire ship life cycle, from design and construction, through in-service operation to dismantling and requires:</p> <ul style="list-style-type: none"> • ships to have an Inventory of Hazardous Materials (IHM) – also known as the Green Passport • new builds to exclude certain hazardous materials

- ship recycling facilities to be authorised by the national authority
- ship recycling facilities to provide an approved 'ship recycling plan' detailing how the ship will be recycled
- ships flying the flag of Parties to the Convention to be recycled only in authorised recycling facilities
- ship recycling facilities which are located in Parties to the Convention to recycle only ships which they are authorised to recycle.

At the Final Survey before the ship is taken out of service, the IHM will be completed for items such as operational stores and bunkers. The approved Ship Recycling Plan will then be checked against the IHM to ensure it properly reflects the information it contains.

Currently, the following Guidelines are under development (or have been completed) for the implementation of the convention by MEPC:

Title	Status/target
Guidelines for the development of the Inventory of Hazardous Material	Completed (MEPC.179 (59))
Guidelines for safe and environmentally sound ship recycling (Facility guidelines)	Under development Target – MEPC 61 (September 2011) or MEPC 62 (July 2011)
Guidelines for the development of the Ship Recycling Plan	Under development Target - MEPC 62 (July 2011)
Guidelines for the development of the Ship Recycling Plan (SRP guidelines)	Under development Target - MEPC 62 (July 2011)
Guidelines for the authorization of Ship Recycling Facilities	Under development Target - MEPC 62 (July 2011)
Guidelines for survey and certification	Under development Target - MEPC 64 (October 2012)
Guidelines for inspection of ships	Under development Target - MEPC 64 (October 2012)

Implications:

Shipowners:

- to inform the flag state before a Final Survey takes place and facilities must tell their authorities should they wish to recycle a ship.
- to arrange the final survey before the ship is taken out of service for the completion of IHM for items such as operational stores and bunkers.

Recycling facilities:

- to obtain "Document of Authorization for Ship Recycling" by the competent authority of the recycling states
- to prepare a specific 'Ship Recycling Plan', based on the IHM which the owner provides
- to report when recycling is finished.

National authority where recycling facility resides: to approve ship recycling plan

	<p>Application: All ships (including MODU, FPSO, FSU, HSC, Barges etc) over 500 gt except warships and government owned vessels and those operating exclusively in domestic waters</p>
195	<p>MARPOL Annex IV - Establishment of Special Area under MARPOL Annex IV (Sewage) in the Baltic Sea</p> <p><u>Provisional entry into force – 1 January 2013 - SUBJECT TO MEETING THE CONDITION FOR THE ENTRY INTO FOCE</u></p> <p>Being discussed at Marine Environment Protection Committee (MEPC)</p> <p>Background: This has been a subject of discussion at a number of MEPC meetings back to MEPC 59. This is the latest submission from the Baltic countries. The proposing member states reiterated the need for the introduction of stricter discharge of water from passenger ships, i.e., nature of the area, (water volume exchange rate is very small, 3% a year) concentration of the nutrients as a result of the visits of large passenger ships in very specific areas during specific periods. They also explained that the entry into force mechanism was revised, i.e., only after the establishment of sufficient reception facilities in the area will the requirement enter into force.</p> <p>After exhaustive discussion, MEPC 61 approved draft amendments to MARPOL Annex IV for final adoption at MEPC 62.</p> <p>It was also agreed to task the DE Sub-Committee to review the Revised Guidelines on Implementation of Effluent Standards and Performance Tests for Sewage Treatment Plants (MEPC.159(59)).</p> <p>Summary: More stringent requirements for discharging water from passenger that are constructed or delivered on or after 1 January 2013 will be enforced. In order to meet the requirement, a passenger ship must have holding tanks or sewage treatment system. The requirements will be applicable to existing ship to existing ships as well. However, such enforcement is subject to the availability of sufficient reception facilities in the area.</p> <p>Implications:</p> <p>Builders & Manufacturers: Major impact for passenger ship builders as they will have to consider how to optimise their black and grey water discharge arrangements inside and outside the special areas. Sewage treatment plant manufacturers will need to retest their recently approved sewage treatment plants to the new standard. There is the possibility that there may a requirement for change over procedures when navigating into/out of the special areas. Training, safety procedures and operational procedures will need to be defined on how to change modes. Modification of arrangements on existing vessels and retrofit of very large sewage treatment systems will be a challenge. The system needs to be adaptable as there could be other regional (different) standards.</p> <p>Owners: Major impact for passenger ship owners as they will have to consider how to optimise their black and grey water discharge arrangements inside and outside the special areas, plus the constraints of dry dockings and space available onboard. The system needs to be adaptable as there could be other regional (different) standards.</p> <p>Flag Administrations and its ROs: As a consequence of the possible decision, they may be required to further consider more sewage type</p>

	<p>approval work for large capacity sewage treatment plants. In addition, approval of structure as well as arrangements of holding tanks would require careful attention.</p> <p>Application: Passenger ships of 400 gt or above, or less than 400 gt with more than 15 passengers on board. For new passenger ships 1 January 2013, existing passenger ships 1 January 2018.</p> <p>It should be noted that the above dates are the earliest possible entry into force. The actual enforcement will be 12 months after notification of the readiness of the reception facilities, in other words, if the reception facilities required are not ready, the above date could be postponed.</p>
189	<p>Comprehensive revision of the IGC Code</p> <p><u>Provisional entry into force – 1 January 2014 - MIGHT BE SUBJECT TO THE FURTHER CHANGE</u></p> <p>Under discussion by the Sub-Committee on Bulk Liquids and Gases (BLG)</p> <p>Background and Summary: The BLG Sub-Committee has been tasked by MSC to carry out a review of the IGC Code with a view to producing a revised Code taking into account the advances in gas ship design of the last few years. This work is being carried out under the co-ordination of SIGTTO. SIGTTO reported to the BLG that a number of working groups had been set up to consider and work on various aspects of the IGC Code.</p> <p>While the discussion was initiated to catch up on developments in IEC and environmental control requirements, and the introduction/technical advances in the use of dual fuel engines, LNG regasification, reliquefaction, gas combustion, programmable control systems, and hull design methodology, the complete text of the IGC Code has been reviewed by the working groups, amendments to all chapters of the IGC Code has been proposed.</p> <p>Implications: may result in gas compressor rooms being required to have a continuous gas monitoring method and other various aspect of the design and building of an LNG Carrier.</p> <p>Application: All LNG gas carriers regardless of size.</p>
185	<p>Development of the mandatory IGF Code</p> <p><u>Provisional entry into force – 1 January 2014 - MIGHT BE SUBJECT TO THE FURTHER CHANGE</u></p> <p>Under discussion by the Sub-Committee on Bulk Liquids and Gases (BLG)</p> <p>Background: The use of gas as fuel in many types of ships, both passenger ships and cargo ships (other than gas tankers using cargo boil off), is becoming increasingly more interesting as an alternative to conventional fuel. The issue has been included in the work programme of the Sub-</p>

Committee. It had been decided the guidelines would apply initially only to LNG fuelled ships and hence would be referred to as Interim Guidelines. The BLG Sub-Committee also has been tasked by MSC to develop a mandatory code for gas fuel ships - the IGF Code.

Summary: BLG 13 continued its consideration of the item based on the report of the intersessional correspondence group (BLG 13/6/1), taking into account the relevant outcomes MSC 84, DE 51, FP 54 and STCW 39, and other comments including the above submissions by Germany in BLG 13/6/2 and 13/6/3. The Sub-Committee agreed a text of the Interim Guidelines on Safety for Natural Gas Fuelled Engine Installations in Ships which will now be passed to MSC for adoption. The sub committee further agreed that a correspondence group would be established to continue the work on the development of provisions for gas fuelled ships and in particular to develop a framework, structure and functional requirements for the OGF Code for consideration at BLG 14.

Implications: There is a number of safety related aspects that affect design and building of such ships. The mandatory code is currently at a very primitive stage, while interim non-mandatory guideline has been completed.

Application: To all ships using LNG as a fuel except those regulated by the IGC Code.

Expected entry after 2017

191	<p>Proposed Amendments to the Annex to the CSC (Subject to the subsequent adoption at MSC 88)</p> <p>Under discussion by the Maritime Safety Committee (MSC)</p> <p>Summary: The Committee approved draft amendments to the annexes to the International Convention for Safe Containers, 1972, as amended, with a view to subsequent adoption at MSC 88.</p> <p>These amendments cover containers with one door off, a new annex for control and verification, marking of containers with reduced stacking or racking ability, and reviews of the examination programmes.</p> <p>It was noted that the CSC 1972 as amended has still not entered into force due to a lack of ratifications.</p> <p>Implications: Ship owners and containers manufacturers will have to account for any agreed changes in the strength limits and inspection regimes.</p> <p>Application: All containers</p>
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192	<p>Draft Amendments to SOLAS 1974 Chapter I Regulation 10</p> <p><u>Please note that amendments to SOLAS Chapter I are subject to ratification criteria (as BWM Convention, Ship Recycling Convention, MLC Convention).</u></p> <p>Regulation 10 - Surveys of structure, machinery and equipment of cargo ships</p> <p>The existing text of subparagraph (v) of paragraph (a) of the regulation is replaced by the following: “(v) a minimum of two inspections of the outside of the ship’s bottom during the five-year period of validity of the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate, except where regulation 14(e) or 14(f) is applicable. Where regulation 14(e) or 14(f) is applicable, this five-year period may be extended to coincide with the extended period of validity of the certificate. In all cases the interval between any two such inspections shall not exceed 36 months.”</p> <p>Adopted by: MSC.204(81)</p> <p>Background: Bottom survey requirements were amended based upon the current practices by classification societies.</p> <p>Implication: None to LR ships</p> <p>Application: to cargo ships that is subject to the SOLAS convention (cargo ships (non-passenger ships) of 500 gt or over engaged on international voyages.</p>
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