



To : Ship Owners, Ship Managers and Ship Operators

From : General Manager  
ISClass

Date : 01 OCT 2010

Ref : CIR10/0003

Subject: **STATUTORY REQUIREMENTS AMENDMENTS ENTERING INTO FORCE FROM 01 JANUARY 2011**

## 1. Amendments to SOLAS Convention

### **(i) Based on MSC.282 (86) SOLAS II-1/3-5 entries into force on 01/01/2011 to all types of New and Existing Ships.**

From 1 January 2011, for all ships, new installation of materials which contain asbestos shall be prohibited.

### **(ii) Based on MSC.282 (86) SOLAS II-1/35-1 entries into force on 01/01/2011 to all types of New and Existing Ships.**

Reference and compliance to regulations II-2/20.6.1.4 and II-2/20.6.1.5 (means to prevent blockage of drainage arrangements) is added in reg.II-1/35-1.

### **(iii) Based on MSC.282 (86) SOLAS V/19 entries into force on 01/01/2011 to all types of New and Existing Ships.**

Ships on international voyages shall be fitted with an **ECDIS**, applicability depending on date of built and tonnage.

- passenger ships above 500 GT constructed on or after 1 July 2012;
- tankers above 3,000 GT constructed on or after 1 July 2012;
- cargo ships, other than tankers above 10,000 GT constructed on or after 1 July 2013;
- cargo ships, other than tankers above 3,000 GT but less than 10,000 GT constructed on or after 1 July 2014;
- passenger ships above 500 GT constructed before 1 July 2012, not later than the first survey on or after 1 July 2014;

- tankers above 3,000 GT constructed before 1 July 2012, not later than the first survey on or after 1 July 2015;
- cargo ships, other than tankers above 50,000 GT constructed before 1 July 2013, not later than the first survey on or after 1 July 2016;
- cargo ships, other than tankers above 20,000 GT but less than 50,000 GT constructed before 1 July 2013, not later than the first survey on or after 1 July 2017;
- cargo ships, other than tankers above 10,000 GT but less than 20,000 GT constructed before 1 July 2013, not later than the first survey on or after 1 July 2018

Ships shall be fitted with a bridge navigational watch alarm system (**BNWAS**) is required as follows,

- cargo ships above 150 GT and passenger ships irrespective of size constructed on or after 1 July 2011;
- passenger ships irrespective of size constructed before 1 July 2011, not later than the first survey after 1 July 2012;
- cargo ships above 3,000 GT constructed before 1 July 2011, not later than the first survey after 1 July 2012;
- cargo ships above 500 GT but less than 3,000 GT constructed before 1 July 2011, not later than the first survey after 1 July 2013; and
- cargo ships above 150 GT but less than 500 GT constructed before 1 July 2011, not later than the first survey after 1 July 2014.

**(iv) Based on MSC.271 (85) HSC Code Ch 7.17 entries into force on 01/01/2011 to HSC of Existing Ships.**

Craft constructed on or after 1 July 2002 but before 1 January 2011, with cargo spaces intended for the carriage of packaged dangerous goods, shall comply with 7.13.3. New Table 7.17-3.



8. When ~~me~~mechanically-ventilated spaces+are required by the IMDG Code.
9. Stow 3 m horizontally away from the machinery space boundaries in all cases.
10. Refer to the IMDG Code.
11. As appropriate for the goods to be carried.
12. FP means flashpoint.
13. Under the provisions of the IMDG Code, stowage of class 5.2 dangerous goods under deck or in enclosed ro-ro spaces is prohibited.
14. Only applicable to dangerous goods evolving flammable vapour listed in the IMDG Code.
15. Only applicable to dangerous goods having a flashpoint less than 23°C listed in the IMDG Code.
16. Only applicable to dangerous goods having a subsidiary risk class 6.1.
17. Under the provisions of the IMDG Code, stowage of class 2.3 having subsidiary risk class 2.1 under deck or in enclosed ro-ro spaces is prohibited.
18. Under the provisions of the IMDG Code, stowage of class 4.3 liquids having a flashpoint less than 23°C under deck or in enclosed ro-ro spaces is prohibited.

**(v) Based on MSC.269 (85) SOLAS II-2/19 entries into force on 01/01/2011 to Ship Carrying Dangerous Goods as Cargo type of New and Existing Ships.**

Numerous changes to the requirements for carriage of dangerous goods, in particular in table 19.3 . application of the requirements to different classes of dangerous goods except solid dangerous goods in bulk.



11. When mechanically-ventilated spaces are required by the IMDG Code.
12. Stow 3 m horizontally away from the machinery space boundaries in all cases.
13. Refer to the IMDG Code.
14. As appropriate for the goods to be carried.
15. FP means flashpoint.
16. Under the provisions of the IMDG Code, stowage of class 5.2 dangerous goods under deck or in enclosed ro-ro spaces is prohibited.
17. Only applicable to dangerous goods evolving flammable vapour listed in the IMDG Code.
18. Only applicable to dangerous goods having a flashpoint less than 23°C listed in the IMDG Code.
19. Only applicable to dangerous goods having a subsidiary risk class 6.1.
20. Under the provisions of the IMDG Code, stowage of class 2.3 having subsidiary risk class 2.1 under deck or in enclosed ro-ro spaces is prohibited.
21. Under the provisions of the IMDG Code, stowage of class 4.3 liquids having a flashpoint less than 23°C under deck or in enclosed ro-ro spaces is prohibited.

- Apply to passenger vessel, ro-ro passenger, oil tanker, chemical tanker, gas carrier, bulk carrier, container vessel, general cargo vessel and ro-ro cargo vessel.

**(vi) Based on MSC.269 (85) SOLAS VI/1-1 entries into force on 01/01/2011 to Ship Carrying Dangerous Goods in Solid Form in Bulk type of New and Existing Ships.**

New regulation 1-1 defining the terms IMSBC Code and Solid Bulk Cargo.

- Apply to oil tanker, chemical tanker, gas carrier, bulk carrier, container vessel, general cargo vessel and ro-ro cargo vessel.

**(vii) Based on MSC.269 (85) SOLAS VI/1-2 entries into force on 01/01/2011 to Ship Carrying Dangerous Goods in Solid Form in Bulk type of New and Existing Ships.**

New regulation 1-2 (Requirements for the carriage of solid bulk cargoes other than grain) requiring compliance with the provisions of the IMSBC Code.

- Apply to oil tanker, chemical tanker, gas carrier, bulk carrier, container vessel, general cargo vessel and ro-ro cargo vessel.

**(viii) Based on MSC.269 (85) SOLAS VI/2.2.2 entries into force on 01/01/2011 to Ship Carrying Dangerous Goods in Solid Form in Bulk type of New and Existing Ships.**

The cargo information to be provided prior to loading of solid bulk cargo shall be as required by section 4 of the IMSBC Code.

- Apply to oil tanker, chemical tanker, gas carrier, bulk carrier, container vessel, general cargo vessel and ro-ro cargo vessel.

**(ix) Based on MSC.269 (85) SOLAS VI/6 entries into force on 01/01/2011 to Solid Bulk Cargo type of New and Existing Ships.**

The provisions for Acceptability for Shipment of bulk cargo are specified to apply to solid bulk cargo only and are adapted to the newly introduced IMSBC Code.

**(x) Based on MSC.269 (85) SOLAS VI/7 entries into force on 01/01/2011 to Solid Bulk Cargo type of New and Existing Ships.**

The regulation on Loading, unloading and stowage of bulk cargoes is specified to apply to solid bulk cargo only. The provisions for proper stowage in holds and tween-decks (paragraph 4 and 5) are deleted from this regulation and the subsequent paragraphs are renumbered accordingly.

**(xi) Based on MSC.269 (85) SOLAS VII/7-5 entries into force on 01/01/2011 to Ship Carrying Dangerous Goods in Solid Form in Bulk type of New and Existing Ships**

New regulation 7-5. The carriage of dangerous goods in solid form in bulk shall be in compliance with the relevant provisions of the IMSBC Code, as defined in regulation VI/1-1.1.

- Apply to passenger vessel, ro-ro passenger.

**(xii) Based on MSC.269 (85) SOLAS VII/7-5 entries into force on 01/01/2011 to Ship Carrying Dangerous Goods in Solid Form in Bulk Type of New and Existing Ships.**

New regulation 7-5. The carriage of dangerous goods in solid form in bulk shall be in compliance with the relevant provisions of the IMSBC Code, as defined in regulation VI/1-1.1.

- Apply to oil tanker, chemical tanker, gas carrier, bulk carrier, container vessel, general cargo vessel and ro-ro cargo vessel.

- Ships of less than 500 GT other measures to ensure the required safety may be accepted.

**(xiii) Based on MSC.269 (85) SOLAS II-2/1.2.4 entries into force on 01/01/2011 (first renewal survey after that date) to all types of Existing Ships.**

Cargo spaces intended for the carriage of packaged dangerous goods shall comply with the special requirements of SOLAS II-2/ 19.3, however with some relaxations regarding the scope of carried goods and in case of old ro-ro ships, the fire detection system and separation of spaces.

- Apply to oil tanker, chemical tanker, gas carrier, bulk carrier, container vessel, general cargo vessel, ro-ro cargo vessel of above 500 GT and passenger vessel, ro-ro passenger.

**(xiv) Based on MSC.268 (85) IMSBC Code entries into force on 01/01/2011 to Ship Carrying Solid Bulk Cargoes Type of New and Existing Ships.**

New International Maritime Solid Bulk Cargoes (IMSBC) Code introducing provisions for the carriage of solid bulk cargoes.

- Apply to bulk carrier, container vessel, general cargo vessel and ro-ro cargo vessel.

**2. Amendments to MARPOL Convention.**

**(i) Based on MEPC.187 (59) MARPOL Annex I Reg.1 entries into force on 01/01/2011 to all types of New and Existing Ships.**

New definitions of Oil residue (sludge), Oil residue (sludge) tank, Oily bilge water, Oily bilge water holding tank.

**(ii) Based on MEPC.187 (59) MARPOL Annex I Reg.12 entries into force on 01/01/2011 to all types of New and Existing Ships.**

The wording has been modified in accordance with new definitions. Oil residue (sludge) : to be provided with a designated pump for disposal that is capable of taking suction from the oil residue (sludge) tank(s); and shall have no discharge connections to the bilge system, oily bilge water holding tank(s), tank top or oily water separators except that the tank(s) may be fitted with drains, with manually operated self-closing valves and arrangements for subsequent visual monitoring of the settled water, that lead to an oily bilge water holding tank or bilge well, or an alternative arrangement, provided such arrangement does not connect directly to the bilge piping system.

**(iii) Based on MEPC.187 (59) MARPOL Annex I IOPP Certificate entries into force on 01/01/2011 to all types of New and Existing Ships.**

The section of 3 of the Supplement to the IOPP Certificate, Form A and Form B, is modified.

**(iv) Based on MEPC.186 (59) MARPOL Annex I Chapter 8 entries into force on 01/01/2011 to Oil Tankers above 150 gt which involved in STS operation of New and Existing Ships.**

New Chapter 8 . Prevention of pollution during transfer of oil cargo between oil tankers at sea. Apply to oil tankers above 150gt engaged in the transfer of oil cargo between oil tankers at sea and their STS operations conducted on or after 1 April 2012.

**(v) Based on MEPC.186 (59) MARPOL Annex I Reg.41, 42 entries into force on 01/01/2011 to Oil Tankers above 150 gt which involved in STS operation of New and Existing Ships.**

With regards to any oil tanker involved in STS operations shall carry on board a STS operations Plan, not later than the date of the first annual, intermediate or renewal survey of the ship to be carried out on or after 1 January 2011. Each STS Plan shall be approved by the Administration.



**(vi) Based on MEPC.189 (60) MARPOL Annex I Chapter 9 entries into force on 01/08/2011 to all types of New and Existing Ships.**

New Chapter 9 %Special requirements for the use or carriage of oils in the Antarctic area+.

**(vii) Based on MEPC.190 (60) MARPOL Annex VI Reg.13, 14 entries into force on 01/08/2011 to all types of New and Existing Ships.**

The North American area is an emission control area (ECA) for the purpose of Reg.13 (Nox) and Reg.14 (Sox).

**(viii) Based on MEPC.176 (58) MARPOL Annex VI Reg.13.4 entries into force on 01/01/2011 to all types of New Ships.**

Operation of a marine diesel engine is only permitted when its emission of nitrogen oxides (NOx) is within certain limits (meeting Tier II engines), depending on the rated engine speed (crankshaft revolutions per minute).

- Apply to ships which keel laying date start from 1<sup>st</sup> January 2011 but before 1<sup>st</sup> January 2016, diesel engine type and all marine diesel engines except emergency engines and engines installed in lifeboats, each engine power which is more than 130kw