

Proposed and Future legislation

12 March 2008



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INTRODUCTION - 12 March 2008

A brief synopsis has been provided for each of the new and amended requirements. Each synopsis includes :

- Details of the reference document that contains the actual wording of the new and amended text is included. Copies of these documents can be obtained either directly from IMO or from this office;
- A brief background to the new and amended requirement;
- A brief guide to the implications of this new and amended requirement with regards to the owner; shipbuilder / equipment manufacturer; and the National Administrations / Recognised Organisations; and
- Details of the application of these new and amended requirement, since they do not all apply to all ship types and sizes.

The known amendments to the existing statutory regulations and instruments, mandatory under the conventions and codes include the major topics currently under discussion and development. Also the new IACS Unified Requirements and Unified Interpretations adopted after 1 November 2007 have also been included.

The contents of this document are generated based on the search criteria entered and does not necessarily include all known amendments except those that match the search criteria specified.

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Summary of MEPC Meeting Number

Summary of MSC Meeting Number

CRITERIA USED

Ship Type	ALL
Entry into Force Date	ALL
Gross Tonnage	0 to 999,999,999
Deadweight	0 to 999,999,999
Length	0 to 999,999,999
Legislative Arena	ALL
Legislative Subject	ALL
Legislative Status	ALL
FAQ	YES

NARRATIVE OF FUTURE LEGISLATION

PRE 1st July 2008

Anti-Fouling

1.)	<p>Anti-Fouling Systems on Ships (AFS) Convention A new Convention banning the use of organotin anti-fouling systems 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>All 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>	<p>Amended By: Resolution A895(21) Relates To: EXISTING SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT Background: To date, a total number of 16 member States (Antigua & Barbuda, Bulgaria, Cyprus, Denmark, Greece, Japan, Latvia, Luxembourg, Nigeria, Poland, Romania, Norway, Saint Kitts & Nevis, Spain, Sweden, Tuvalu) have ratified or acceded to the Anti-Fouling Systems Convention, becoming Contracting States, representing about 17.3% of the world's merchant shipping. Entry into force will occur 12 months after ratification by 25 States, representing 25% of world merchant shipping tonnage. The importance of bringing the AFS Convention into force as soon as possible was highlighted, bearing in mind the 2008 deadline for a total prohibition of tin-based anti-fouling systems on ships. The EU AFS Regulation already came into force on 1st July, 2003, for EU flag ships only. Implication:</p> <ul style="list-style-type: none"> • 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.
2.)	<p>Anti-Fouling Systems on Ships (AFS) Convention A new Convention banning the use of organotin anti-fouling systems Ships must remove organotin anti-fouling systems from the hull or apply a sealer coat by 1st January, 2008.</p>	<p>Amended By: Resolution A.895(21) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT Background:</p>

All ships of 400 gross tonnage and above engaged on international voyages will require the following survey and certification :

- 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.

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.

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.

To date, a total number of 16 member States (Antigua & Barbuda, Bulgaria, Cyprus, Denmark, Greece, Japan, Latvia, Luxembourg, Nigeria, Poland, Romania, Norway, Saint Kitts & Nevis, Spain, Sweden, Tuvalu) have ratified or acceded to the Anti-Fouling Systems Convention, becoming Contracting States, representing about 17.3% of the world's merchant shipping. Entry into force will occur 12 months after ratification by 25 States, representing 25% of world merchant shipping tonnage. The importance of bringing the AFS Convention into force as soon as possible was highlighted, bearing in mind the 2008 deadline for a total prohibition of tin-based anti-fouling systems on ships.

The EU AFS Regulation already came into force on 1st July, 2003, for EU flag ships only.

Implication:

- 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.

Construction

1.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations Part A General Regulation 2 Definitions</p> <p>A new paragraph 14 has been added which defines a “Bulk carrier as a bulk carrier as defined in regulation XII/1.1”.</p>	<p>Amended By: Res.MSC.152(78) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Bulk carrier, Gross Tonnage: 0GT, Deadweight: 0GT Background: This amendment is to ensuring consistency in the application of requirements related to Bulk Carriers. Implication:</p> <ul style="list-style-type: none"> • Owner : none. • Shipbuilder / Equipment manufacturer : minimal impact. • National Administration / Recognised Organisation : minimal impact.
2.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations Part A-1 Structure of ships Regulation 3-3 Safe access to tanker bows</p> <p>Paragraphs 1 and 2 have been editorially revised to read :</p> <ul style="list-style-type: none"> • For the purpose of this regulation and regulation 3-4, tankers include oil tankers as defined in regulation 2, chemical tankers as defined in regulation VII/8.2 and gas carriers as defined in regulation VII/11.2. • Every tanker shall be provided with the means to enable the crew to gain safe access to the bow even in severe weather conditions. Such means of access shall be approved by the Administration based on the guidelines developed by the Organization *. <p>* Refer to the Guidelines for safe access to tanker bows, adopted by the Maritime Safety Committee by resolution MSC.62(67).</p>	<p>Amended By: Res.MSC.194(80) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Chemical tanker, Gross Tonnage: 0GT, Deadweight: 0GT Background: These amendments are purely editorial in nature and consequential to the revisions of the other regulations in this part. The actual amendment deletes the references to age, since all of these have been passed and all of these ships already comply. Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : None.
3.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations Regulation 3-7 Construction drawings maintained onboard and ashore</p> <p>1. A set of as-built construction drawings* and other plans showing any subsequent structural alterations shall be kept on board a ship constructed on or after 1st January, 2007.</p>	<p>Amended By: Res.MSC.194(80) Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT Background: In conjunction with the amendments to the Resolution A.744(18) “Guidelines on the enhanced programme of inspection during surveys of bulk carriers and oil tankers”, this new regulations makes mandatory a good practice already adopted by many owners. The following is the minimum list of drawings to be provided :</p>

	<p>2. An additional set of such drawings shall be kept ashore by the Company, as defined in regulation IX/1.2.</p> <ul style="list-style-type: none"> Refer to MSC/Circ.1135 on As-built construction drawings to be maintained onboard the ship and ashore 	<ul style="list-style-type: none"> Main plans : General arrangement; Capacity plan; Hydrostatic curves & Loading Manual, where required. Steel plans : Midship section; Scantling plan; Decks; Shell expansion; Transverse bulkheads; Rudder and rudder stock & Cargo hatch covers, when applicable. Bilge ballast and cargo piping diagrams <p>Implication:</p> <ul style="list-style-type: none"> Owner : Minimal impact, the existence of this set of drawings will have to be confirmed onboard and ashore, as part of the ISM survey. Shipbuilder / Equipment manufacturer : Minimal impact, at least two (2) copies of the set of drawings need to be produced and delivered to the owner, for placement onboard and ashore. The additional cost will have to be charged to the owner. National Administration / Recognised Organisation : Minimal impact, the existence of this set of drawings will have to be confirmed onboard and ashore as part of the ISM surveys.
4.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations</p> <p>Regulation 3-8 Towing and mooring equipment</p> <ol style="list-style-type: none"> This regulation applies to ships constructed on or after 1st January, 2007, but does not apply to emergency towing arrangements provided in accordance with regulation 3-4. Ships shall be provided with arrangements, equipment and fittings of sufficient safe working load to enable the safe conduct of all towing and mooring operations associated with the normal operation of the ship. Arrangements, equipment and fittings provided in accordance with paragraph 2 shall meet the appropriate requirements of the Administration or an organization recognized by the Administration under regulation I/6. Each fitting or item of equipment provided under this regulation shall be clearly marked with any restrictions associated with its safe operation, taking into account the strength of its attachment to the ship's structure. <ul style="list-style-type: none"> Refer to MSC/Circ.1175 on Guidance on shipboard towing and mooring equipment. 	<p>Amended By: Res.MSC.194(80)</p> <p>Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background:</p> <p>This new regulation is designed to ensure that all of the towing and mooring arrangements, equipment and fittings are "fit-for-purpose", as opposed to the current procedure that requires only the support structure for towing and mooring fittings to be approved as a Class matter.</p> <p>Implication:</p> <ul style="list-style-type: none"> Owner : Significant impact, mainly concerned the initial cost of having type approved towing and mooring equipment and fittings onboard. Shipbuilder / Equipment manufacturer : Significant impact. For the equipment manufacturer, mainly concerning the design and type approval of the towing and mooring equipment and fitting, these additional costs will have to be passed on to the owner. For the shipbuilder, mainly concerning the purchase of the correct type approved towing and mooring equipment and fittings; and ensuring the towing and mooring arrangements are approved. These additional costs will have to be passed on to the owner. National Administration / Recognised Organisation : Significant impact, mainly concerning the type approval of towing and mooring equipment and fitting; and the initial approval and subsequent survey of the towing and mooring arrangements.

5.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations</p> <p>“Regulation 23-3 Water level detectors on single hold cargo ships other than bulk carriers” of the current version of this Chapter, and</p> <p>“Regulation 25 Water level detectors on single hold cargo ships other than bulk carriers” of the revised version of this Chapter</p> <p>In the case of existing ships, compliance is to be by the first intermediate or renewal Safety Construction survey carried out after 1st January 2007, whichever comes first, but not later than 31st December 2009.</p>	<p>Amended By: Res.MSC.194(80)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :General cargo, Gross Tonnage: 0GT, Deadweight: 0GT, Length: 80LT</p> <p>Background: This new regulation brings single hold cargo ships generally into line with the requirements for bulk carriers detailed in regulation XII/12.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, with the time and cost implications in purchasing and having fitted these water level detectors in the cargo hold. • Shipbuilder / Equipment manufacturer : Noticeable impact, with the time and cost implications in fitting water level detectors in the cargo holds. These costs would be passed to the owner. • National Administration / Recognised Organisation : Noticeable impact, with time and cost implications for the approval and verification of the water level detectors fitted in the cargo holds.
6.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations</p> <p>“Regulation 23-3 Water level detectors on single hold cargo ships other than bulk carriers” of the current version of this Chapter, and</p> <p>“Regulation 25 Water level detectors on single hold cargo ships other than bulk carriers” of the revised version of this Chapter</p>	<p>Amended By: Res.MSC.194(80)</p> <p>Relates To: EXISTING SHIPS, Ship Type :General cargo, Gross Tonnage: 0GT, Deadweight: 0GT, Length: 100LT</p> <p>Background: This new regulation brings single hold cargo ships generally into line with the requirements for bulk carriers detailed in regulation XII/12.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, with the time and cost implications in purchasing and having fitted these water level detectors in the cargo hold. • Shipbuilder / Equipment manufacturer : Noticeable impact, with the time and cost implications in fitting water level detectors in the cargo holds. These costs would be passed to the owner. • National Administration / Recognised Organisation : Noticeable impact, with time and cost implications for the approval and verification of the water level detectors fitted in the cargo holds. <p>All existing single hold cargo ships, other than bulk carriers, length less than 100 m, built before 1st July, 1998, no later than by the first intermediate or renewal Safety Construction survey carried out after 1st January 2007, whichever comes first, but not later than 31st December, 2009.</p>
7.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations</p>	<p>Amended By: Res.MSC.194(80)</p> <p>Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT</p>

	<p>Regulation 31 – Machinery controls</p> <p>The existing paragraph 2.10 is deleted. A new paragraph 6 is added after the existing paragraph 5. A new subparagraph .10 is added to paragraph 2.</p>	<p>Background:</p> <p>This amendment is confusing, since the deleted then added text of the subparagraph 10 are identical, while the text of the new paragraph 6 implies that further sub-paragraphs should be expected.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Not possible to quantify. • Shipbuilder / Equipment manufacturer : Not possible to quantify. • National Administration / Recognised Organisation : Not possible to quantify.
8.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations</p> <p>Regulation 45 Precautions against shock, fire and other hazards of electrical origin</p> <p>After the heading the following words are added : “(Paragraphs 10 and 11 of this regulation apply to ships constructed on or after 1 January 2007).”</p> <p>The existing paragraph 10 is replaced with the following : No electrical equipment shall be installed in any space where flammable mixtures are liable to collect, e.g. in compartments assigned principally to accumulator batteries, in paint lockers, acetylene stores or similar spaces, unless the Administration is satisfied that such equipment is :</p> <ol style="list-style-type: none"> 1. essential for operational purposes; 2. of a type which will not ignite the mixture concerned; 3. appropriate to the space concerned; and 4. appropriately certified for safe usage in the dusts, vapours or gases likely to be encountered. 	<p>Amended By: Res.MSC.170(79)</p> <p>Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background:</p> <p>This amendment removes the specific reference to tankers, permitting the addition of a new paragraph 11 mentioned below.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : None.
9.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations</p> <p>Regulation 45 Precautions against shock, fire and other hazards of electrical origin</p> <p>A new paragraph 11 is added after paragraph 10, which reads : In tankers, electrical equipment, cables and wiring shall not be installed in hazardous locations unless it conforms with standards not inferior to those acceptable to the Organization.* However, for locations not covered by such standards, electrical equipment, cables and wiring which do not conform to the standards may be installed in hazardous locations based on a risk</p>	<p>Amended By: Res.MSC.170(79)</p> <p>Relates To: NEW SHIPS, Ship Type :Chemical tanker, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background:</p> <p>This amendment is as a consequence to the amendment to paragraph 10 mentioned above, and specifically deals with tankers</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly concerning the addition of restrictions on the cables and wiring, which was not previously mentioned in the original regulation.

	<p>assessment to the satisfaction of the Administration, to ensure that an equivalent level of safety is assured.</p> <ul style="list-style-type: none"> Refer to the standards published by the International Electrotechnical Commission, IEC 60092-502:1999 .Electrical installations in ships - Tankers. Existing paragraph 11 is renumbered as paragraph 12. 	<ul style="list-style-type: none"> Shipbuilder / Equipment manufacturer : Significant impact, mainly cornering providing suitably certified electrical equipment, cables and wiring in hazardous spaces. The additional cost of this equipment, cables and wiring would have to be passed on to the owner. National Administration / Recognised Organisation : Noticeable impact, mainly concerning the verification that suitably certified electrical equipment, cables and wiring are provided in hazardous spaces
10.)	<p>International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) Chapter 3. Ship arrangements In paragraph 3.6.4, the reference to “10.2.5.4” is replaced by “10.1.4”.</p>	<p>Amended By: Res.MSC.177(79) Relates To: NEW SHIPS, Ship Type :Gas ship, Gross Tonnage: 0GT, Deadweight: 0GT Background: An editorial amendment consequential to those to chapter 10 mentioned below. Implication:</p> <ul style="list-style-type: none"> Owner : None. Shipbuilder / Equipment manufacturer : None. National Administration / Recognised Organisation : None.
11.)	<p>International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) Chapter 10 - Electrical installations In paragraph 10.1.4, the words “when the exceptions listed in 10.2 are permitted” in the first sentence are deleted. A new sentence is added at the end of paragraph 10.1.4, which reads : Electrical equipment, cables and wiring should not be installed in hazardous locations unless it conforms with the standards not inferior to those acceptable to the Organization*. However, for locations not covered by such standards, electrical equipment, cables and wiring which do not conform to the standards may be installed in hazardous locations based on a risk assessment to the satisfaction of the Administration, to ensure that an equivalent level of safety is assured. * Refer to the standards published by the International Electrotechnical Commission, IEC 60092-502:1999 Electrical installations in ships - Tankers. Existing paragraph 10.2 is deleted.</p>	<p>Amended By: Res.MSC.177(79) Relates To: NEW SHIPS, Ship Type :Gas ship, Gross Tonnage: 0GT, Deadweight: 0GT Background: These amendments basically change the previous prescriptive requirements into those which are risk based. Implication:</p> <ul style="list-style-type: none"> Owner : Noticeable impact, mainly related to the cost of the re-design necessary to ensure that all electrical equipment, cables and wiring is not installed in hazardous locations, or the purchase and installation of suitably certified items in these areas. Shipbuilder / Equipment manufacturer : Noticeable impact, mainly related to the re-design necessary to ensure that all electrical equipment, cables and wiring is not installed in hazardous locations, or the purchase and installation of suitably certified items in these areas. Any additional cost would have to be passed on to the owner. National Administration / Recognised Organisation : Noticeable impact, mainly related to the verification that all electrical equipment, cables and wiring is not installed in hazardous locations, or the installation of suitably certified items in these areas.

12.)	<p>International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)</p> <p>APPENDIX</p> <p>Model form of International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk</p> <p>In the form of the International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk, the following new section is inserted between the section commencing with the words "This certificate is valid until" and the section commencing with the words "Issued at" :</p> <p>"Completion date of the survey on which this certificate is based : (dd/mm/yyyy)"</p>	<p>Amended By: Res.MSC.177(79)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Gas ship, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background:</p> <p>This amendment is consistent with other recent amendments made to other IMO certificates.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : Minimal impact if any
13.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations</p> <p>Regulation 8-2 – Special requirements for Ro-Ro passenger ships carrying 400 persons or more</p> <p>Ro-Ro passenger ships carrying 400 persons or more but less than 600, built before 1st July, 1997, are to comply with the provisions of paragraph 2.3 of regulation 8, assuming the damage applied anywhere within the ship's length "L", not later than the first periodical survey after 1st October, 2010.</p> <p>Note : This regulation refers to the version of Chapter II-1 extant prior to the adoption of the revised Chapter in January, 2009.</p>	<p>Amended By: SOLAS 1974, as amended, consolidated edition 2004</p> <p>Relates To: EXISTING SHIPS, Ship Type :Passenger ship, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background: This is part of the incremental application of the amendments introduced to enhance the survivability standards by bring damage stability requirements for existing Ro-Ro passenger ships generally into line with new ships. By now all Ro-Ro passenger ships with an A/Amax value less than 97.5% should have been dealt with.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly related to the strict nature of these regulations. It may be necessary to provide additional buoyancy (sponsons or casings on Ro-Ro decks) or partial bulkheads/doors to restrict flood water to obtain compliance, otherwise the total number of persons carried (the total of passengers and crew) to less than 400. There would be a significant cost implication in both of these options, either the cost of the modifications and the loss in income from the reduction in the number of passengers. A reduction in the maximum loaded draught to meet the "2 compartment" survivability standard would also a cost implication in terms of the reduction in car/truck/ trailer capacity. • Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the extensive structural modifications that may need to be carried out. There would be a significant cost implication in carrying out these modifications, which would have to be passed on to the owner. • National Administration / Recognised Organisation : Significant impact, mainly related to the verification that the necessary structural modifications have been carried out, or amending the certificates for the reduction of the number of persons onboard to less than 400.

Dangerous goods

1.)	<p>MARPOL 73/78. Annex II - Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk All Regulations.</p> <p>A complete revision of the text of this Annex.</p> <p>As part of these amendments, all NLS's were evaluated by the Evaluation of Hazardous Substances Working Group, giving a resultant GESAMP Hazard Profile which indexes the substance according to its bio-accumulation; bio-degradation; acute toxicity; chronic toxicity; long-term health effects; and effects on marine wildlife and on benthic habitats, and re-categorised into one of the four (4) new categories, which are :</p> <ul style="list-style-type: none"> • Category X: Noxious Liquid Substances which, if discharged into the sea from tank cleaning or de-ballasting operations, are deemed to present a major hazard to either marine resources or human health and, therefore, justify the prohibition of the discharge into the marine environment; • Category Y: Noxious Liquid Substances which, if discharged into the sea from tank cleaning or de-ballasting operations, are deemed to present a hazard to either marine resources or human health or cause harm to amenities or other legitimate uses of the sea and therefore justify a limitation on the quality and quantity of the discharge into the marine environment; • Category Z: Noxious Liquid Substances which, if discharged into the sea from tank cleaning or de-ballasting operations, are deemed to present a minor hazard to either marine resources or human health and therefore justify less stringent restrictions on the quality and quantity of the discharge into the marine environment; and • Other Substances: substances which have been evaluated and found to fall outside Category X, Y or Z because they are considered to present no harm to marine resources, human health, amenities or other legitimate uses of the sea when discharged into the sea from tank cleaning or de-ballasting operations. The discharge of bilge or ballast water or other residues or mixtures containing these substances are not subject to any requirements of MARPOL Annex II. 	<p>Amended By: Res.MEPC.118(52)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :General cargo, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background:</p> <p>As a result of the hazard evaluation process and the new categorization system, vegetable oils which were previously categorized as being unrestricted will now be required to be carried in chemical tankers.</p> <p>In addition, "Guidelines for the transport of vegetable oils in deep tanks or in independent tanks specially designed for the carriage of such vegetable oils onboard dry cargo ships" was adopted. These guidelines have been developed to allow general dry cargo ships that are currently certified to carry vegetable oil in bulk to continue to carry these vegetable oils on specific trades. The guidelines will take effect on 1st January, 2007.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly effecting the number and type of NLS cargoes that can be carried, which will in turn significantly effect the income that could be earned by a particular ship. • Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the re-design that may need to be carried out on a current design to comply with the revised requirements, the cost of which will need to be passed on to the owner. • National Administration / Recognised Organisation : Significant impact, mainly related to the review and re-certification of ships wishing to carry NLS cargoes
2.)	<p>International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) APPENDIX Model form of Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk</p>	<p>Amended By: Res.MSC.181(79)</p> <p>Relates To: EXISTING SHIPS, Ship Type :Chemical tanker, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background:</p>

	<p>In the form of the Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, the following new section is inserted between the section commencing with the words "This certificate is valid until" and the section commencing with the words "Issued at" :</p> <p>"Completion date of the survey on which this certificate is based : (dd/mm/yyyy)"</p>	<p>This amendment is consistent with other recent amendments made to other IMO certificates.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : Minimal impact if any, wholly related to the amendment to the certificate template
3.)	<p>International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) All Regulations.</p> <p>A complete revision of the text of this Code as a consequence to, and in association with, the complete revision to MARPOL 73/78 Annex II, incorporate revisions to the categorization of products relating to their properties as potential marine pollutants as well as revisions to ship type and carriage requirements following their evaluation by the Evaluation of Hazardous Substances Working Group.</p>	<p>Amended By: Res.MEPC.119(52) and Res.MSC176(79)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Chemical tanker, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background:</p> <p>Consequential amendments, reflecting the changes to MARPOL Annex II.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly effecting the number and type of chemical cargoes that can be carried, which will in turn significantly effect the income that could be earned by a particular ship. • Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the re-design that may need to be carried out on a current design to comply with the revised requirements, the cost of which will need to be passed on to the owner. • National Administration / Recognised Organisation : Significant impact, mainly related to the review and re-certification of ships wishing to carry chemical cargoes.
4.)	<p>Assembly Resolution</p> <p>637(16) Guidelines for the transport and handling of limited amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels (LHNS GUIDelines)</p> <p>APPENDIX 2</p> <p>MODEL FORM OF CERTIFICATE OF FITNESS</p> <p>In the form of the Certificate of Fitness, the following new section is inserted between the section commencing with the words "This certificate is valid until" and the section commencing with the words "Issued at" :</p> <p>"Completion date of the survey on which this certificate is based : (dd/mm/yyyy)"</p>	<p>Amended By: Res.MSC.184(79)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Offshore supply vessel, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background:</p> <p>This amendment is consistent with other recent amendments made to other IMO certificates.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : Minimal impact if any

FOR INTERNAL USE ONLY:

All new and existing offshore supply vessels permitted to carry limited amounts of hazardous and noxious liquid substances in bulk.

<p>5.) Assembly Resolution 637(16) Guidelines for the transport and handling of limited amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels (LHNS Guidelines) Extensive editorial revision to the PREAMBLE, CHAPTERS 1, 2, 3 & 4, and APPENDICES 1 & 2 A complete revision of the text of these Guidelines as a consequence to, and in association with, the complete revision to MARPOL 73/78 Annex II and the IBC Code, incorporate revisions to the categorization of products relating to their properties as potential marine pollutants as well as revisions to ship type and carriage requirements following their evaluation by the Evaluation of Hazardous Substances Working Group.</p>	<p>Amended By: Res.MEPC.158(55) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Offshore supply vessel, Gross Tonnage: 0GT, Deadweight: 0GT Background: These amendments are as a consequence to the recent amendments to MARPOL Annex II and the IBC Code Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly related to the revised categorisation of hazardous and noxious liquid substances, and the new requirement for certificates of fitness to be issued to all Offshore Supply Vessels that carry them in bulk. Failure to have such a certificate issued will mean that the vessel can not carry such substances on or after 1st January, 2007. • Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the revised categorisation of hazardous and noxious liquid substances, and the new requirement for certificates of fitness to be issued to all Offshore Supply Vessels that carry them in bulk. • National Administration / Recognised Organisation : Significant impact, mainly related to the revised categorisation of hazardous and noxious liquid substances, and the new requirement for certificates of fitness to be issued to all Offshore Supply Vessels that carry them in bulk
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FOR INTERNAL USE ONLY:

All new and existing offshore supply vessels permitted to carry limited amounts of hazardous and noxious liquid substances in bulk.

<p>6.) International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) Chapters I, II, III, IV, V, VA, VI and VIII An extensive revision of the text of this Code as a consequence to the complete revision to MARPOL 73/78 Annex II Regulation for the Control of Pollution by Noxious Liquid Substances in Bulk. Early and effective application of these amendments is being recommended, in line with the entry into force date of the revised MARPOL Annex II on 1st January, 2007</p>	<p>Amended By: Res.MEPC.144(54) Relates To: EXISTING SHIPS, Ship Type :Chemical tanker, Gross Tonnage: 0GT, Deadweight: 0GT Background: These amendments are as a consequence to the amendments to MARPOL Annex II, which will enter into force on 1st January, 2007. Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly effecting the number and type of chemical cargoes that can be carried, which will in turn significantly effect the income that could be earned by a particular ship. • Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the re-design that may need to be carried out on a current
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		<p>design to comply with the revised requirements, the cost of which will need to be passed on to the owner.</p> <ul style="list-style-type: none"> National Administration / Recognised Organisation : Significant impact, mainly related to the review and re-certification of ships wishing to carry chemical cargoes.
7.)	<p>International Maritime Dangerous Goods Code (IMDG Code)</p> <p>The amendments 33-06 extensively update several sections of the Code relating to the carriage of dangerous goods.</p> <p>The amendments are to enter into force on 1st January, 2008, but are being encouraged to be applied on a voluntary basis from 1st January, 2007.</p> <p>All new and existing dry cargo ships, that carry dangerous goods, from 1st January, 2008.</p>	<p>Amended By: REs. MSC205(81)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :General cargo, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background: Mostly operational in nature.</p> <p>Implication:</p> <ul style="list-style-type: none"> Owner : noticeable impact, mostly related to packaging, stowage and documentation. Shipbuilder / Equipment manufacturer : none. National Administration / Recognised Organisation : noticeable impact, mostly related to the documentation to be issued.

Fire protection

1.)	<p>UI SC221 Separation of Galley Exhaust Ducts from Spaces (Reg II-2/9) This Unified Interpretation is to be applied by all Members and Associate for systems approved on or after 1 January 2008.</p>	<p>Amended By: IACS 7674_ Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: SOLAS regulations II-2/9.7.2.1, 9.7.2.2 and 9.7.5.2.1 provide the fire insulation requirements for trunks and ducts which pass through an enclosed space. To provide for a greater extent of uniformity in the application of the above regulations to trunks and ducts which pass through an enclosed space via sharing a surface or surfaces that are contiguous with an enclosed space, the UI was developed. Implication: To Builders, Owners & ROs - nominal impact, as this is just to endorse the present practice.</p>
2.)	<p>UI SC216 - Water-based fire-extinguishing systems Where spaces having different fire risk on passenger ships (e.g. accommodation spaces, deep fat coking equipment, machinery spaces of category A and associated high fire risk areas) were protected by a single fixed fire fighting system providing a so called "multi-area protection", it was noted that, in the framework of its work item Performance testing and approval standards for fire safety systems the IMO FP Sub-Committee already accomplished the task pertinent to the revision of the relevant mandatory instruments, IACS provisionally developed its own interpretation for submission to IMO in order to establish a harmonized approach by Members to this particular issue.</p>	<p>Amended By: 7586 Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: Implication: 1. This Unified Interpretation is to be applied by all Members and Associate on ships contracted for construction on or after 1 January 2008. 2. The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to IACS Procedural Requirement (PR) No. 29.</p>
3.)	<p>UI SC217 Nozzles installation for fixed water based local application fire-fighting systems for use in category A machinery spaces (MSC/Circ 913) UI SC217 - Nozzles installation for fixed water based local application fire-fighting systems for use in category A machinery spaces (MSC/Circ 913) The following footnote has been inserted - "The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to IACS Procedural Requirement (PR) No. 29."</p>	<p>Amended By: 7586a Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: Implication: Minor (See Explanatory Summary) This Unified Interpretation is to be applied by all Members and Associate on ships contracted for construction on or after 1 April 2008.</p>

Human Element/ILO

1.)	<p>Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Convention Chapter I General provisions Regulation I/1 – Definitions and clarifications</p> <p>In paragraph 1, new subparagraphs .26 and .27 are inserted after the existing subparagraph .25, defining the ISPS Code and the Ship security officer.</p>	<p>Amended By: Res.MSC.203(81) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: These amendments are consequential to the introduction of the ISPS Code, and introduce the associated “security” aspects. Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable impact, mainly related to the identification of the ISPS Code and the proficiency requirements for the ship security officer. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : Noticeable impact, mainly related to the issue of certificates of proficiency for the ship security officers.
2.)	<p>Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Convention Chapter VI Emergency, occupational safety, medical care and survival functions</p> <p>The existing title of this chapter is replaced by “Emergency, occupational safety, security, medical care and survival functions”. Regulation VI/5 – Requirements for the issue of certificates of proficiency for ship security officers</p> <p>A new regulation VI/5 is inserted after the existing regulation VI/4.</p>	<p>Amended By: Res.MSC.203(81) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: These amendments are consequential to the introduction of the ISPS Code, and introduce the associated “security” aspects. Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable impact, mainly related to the identification of the ISPS Code and the proficiency requirements for the ship security officer. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : Noticeable impact, mainly related to the issue of certificates of proficiency for the ship security officers.
3.)	<p>Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Convention Chapter VI Standards regarding emergency, occupational safety, medical care and survival functions</p> <p>The existing title of this chapter is replaced by “Standards regarding emergency, occupational safety, security, medical care and survival functions”. In section A-VI/2, the existing table A-VI/2-2 is replaced. A new section A-VI/5 and new table A-VI/5 are inserted after the existing table VI/4-2, dealing with the mandatory minimum requirements for the issue of certificates of proficiency for ship security officers.</p>	<p>Amended By: Res. MSC.209(81) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: These amendments are consequential to the introduction of the ISPS Code and the amendments to International Convention on Standards of Training, Certification and Watchkeeping for Seafarers mentioned above, and introduce the associated “security” aspects. Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable impact, mainly related to the identification of the ISPS Code and the proficiency requirements for the ship security officer.

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| | | <ul style="list-style-type: none">• Shipbuilder / Equipment manufacturer : None• National Administration / Recognised Organisation : Noticeable impact, mainly related to the issue of certificates of proficiency for the ship security officers. |
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Inspections/Surveys

1.)	<p>Assembly Resolution 744(18) as amended Guidelines on the Enhanced Programme of Inspection during Survey of Bulk Carriers and Oil Tankers Existing section "Contents" is replaced. Annex A – extensive editorial changes and the new section 5.6 "Survey planning meeting" added. Annex 4A – a new annex, titled "Survey Programme", added. Annex 4B – a new annex, titled "Survey Planning Questionnaire", added. Annex 6 - existing text replaced. Annex 13 – a new annex, titled "Strength of cargo hatch cover securing arrangements for bulk carriers", added. Annex B – existing text replace. Part A – a new part, titled "Guidelines on the enhanced programme of inspections during survey of double hull oil tankers", added. Part B – a new part, titled "Guidelines on the enhanced programme of inspections during survey of oil tankers other than double hull oil tankers", added using the text of the original Annex but with extensive editorial changes and the new section 5.6 "Survey planning meeting" added.</p>	<p>Amended By: Res.MSC.197(80) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Bulk carrier, Gross Tonnage: OLT, Deadweight: OGT Background: These amendments are generally editorial in nature and are as a consequence of the numerous recent amendments to the various chapters of SOLAS, but also incorporate the necessary changes to be able to specifically apply these guidelines to oil tankers of double hull construction. Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable impact, mainly related to the survey planning meetings; programme and questionnaire. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : Noticeable impact, mainly related to the survey planning meetings; programme and questionnaire.
2.)	<p>UR Z16 - Periodical surveys of cargo installations on ships carrying liquefied gases in bulk UR Z16 - Periodical surveys of cargo installations on ships carrying liquefied gases in bulk</p>	<p>Amended By: 6179_ Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Gas ship, Gross Tonnage: OGT, Deadweight: OGT Background: Implication: Average</p>
3.)	<p>MEPC Resolution 94(46), as amended, the Condition Assessment Scheme (CAS) A reference to the Resolution MEPC.147(54) "Guidelines on the assessment of residual fillet weld between deck plating and longitudinals" has been added within table 7.3.3. The current paragraphs 13.8, 13.9 and 13.10 are replaced with the new text, detailing the procedures to be adopted related to the CAS Statement of Compliance (SoC) when :</p> <ul style="list-style-type: none"> • There is a change of ownership, change of recognised organisation, and/or change of company dealing with the safe operation and maintenance when an CAS SoC has already been issued; but not a change of flag; • A change of flag after the CAS SoC has been issued; and 	<p>Amended By: Res.MEPC.155(55) Relates To: EXISTING SHIPS, Ship Type :Oil tanker, Gross Tonnage: OGT, Deadweight: OGT Background: The addition of the reference to the guidelines on the assessment of residual fillet weld between deck plating and longitudinals was made after due consideration was made to the adverse effect on the residual strength of the ship when wastage occurs in this weld area. The amendments to the SoC procedure was made to overcome some of the problems that have recently occurred when there has been a change in circumstances during or after the CAS survey has been carried out. Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable impact, in the case of the guidelines on the assessment of residual fillet weld between deck plating and longitudinals, since this assessment will need to be added to the

- A change of flag during the course of a CAS survey.

All existing single skin oil tankers undergoing a CAS survey on or after the entry into force date, 1st March, 2008.

thickness measurement assessment; but a minimal impact, if any, with regards to the new SoC procedure.

- Shipbuilder / Equipment manufacturer : None.
- National Administration / Recognised Organisation : Minimal impact, in the case of the guidelines on the assessment of residual fillet weld between deck plating and longitudinals; but a noticeable impact with regards to the new SoC procedure, but only when changes in ownership and/or flag occur.

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Life-saving appliances

1.)	<p>SOLAS 1974. Chapter III - Life-saving appliances and arrangements Chapter III Life-saving appliances and arrangements</p> <p>Regulation 20 Operational readiness, maintenance and inspections In paragraph 1, in the second sentence, the words “paragraphs 3 and 6.2” are replaced by the words “paragraphs 3.2, 3.3 and 6.2”.</p> <p>The existing text of paragraph 3 is replaced. The existing text of paragraph 6 is replaced. The existing text of paragraph 7 is numbered as paragraph 7.2 and a new paragraph 7.1 is added. The existing text of paragraph 11 is replaced. All new and existing ship types at the first Safety Equipment survey held on or after 1st July, 2006.</p>	<p>Amended By: Res. MSC.152(78) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: This amendment is intended to help prevent accidents involving lifeboats and addresses the unacceptably high number of incidents that have been occurring over recent years, where crew have been injured, sometimes fatally, while participating in lifeboat drills and/or inspections/maintenance. The owner will be responsible for selecting “properly trained personnel familiar with the system” to carry out the thorough examinations and operational / dynamic testing within the range dates for the appropriated Safety Equipment survey. Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly concerning operational matters of training, maintenance and arranging the thorough examination / testing of the survival craft and its launching appliance and release gear. • Shipbuilder / Equipment manufacturer : Significant impact for the manufacturers of the survival craft, its launching appliance and release gear, to provide “properly trained personnel familiar with the system” to carry out the thorough examinations and operational / dynamic testing. • National Administration / Recognised Organisation : Noticeable impact, mainly concerning surveyable items and verification of onboard documentation.
2.)	<p>SOLAS 1974. Chapter III - Life-saving appliances and arrangements Regulation 32 Personal life-saving appliances The existing text of paragraph 3 is replaced. All new cargo ships built on or after 1st July, 2006; and all existing cargo ships (built before 1st July, 2006) not later than the first safety equipment survey on or after 1st July, 2006.</p>	<p>Amended By: Res.MSC.152(78) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :General cargo, Gross Tonnage: OGT, Deadweight: OGT Background: This amendment introduces a requirement for the carriage of one immersion suit per person onboard all cargo ships. The number of additional immersion suits to be provided at remotely located watch or work stations will depend on the interpretation of the particular flag administration for the port of registry. In the absence of any specific flag state interpretation, LR would expect ten (10), distributed : two (2) in the wheelhouse; two (2) in the engine control room; and six (6) at the remotely located liferaft stowed forward (or aft). Implication:</p>

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| | | <ul style="list-style-type: none">• Owner : Noticeable impact, mainly concerning the cost of purchasing and subsequent servicing of these additional immersion suits.• Shipbuilder / Equipment manufacturer : Minimal impact, requiring these additional immersion suits to be provided onboard, the cost of which would have to be passed on to the owner.• National Administration / Recognised Organisation : Minimal impact, mainly concerning surveyable items and documentation. |
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Load Line

1.)	<p>UI LL17 Minimum bow height (Regulation 39(1) and 39(2))</p> <p>It is confirmed that:</p> <p>(1) "Existing ships" in the last paragraph means those built before 21 July 1968 (the date when the 1966 ICLL entered into force);</p> <p>(2) In general, this interpretation should be applied to the existing ships for the assignment/reassignment of the freeboards under the provisions of the 1966 ICLL;</p> <p>(3) However, when accepted by the Administration to suit exceptional operational requirements, this interpretation can be applied to ships built on or after that date. For the clarification of the above, it was agreed that the first paragraph has been revised as follows:</p> <p>"When a ship built on or after 21 July 1968 is arranged to suit exceptional operational requirements such that the forecastle and/or sheer forward do not meet the provisions of paragraphs (1) and (2) of this Regulation the 1966 ICLL, the increase of calculated summer freeboard shall may, with the concurrence of the Administration, be determined in the following ways."</p>	<p>Amended By: IACS 7666</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background:</p> <p>The following editorial correction was also agreed.</p> <p>(a) For the nomenclature, the description relating to "Smin" has been corrected so as to provide the definition of the summer freeboard "fbds" separately from the formula for "Smin".</p> <p>(b) In sub-paragraph (b), the denominator of "0.17L" in the formula has been replaced with "0.07L".</p> <p>(c) In sub-paragraph (c)(ii), the denominator of "S1" in the formula has been replaced with "S2".</p> <p>Implication:</p> <p>There should be nominal changes as a result of the correction. Owners, builders and ROs are to note. Applicable to New and Existing Ships, only when there is a change of load line and $L \geq 24$.</p>
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Pollution

<p>1.)</p>	<p>MARPOL 73/78. Annex VI - Regulations for the Prevention of Air Pollution from ships</p> <p>Regulation 2 Definitions</p> <p>A new paragraph (14) is added after existing paragraph (13).</p> <p>Regulation 5 Surveys</p> <p>The existing title "Surveys and inspections" is replaced by "Surveys" The existing text of regulation 5 is replaced.</p> <p>Regulation 6 Issue or endorsement of certificate</p> <p>The existing title "Issue of International Air Pollution Prevention Certificate" is replaced by "Issue or Endorsement of Certificate" The existing text of regulation 6 is replaced.</p> <p>Regulation 8 Form of certificate</p> <p>The existing regulation 8 is replaced.</p> <p>Regulation 9 Duration and validity of certificate</p> <p>The existing text of regulation 9 is replaced. All new and existing ship types of 400 gross tonnage and above, and each diesel engine (excluding those used for emergency purposes) with a power output more than 130 kW installed on or after 1st January, 2000.</p>	<p>Amended By: Res.MEPC.132(53) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 400GT, Deadweight: 0GT Background: These amendments adopt the Harmonised System of Survey and Certification to MARPOL Annex VI and the NOx Code. Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, with the need to have air pollution prevention surveys carried out at the same time as all of the other harmonised surveys. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : Noticeable impact, with the need to issue harmonised certificates will need to be issue
<p>2.)</p>	<p>MARPOL 73/78. Annex VI - Regulations for the Prevention of Air Pollution from ships</p> <p>Regulation 14 Sulphur Oxides (SOx)</p> <p>Paragraph (3) Requirements within SOx emission control areas</p> <p>The following words are added in (3)(a) before the word "and" :", the North Sea area as defined in regulation 5(1)(f) of Annex V;". In accordance with the current paragraph (7), there is a 12 month period of exemption for all ships entering the North Sea area from complying with requirements of paragraphs (4) (use of either low sulphur content fuel oil, or</p>	<p>Amended By: Res.MEPC.132(53) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 400GT, Deadweight: 0GT Background: As part of the continuing development in the identification of SOx emission control areas, the North Sea has now become the second such area after the Baltic Sea. Other areas will follow in the near future. Within these SOx emission control areas, either low sulphur fuel oil must be used (in conjunction with documentary evidence of the change over period</p>

	<p>an approved exhaust gas cleaning system, or any other approved technological method) and (5) (fuel oil sulphur contents records), until 22nd November, 2007.</p>	<p>and procedure) or other appropriate approved means (such as exhaust gas scrubbers) to ensure the SOx emissions are within the necessary limits</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact in terms of additional costs, with the need to have either duplication of fuel oil tanks to hold both normal and low sulphur fuel oils; or have installed additional equipment such as exhaust gas scrubbers. • Shipbuilder / Equipment manufacturer : Significant impact, in terms of the cost of either the re-design of the fuel oil tank arrangement to permit both normal and low sulphur fuel oils to be carried at that same time, or the purchase and installation of additional equipment such as exhaust gas scrubbers. These additional costs will need to be passed on to the owner. • National Administration / Recognised Organisation : noticeable impact, with the need to approve the fuel oil arrangements or any other additional equipment.
3.)	<p>MARPOL 73/78. Annex I - Regulations for the Prevention of Pollution by Oil All Regulations</p> <p>A complete revision and re-numbering of the text to this Annex, with only minor changes to the existing text and the inclusion of a small number of new regulations.</p>	<p>Amended By: Res.MEPC.117(52) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: In general terms, this revision is just a re-numbering and rearranging exercise to make this annex more user friendly. There are a number of new regulations, and since each is significant they are separately detailed.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal, if any, impact. • Shipbuilder / Equipment manufacturer : Minimal, if any, impact. • National Administration / Recognised Organisation : Minimal, if any, impact.
4.)	<p>MARPOL 73/78. Annex I - Regulations for the Prevention of Pollution by Oil Regulation 22 Pump-room bottom protection</p> <ol style="list-style-type: none"> 1. This regulation applies to oil tankers of 5,000 tonnes deadweight and above constructed on or after 1st January, 2007. 2. The pump-room shall be provided with a double bottom such that at any cross-section the depth of each double bottom tank or space shall be such that the distance h between the bottom of the pump-room and the ship's 	<p>Amended By: Res.MEPC.117(52) Relates To: NEW SHIPS, Ship Type :Oil tanker, Gross Tonnage: OGT, Deadweight: 5000GT Background: This new regulation introduces a consistent approach to the prevention of pollution by oil that can occur as the result of stranding damage to the pump room, as is assumed for the cargo tank area. In accordance with the Unified Interpretation agreed at MEPC 54, the term "pump room" means the cargo pump room only, so that they do not apply to any ballast pump rooms.</p> <p>Implication:</p>

base line measured at right angles to the ship's base line is not less than specified below:

$h = B/15(m)$ or
 $h = 2 \text{ m}$, whichever is the lesser.
 The minimum value of $h = 1 \text{ m}$.

3. In case of pump rooms whose bottom plate is located above the base line by at least the minimum height required in paragraph 2 above (e.g. gondola stern designs), there will be no need for a double bottom construction in way of the pump-room.
4. Ballast pumps shall be provided with suitable arrangements to ensure efficient suction from double bottom tanks.
5. Notwithstanding the provisions of paragraphs 2 and 3 above, where the flooding of the pump-room would not render the ballast or cargo pumping system inoperative, a double bottom need not be fitted.

Only for pump rooms that contain cargo oil pumps :

- Owner : Significant impact, mainly concerning the re-design of the lower portion of the pump room and possible change in the pumps being provided onboard.
- Shipbuilder / Equipment manufacturer : Significant impact, mainly concerning the re-design of the lower portion of the pump room and possible change in the pumps being provided onboard. These additional costs will need to be passed on to the owner.
- National Administration / Recognised Organisation : Noticeable impact, mainly concerning the approval of the re-designed lower portion of the pump room and any change in the pumps being provided onboard.

5.) **MARPOL 73/78. Annex I - Regulations for the Prevention of Pollution by Oil**

Regulation 23 Accidental oil outflow performance

A new regulation replacing regulations 24 "Limitation of size and arrangement of cargo tanks" and 25 "Hypothetical outflow of oil" of the current version of MARPOL Annex I.

The new regulation adopts 2 different approaches, which are dependent on size; namely :

- For oil tankers of 5,000 DWT and above; a probabilistic approach to assessing the oil outflow performance, compared to the analytical approach of the current requirement; and
- For oil tankers of less than 5,000 DWT; tank sizes limited in the same way of the text of the regulation 24 "Limitation of size and arrangement of cargo tanks" of the current version of MARPOL Annex I.

Amended By: Res.MEPC.117(52)

Relates To: NEW SHIPS, Ship Type :Oil tanker, Gross Tonnage: OGT, Deadweight: OGT

Background:

This new regulation replaces regulation 23 "Hypothetical outflow of oil" from the current version of this annex (which will be regulation 25 of the revised text).

Implication:

- Owner : Significant impact, mainly concerned with the cost connected with the re-calculation of the oil outflow performance, which coupled to the fact that there are now no longer any prescriptive tank size and arrangement limitations, may lead to the extensive re-design of the cargo tank area.
- Shipbuilder / Equipment manufacturer : Significant impact, mainly concerned with the re-calculation of the oil outflow performance, which coupled to the fact that there are now no longer any prescriptive tank size and arrangement limitations, may lead to the extensive re-design of the cargo tank area. These additional costs will have to be passed on to the owner.
- National Administration / Recognised Organisation : Significant impact, mainly concerned with the approval of the re-calculation of the oil outflow performance, and any subsequent re-design of the cargo tank area.

New oil tankers delivered on or after 1st January, 2010. The definition of an oil tankers delivered on or after 1st January, 2010 is : "for which the building contract is placed on or after 1st January, 2007; or in the absence of a building

		contract, the keel of which is laid or which is at a similar stage of construction on or after 1st July, 2007; or the delivery of which is on or after 1st January, 2010”.
6.)	<p>MARPOL 73/78. Annex I - Regulations for the Prevention of Pollution by Oil</p> <p>Regulation 37 Shipboard oil pollution emergency plans</p> <p>A new paragraph 4 is added, stating :</p> <p>All oil tankers of 5,000 tonnes DWT or more shall have prompt access to computerised, shore-based damage stability and residual structural strength calculation programs.</p>	<p>Amended By: Res.MEPC.117(52)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Oil tanker, Gross Tonnage: 0GT, Deadweight: 5000GT</p> <p>Background:</p> <p>While this amendment is part of the general revision of this Annex, it also extends and enhances the onboard oil pollution emergency plan. An exact performance standard for this computer software has not yet been developed. While many of the currently commercially available software programmes can adequately deal to some degree with the damage stability aspects, very few can deal with the residual strength aspects at all. One system that is know to be able to adequately deal with all of these aspects is that of LR SERS.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, entirely related to the purchase and maintenance of suitable computer software that is capable of carrying out both damage stability and residual strength calculations. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : Noticeable impact, entirely related to the verification of the suitability of the computer software and those responsible for using it.
FOR INTERNAL USE ONLY:		
7.)	<p>MARPOL 73/78. Annex I - Regulations for the Prevention of Pollution by Oil</p> <p>Regulation 37.4 Shipboard oil pollution emergency plans - All oil tankers of 5,000 tonnes deadweight or more shall have prompt access to computerised, shore-based damage stability and residual structural strength calculation programs.</p> <p>Acceptance criteria for the revised MARPOL Annex I, Regulation 37.4 were agreed to at MEPC 55, which state :</p> <ol style="list-style-type: none"> 1. verification that a contract exists onboard linking the ship with a shore-based service provider with access to an up to date computer model of the ship and that a copy is kept on board; 	<p>Amended By: MEPC 55.23, paragraphs 6.30 and 6.31</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Oil tanker, Gross Tonnage: 0GT, Deadweight: 5000GT</p> <p>Background:</p> <p>While this amendment is part of the general revision of this Annex, it also extends and enhances the onboard oil pollution emergency plan.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Minimum impact, entirely related to ensuring that the necessary evidence is available onboard for verification. • Shipbuilder / Equipment manufacturer : None.

	<p>2. acquisition of a statement from the shore-based service provider indicating that proven computer hardware and software with trained personnel are available and capable of providing computer calculation capabilities as per the above-mentioned regulation; and</p> <p>3. verification that the master has means to accessing to the shore-based firm at any time.</p>	<ul style="list-style-type: none"> National Administration / Recognised Organisation : Noticeable impact, entirely related to the verification onboard of the necessary evidence.
8.)	<p>MARPOL 73/78. Annex IV - Regulations for the Prevention of Pollution by Sewage from ships</p> <p>Regulation 10.1</p> <p>The IACS UI MPC 86 was endorsed at MEPC 55, and was approved as the Unified Interpretation of the requirements of MARPOL Annex IV, Regulation 10.1.</p> <p>Regulation 10.1, as amended by Resolution MEPC.115(51) reads : "To enable pipes of reception facilities to be connected with the ship's discharge pipeline, both lines shall be fitted with a standard discharge connection in accordance with the following table :"</p> <p>Interpretation : All ships subject to Annex IV, irrespective of their size and of the presence of a sewage treatment plant or sewage holding tank, shall be provided with a pipeline and the relevant shore connection flange for discharging sewage to port sewage treatment facility.</p>	<p>Amended By: by MEPC 55.23, paragraphs 6.32 and 6.33</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background: This amendment clarifies the requirements regarding the provision of a standard connection on deck for the purposes of discharging sewage ashore.</p> <p>Implication:</p> <ul style="list-style-type: none"> Owner : Minimum impact, entirely related to the fitting of a standard flanged discharge connection. Shipbuilder / Equipment manufacturer : Minimum impact, entirely related to the fitting of a standard flanged discharge connection. National Administration / Recognised Organisation : Minimum impact, entirely related to the verification of a standard flanged discharge connection
9.)	<p>MEPC Resolution 85(44) Guidelines for the development of Shipboard Marine Pollution Emergency Plans for Oil and/or Noxious Liquid Substances</p> <p>All references to "regulation 16 of Annex II" are replaced with "regulation 17 of Annex II" in the relevant paragraphs.</p> <p>All references to "regulation 26 of Annex I" are replaced with "regulation 37 of Annex I" in the relevant paragraphs.</p> <p>The word "dangerous" in paragraph 2.5.2.2.8 is replaced with the word "hazardous".</p> <p>The reference to "resolution A.648(16)" in footnote 2 is replaced by "resolution A.851(20), as amended, by resolution MEPC.138(53)".</p> <p>The ISBN numbers of the relevant publications in Appendix I are to be updated to ensure that the list in Appendix I reflects the latest editions of the publications</p>	<p>Amended By: Res.MEPC.137(53)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background: These amendments are generally editorial in nature and are as a consequence to the revisions to both MARPOL Annex I and Annex II.</p> <p>Implication:</p> <ul style="list-style-type: none"> Owner : Minimal impact, if any, and mainly related to the preparation of a SOPEP or SMPEP. Shipbuilder / Equipment manufacturer : Minimal impact, if any, and mainly related to the preparation of a SOPEP or SMPEP. National Administration / Recognised Organisation : Minimal impact, if any, and mainly related to the approval of a SOPEP or SMPEP.
10.)	<p>MEPC Circular Circ.406 Guidelines for the application of MARPOL Annex I to FPSOs and FSUs</p>	<p>Amended By: Res.MEPC.139(53)</p>

	<p>The complete revision of the text of these Guidelines as a consequence to, and in association with, the complete revision to MARPOL 73/78 Annex I.</p>	<p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :FSUs and FPSOs, Gross Tonnage: OGT, Deadweight: OGT Background: In general terms, the revision to MARPOL Annex I was just a re-numbering and rearranging exercise to make this annex more user friendly. Implication:</p> <ul style="list-style-type: none"> • Owner : minimal, if any, impact. • Shipbuilder / Equipment manufacturer : minimal, if any, impact. • National Administration / Recognised Organisation : minimal, if any, impact.
11.)	<p>MARPOL 73/78. Annex I - Regulations for the Prevention of Pollution by Oil</p> <p>Amendment to regulation 1 A new paragraph 28.9 is added after the existing paragraph 28.8 of regulation 1, which states : Ship delivered on or after 1st August, 2010 means a ship : 1. for which the building contract is placed on or after 1st August, 2007; or 2. 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 1st February, 2008; or 3. the delivery of which is on or after 1st August, 2010; or 4. which have undergone a major conversion: 4.1. for which the contract is placed after 1st August, 2007; or 4.2. in the absence of contract, the construction work of which is begun after 1st February, 2008; or 4.3. which is completed after 1st August, 2010.</p>	<p>Amended By: Res.MEPC.141(54) Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: This amendment is made in conjunction to the introduction of the new Regulation 12A mentioned elsewhere, and simply adds an age definition for its application. Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : None. <p>All new ship types delivered on or after 1st August, 2010</p>
12.)	<p>MARPOL 73/78. Annex I - Regulations for the Prevention of Pollution by Oil</p> <p>The following new regulation 12A is added after the existing regulation 12 : Regulation 12A – Oil fuel tank protection This new regulation requires either a double hull construction in way of all oil fuel tanks, or compliance with the “accidental oil fuel outflow performance standard” for those oil fuel tanks arranged bounding the shell plating. Applicable to all new ship types delivered on or after 1st August, 2010, having an aggregate oil fuel capacity of 600 m3 and above.</p>	<p>Amended By: Res.MEPC.141(54) Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: The adoption of the double hull construction option will lead to the complete re-design the oil fuel tank arrangement, which in turn may lead to the re-design of significant parts of the engine room structure and machinery layout, to ensure that the current oil fuel capacity is maintained. Implication:</p> <ul style="list-style-type: none"> • Owner : Significant implications, mainly related to the cost of the possible re-design of the oil fuel tank arrangement. • Shipbuilder / Equipment manufacturer : Significant implications, mainly related to the cost and time of the possible re-design of the oil fuel tank arrangement and any subsequent re-design of significant

		<p>parts of the engine room structure and machinery layout. These costs will need to be passed on to the owner.</p> <ul style="list-style-type: none"> National Administration / Recognised Organisation : Significant implications, mainly related to the verification of compliance with this new regulation.
13.)	<p>MARPOL 73/78. Annex I - Regulations for the Prevention of Pollution by Oil Amendment to regulation 21</p> <p>The text of existing paragraph 2.2 of regulation 21 on Prevention of oil pollution from oil tankers carrying heavy grade oil as cargo is replaced.</p>	<p>Amended By: Res.MEPC.141(54) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Oil tanker, Gross Tonnage: OGT, Deadweight: OGT Background: this amendment specifically exclude “crude oils” from the definition of “heavy grade oil”. Implication:</p> <ul style="list-style-type: none"> Owner : Minimal impact. Shipbuilder / Equipment manufacturer : None. National Administration / Recognised Organisation : Minimal impact.
14.)	<p>MARPOL 73/78. Annex I - Regulations for the Prevention of Pollution by Oil Annex</p> <p>The following new paragraph 2A is added to the Supplement of the IOPP Certificate (Forms A and B) :</p> <p>2A.1 The ship is required to be constructed according to regulation 12A and complies with the requirements of : paragraphs 6 and either 7 or 8 (double hull construction) paragraph 11 (accidental oil fuel outflow performance).</p> <p>2A.2 The ship is not required to comply with the requirements of regulation 12A</p>	<p>Amended By: Res.MEPC.141(54) Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: This amendment is made in conjunction to the introduction of the new Regulation 12A mentioned elsewhere, and simply adds a record of compliance with this regulation. Implication:</p> <ul style="list-style-type: none"> Owner : None. Shipbuilder / Equipment manufacturer : None. National Administration / Recognised Organisation : Minimal impact, mainly related to the completion of the Forms A and B.
15.)	<p>MARPOL 73/78. Annex IV - Regulations for the Preventiion of Pollution by Sewage from ships Annex IV Regulations for the Prevention of Pollution by Sewage from Ships</p> <p>The following new chapter 5 and regulation 13 are added after the existing regulation 12 :</p> <p>Chapter 5 Port State Control Regulation 13 – Port State control on operational requirements</p>	<p>Amended By: Res.MEPC.143(54) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: This amendment brings Annex IV into line with the other annexes to MARPOL, with the introduction of introduction of these Port State control requirements. Implication:</p> <ul style="list-style-type: none"> Owner : Significant impact, mainly related to operational matter concerned in ensuring compliance. Shipbuilder / Equipment manufacturer : None.

		<ul style="list-style-type: none"> National Administration / Recognised Organisation : Noticeable impact, effecting the Port State control operations rather than those related to survey and issue of certificates.
16.)	<p>MEPC Circular Circ.406, as amended by Resolution MEPC.139(53) Guidelines for the application of MARPOL Annex I to FPSOs and FSUs</p> <p>The table in annex 1 to the Guidelines for the application of the revised MARPOL Annex I requirements to FPSOs and FSUs is amended as follows : Insert an additional row below regulation 12 for the new regulation 12A Amend row relating to regulation 37 to read for regulations 37.1 - 37.3 Insert an additional row below regulation 37 for regulation 37.4</p>	<p>Amended By: Res.MEPC.142(54) Relates To: NEW SHIPS, Ship Type :FSUs and FPSOs, Gross Tonnage: OGT, Deadweight: OGT Background: Consequential amendments generally in association with the new regulation 12A "oil fuel tank protection" to the revision to MARPOL Annex I. Implication:</p> <ul style="list-style-type: none"> Owner : significant implications, mainly related to the cost of the possible re-design of the oil fuel tank arrangement. Shipbuilder / Equipment manufacturer : significant implications, mainly related to the cost and time of the possible re-design of the oil fuel tank arrangement and any subsequent re-design of significant parts of the engine room structure and machinery layout. These costs will need to be passed on to the owner. National Administration / Recognised Organisation : significant implications, mainly related to the verification of compliance with this new regulation.
17.)	<p>MEPC Circular Circ.406 as amended by Resolution MEPC.139(53) Guidelines for the application of MARPOL Annex I to FPSOs and FSUs</p> <p>Annex 2 In the record of construction and equipment for FPSOs and FSUs, new section 3A is added as follows :</p> <p>3A. Oil fuel tank protection (regulation 12A) 3A.1 The ship is required to be constructed according to regulation 12A and complies with the requirements of : paragraph 7 or 8 (double side construction) paragraphs 6 and either 7 or 8 (double hull construction) paragraph 11 (accidental oil fuel outflow performance). 3A.2 The ship is not required to comply with the requirements of regulation 12A</p>	<p>Amended By: Res.MEPC.142(54) Relates To: NEW SHIPS, Ship Type :FSUs and FPSOs, Gross Tonnage: OGT, Deadweight: OGT Background: Consequential amendments generally in association with the new regulation 12A "oil fuel tank protection" to the revision to MARPOL Annex I. Implication:</p> <ul style="list-style-type: none"> Owner : None. Shipbuilder / Equipment manufacturer : None. National Administration / Recognised Organisation : Minimal impact, mainly related to the completion of the record of construction and equipment for FPSOs and FSUs.
18.)	<p>UI MPC91 Annex IV of MARPOL 73/78 UI MPC91 Annex IV of MARPOL 73/78 Similar to SOLAS interpretation, "Similar stage of construction" is 50tons or 1% whichever the less.</p>	<p>Amended By: 7572a Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT</p>

		<p>Background: Implication: Minor (See Explanatory Summary) This UI is to be uniformly implemented by IACS Societies from 1 October 2007</p>
FOR INTERNAL USE ONLY:		
19.)	<p>UI MPC90 Annex I of MARPOL 73/78 Regulation 1 as amended by Resolution MEPC.117(52) UI MPC90 - Annex I of MARPOL 73/78 Regulation 1 as amended by Resolution MEPC.117(52) Similar to SOLAS interpretation, "Similar stage of construction" is 50tons or 1% whichever the less</p>	<p>Amended By: 7572a Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: Implication: Minor (See Explanatory Summary) This UI is to be uniformly implemented by IACS Societies from 1 October 2007.</p>
20.)	<p>UI MPC92 Tonnage to be used when applying MARPOL Annex VI The interpretation of the threshold of "400" ton - to be measured in accordance with TM69.</p>	<p>Amended By: IACS 6143g Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: Annex VI to MARPOL does not contain a definition of the term "gross tonnage" although regulations 5 and 6 contain different requirements applicable to ships "of 400 gross tonnage or above" and to ships "of less than 400 gross tonnage", respectively. Implication:</p>
21.)	<p>MARPOL 73/78. Annex I - Regulations for the Prevention of Pollution by Oil Amendment to regulation 1 A new paragraph 11.10 is added after the existing paragraph 11.9 of regulation 1, defining the Southern South African waters as a special area. All new and existing ship types on or after 1st February, 2008, entering the newly defined Southern South African Sea Special Area.</p>	<p>Amended By: Res. MEPC.154(55) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: This amendment defines the Southern South African waters and designates it as a Special Area. At the request of South Africa, all ships entering this special area before this entry into force date are asked to comply with the associated requirements on a voluntary basis. Implication:</p> <ul style="list-style-type: none"> • Owner : noticeable impact, but only in those cases were ships enter the defined Southern South African Sea Special Area. • Shipbuilder / Equipment manufacturer : none. • National Administration / Recognised Organisation : none.

Radio/Navigation

1.)	<p>SOLAS 1974. Chapter V - Safety of navigation Regulation 20 Voyage data recorders</p> <p>A new paragraph 2 is added after existing paragraph 1, stating : To assist in casualty investigations, cargo ships, when engaged on international voyages, shall be fitted with a VDR which may be a simplified voyage data recorder (S-VDR) as follows :</p> <ol style="list-style-type: none"> 1. in the case of cargo ships of 20,000 gross tonnage and upwards constructed before 1 July 2002, at the first scheduled dry-docking after 1 July 2006 but not later than 1 July 2009; 2. in the case of cargo ships of 3,000 gross tonnage and upwards but less than 20,000 gross tonnage constructed before 1 July 2002, at the first scheduled dry-docking after 1 July 2007 but not later than 1 July 2010; and 3. Administrations may exempt cargo ships from the application of the requirements of subparagraphs .1 and .2 when such ships will be taken permanently out of service within two years after the implementation date specified in subparagraphs .1 and .2 above. <p>Existing paragraph 2 is renumbered as paragraph 3.</p>	<p>Amended By: Res.MSC.170(79) Relates To: EXISTING SHIPS, Ship Type :General cargo, Gross Tonnage: 3000GT, Deadweight: 0GT Background: This amendment requires existing ships to be fitted with a voyage data recorder (VDR), or a simplified voyage data recorder (SVDR), generally in the same way that all new ships are required to fit this type of equipment.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable impact, mainly concerning with the cost of purchasing and fitting a VDR or SVDR. • Shipbuilder / Equipment manufacturer : Noticeable impact, mostly concerned with the design and approval of SVDRs, the cost of which would have to be passed on to the owner. • National Administration / Recognised Organisation : Minimal impact, mainly concerning surveyable items and documentation. <p>All existing cargo ships, built before 1st July, 2002, engaged on international voyages, of 3,000 gross tonnage and upwards, at the first scheduled dry-docking after 1st July, 2007 but not later than 1st July, 2010.</p>
2.)	<p>1994 International Code of Safety for High-Speed Craft (HSC Code) Chapter 13 – Navigational equipment</p> <p>A new regulation is added :</p> <p>13.15 Automatic identification system (AIS)</p>	<p>Amended By: Res.MSC.119(74) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :High Speed Craft, Gross Tonnage: 3000LT, Deadweight: 0GT Background: This is the final stage of implementation for this amendment, which was introduced to bring the 1994 HSC Code into line with the requirements of the 2000 Amendments to SOLAS. Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable impact, mainly cost related to the purchase and fitting onboard of an AIS. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : Minimal impact, mainly related to the verification of the fitting onboard of an AIS.
<p>FOR INTERNAL USE ONLY: All new and existing high speed cargo craft, up to 3,000 gross tonnage.</p>		
3.)	<p>SOLAS 1974. Chapter V - Safety of navigation</p>	<p>Amended By: Res. MSC.202(81)</p>

	<p>Regulation 19-1 Long-range identification and tracking of ships The new regulation 19-1 is inserted after the existing regulation 19. 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 • 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>Relates To: EXISTING SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT 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 who's port facilities the ship intends to enter, or through which the ship will travel. Implication:</p> <ul style="list-style-type: none"> • 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.
4.)	<p>SOLAS 1974. Chapter V - Safety of navigation Regulation 19-1 Long-range identification and tracking of ships The new regulation 19-1 is inserted after the existing regulation 19.</p>	<p>Amended By: Res. MSC.202(81) Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT 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 who's port facilities the ship intends to enter, or through which the ship will travel. Implication:</p> <ul style="list-style-type: none"> • 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.
5.)	<p>SOLAS 1974. Chapter V - Safety of navigation Regulation 2 The following text is inserted after the existing paragraph 5 : 6 High-speed craft means a craft as defined in regulation X/1.3. 7 Mobile offshore drilling unit means a mobile offshore drilling unit as defined in regulation XI-2/1.1.5.</p>	<p>Amended By: Res.MSC.202(81) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :High Speed Craft, Gross Tonnage: 0GT, Deadweight: 0GT Background: Consequential amendments generally associated with the new regulation 19-1 "long-range identification and tracking" to SOLAS Chapter V. Implication:</p> <ul style="list-style-type: none"> • Owner : None.

		<ul style="list-style-type: none"> • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : None. <p>All new and existing high speed craft and mobile offshore drilling units.</p>
6.)	<p>MSC Resolution Resolution MSC.210(81) Performance standards and functional requirements for the Long-range identification and tracking of ships</p> <p>A new performance standard associated with the new regulation V/19-1. All new and existing ship types (including high-speed craft), and mobile offshore drilling units.</p>	<p>Amended By: Res.MSC.210(81) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT 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 through which the ship will travel. Implication:</p> <ul style="list-style-type: none"> • 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.

Safety

1.)	<p>SOLAS 1974. Chapter XII - Additional safety measures for bulk carriers</p> <p>The new Regulation 14 is added.</p> <p>“Regulation 14 Restrictions from sailing with any hold empty”</p> <p>All existing bulk carriers, of single side skin construction, 10 years of age or older on or after 1st July, 2006, with a length of 150 m or greater, carrying cargoes with a density of 1,780 kg/m³.</p>	<p>Amended By: Res.MSC.170(79)</p> <p>Relates To: EXISTING SHIPS, Ship Type :Bulk carrier, Gross Tonnage: 0GT, Deadweight: 0GT, Length: 150GT</p> <p>Background: This new regulation is aimed specifically at the older bulk carriers, to eliminate the possibility of potentially dangerous flooding situations while operating in “alternate” loading conditions, leading to catastrophic structural failure.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly concerning the restriction in sailing with one or more cargo holds empty. This restriction will lead to a reduction in income from this type of alternate loading condition. Alternatively, the owner could spend a significant amount of money to carry out the necessary analysis of the structural arrangement and the subsequent structural modifications to permit the continued use of load conditions with one or more empty cargo hold. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : Significant impact, mainly concerning the identification of those ships to which this requirement applies, ensuring that “alternate” loading conditions are deleted from the Loading Manual and verifying the “solid equilateral triangle” is marked on the side shell, port and starboard. If it is the owners intention not to have any such a restriction applied, then there will be a significant impact related to the approval of the necessary analysis of the structural arrangement and survey of the subsequent structural modifications to permit the continued use of load conditions with one or more empty cargo hold.
2.)	<p>S23 Implementation of IACS Unified Requirements S19 and S22 for Existing Single Side Skin Bulk Carriers</p> <p>UR S23 - Implementation of IACS Unified Requirements S19 and S22 for Existing Single Side Skin Bulk Carriers</p> <p>Editorial change (change of paragraph No. of the SOLAS regulation being referred to by the UR.)</p>	<p>Amended By: 7626</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Bulk carrier, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background:</p> <p>Implication: None</p>

NARRATIVE OF FUTURE LEGISLATION

1st July 2008

Coatings

1.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations</p> <p>Part A-1 Structure of ships</p> <p>Regulation 3-2 – Corrosion prevention of seawater ballast tanks in oil tankers and bulk carriers</p> <p>The existing text and the heading of regulation 3-2 are replaced by :</p> <p>Protective coatings of dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers</p>	<p>Amended By: Res.MSC.216(82)</p> <p>Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: 500GT, Deadweight: 0GT</p> <p>Background:</p> <p>The draft amendment to this regulation approved at MSC 81 was adopted without change at MSC 82.</p> <p>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>Implication:</p> <ul style="list-style-type: none"> • 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. • 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. • National Administration / Recognised Organisation : Significant addition time and cost, in terms of the verification and through life survey of the protective coating. <p>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 1st 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 1st January, 2009; or • the delivery of which is on or after 1st July, 2012.
2.)	<p>MSC Resolution</p> <p>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>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</p>	<p>Amended By: Res. MSC 215(82)</p> <p>Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: 500GT, Deadweight: 0GT</p> <p>Background:</p> <p>The draft performance standard approved at MSC 81 was adopted with noticeable changes at MSC 82.</p>

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).

These noticeable changes were the removal of the embedded ISO Standards to footnotes, hence them n being non-mandatory, and the omission of any sort of enforcement clause within the standard. This means that this is not the robust performance standard necessary to support the new SOLAS regulation II-1/3-2. this matter will be addressed, in the short term, with the adoption of a IACS Procedural Requirement to make these ISO standards mandatory for CSR ships only.

Implication:

- 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.
- 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.
- National Administration / Recognised Organisation : Significant addition time and cost, in terms of the verification and through life survey of the protective coating.

Construction

1.)	<p>P2 Rules for piping design, construction and testing</p> <p>P2.12 - Flexible Hoses In the current UR P2.12.3.1, it is prescribed that "Flexible hoses constructed of rubber or plastics materials and intended for use in bilge, ballast, compressed air, oil fuel, lubricating, hydraulic and thermal oil systems are to incorporate a single, double or more, closely woven integral wire braid or other suitable material reinforcement". However, according to flexible hose manufacturers, flexible hoses made of plastic materials such as Teflon and Nylon are not able to be incorporated by closely woven integral wire braid or other suitable material reinforcement.</p>	<p>Amended By: 6216_IGe</p> <p>Relates To: NEW PRODUCTS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background: Previously, it was prescribed that "Flexible hoses constructed of rubber or plastics materials are intended for use in bilge, ballast, compressed air, oil fuel, lubricating, hydraulic and thermal oil systems are to incorporate a single, double or more, closely woven integral wire braid or other suitable material reinforcement". However, according to flexible hose manufacturers, flexible hoses made of plastic materials such as Teflon and Nylon are not able to be incorporated by closely woven integral wire braid or other suitable material reinforcement. Because, fluorine rein has property of bad wet ability and bad adhesion to other substances, therefore, the incorporated woven wire braid easily peels off from fluorine. UR P2.12 was established in order for the use of non-standard hoses or improper installation not to cause the fire or flooding.</p> <p>Implication: To specific type of flexible hose.</p>
<p>FOR INTERNAL USE ONLY: Changes to the requirements of UR P2.12.3.1 introduced in Rev.1 are to be uniformly implemented by all IACS Societies from 1 July 2008.</p>		
2.)	<p>Load Lines, 1966. Annex I - Regulations for determining load lines The Protocol of 1988 relating to the International Convention on Load Lines, 1966, as amended Annex B Annexes to the Convention as modified by the Protocol of 1988 relating thereto Annex I regulations for determining Load Lines Chapter II - Conditions of assignment of freeboard Regulation 22 – Scuppers, inlets and discharges</p> <p>In paragraph (4) of the regulation, the reference to "(2)" is replaced by reference to "(1)".</p>	<p>Amended By: Res. MSC.223(82)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background: Editorial amendment to correct a typographical error.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : None.
3.)	<p>Load Lines, 1966/1988. Annex I - Regulations for determining load lines Annex B</p>	<p>Amended By: Res. MSC. 223(82)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT</p>

	<p>Annexes to the Convention as modified by the Protocol of 1988 relating thereto Annex I regulations for determining Load Lines Chapter III – Freeboards Regulation 39 – Minimum bow height and reserve buoyancy</p> <p>In paragraph (1) of the regulation, the words “dl is the draught at 85% of the depth D, in metres;” are replaced by the words “dl is the draught at 85% of the least moulded depth, in metres;”.</p>	<p>Background: Editorial amendment, bring this requirement into line with other similar amendments previously made.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : Minimal impact, if any. • National Administration / Recognised Organisation : Minimal impact, if any.
4.)	<p>International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) Chapter 3 Ship arrangements 3.3 Cargo pump-rooms and cargo compressor rooms</p> <p>In paragraph 3.3.1.1, the words “regulation II-2/58 of the 1983 SOLAS amendments” are replaced by “SOLAS regulation II-2/9.2.4”.</p>	<p>Amended By: Res. MSC 220 (82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Gas ship, Gross Tonnage: OGT, Deadweight: OGT Background: Editorial amendment to correct the reference to SOLAS, 1974 with the adoption and entry into force of the 2000 Amendments. Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : None
5.)	<p>International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) Chapter 12 Mechanical ventilation in the cargo area</p> <p>The words after the heading “The requirements of this chapter should be substituted for regulation II-2/59.3 of the 1983 SOLAS amendments” are replaced by the words “The requirements of this chapter should be substituted for SOLAS regulations II-2/4.5.2.6 and 4.5.4”.</p>	<p>Amended By: Res. MSC 220(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Gas ship, Gross Tonnage: OGT, Deadweight: OGT Background: Editorial amendment to correct the reference to SOLAS, 1974 with the adoption and entry into force of the 2000 Amendments. Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : None.

Dangerous goods

<p>1.)</p>	<p>Fire Safety Systems Code (FSS Code) Chapter XIX Summary of minimum requirements The following new products are added to the table:</p> <table border="1"> <thead> <tr> <th>a</th> <th>b</th> <th>c</th> <th>d</th> <th>e</th> <th>f</th> <th>g</th> <th>h</th> </tr> </thead> <tbody> <tr> <td>Product name</td> <td>UN No</td> <td>Ship type</td> <td>Independent tank type C required</td> <td>Control of vapour space within cargo tanks</td> <td>Vapour detection</td> <td>Gauging</td> <td>Special requirements</td> </tr> <tr> <td>Dimethyl ether</td> <td>-</td> <td>IIG / IIPG</td> <td>-</td> <td>-</td> <td>I+T</td> <td>C</td> <td></td> </tr> <tr> <td>Carbon Dioxide</td> <td>-</td> <td>IIIG</td> <td>-</td> <td>Yes</td> <td>-</td> <td>C</td> <td></td> </tr> </tbody> </table>	a	b	c	d	e	f	g	h	Product name	UN No	Ship type	Independent tank type C required	Control of vapour space within cargo tanks	Vapour detection	Gauging	Special requirements	Dimethyl ether	-	IIG / IIPG	-	-	I+T	C		Carbon Dioxide	-	IIIG	-	Yes	-	C		<p>Amended By: Res. MSC. 225(82) Relates To: EXISTING SHIPS, Ship Type :Gas ship, Gross Tonnage: OGT, Deadweight: OGT Background: Editorial amendments as a direct consequence to the adoption and entry into force of the 2000 amendments to SOLAS 1974 in general, and in particular the complete revision of chapter II-2 and the introduction of the FSS Code. Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, if any, since the 2000 amendment to SOLAS 1974 have been in force since 1st July, 2002. • Shipbuilder / Equipment manufacturer : Minimal impact, if any, since the 2000 amendment to SOLAS 1974 have been in force since 1st July, 2002. • National Administration / Recognised Organisation : Minimal impact, if any, since the 2000 amendment to SOLAS 1974 have been in force since 1st July, 2002. 				
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<p>2.)</p>	<p>International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) Chapter 19 Summary of minimum requirements The following products are added to the table in Chapter 19</p> <table border="1"> <thead> <tr> <th>a</th> <th>b</th> <th>c</th> <th>d</th> <th>e</th> <th>f</th> <th>g</th> <th>h</th> <th>i</th> </tr> </thead> <tbody> <tr> <td>Product name</td> <td>Un No</td> <td>Ship type</td> <td>Independent tank</td> <td>Control of vapour</td> <td>Vapour detection</td> <td>Gauging</td> <td>MFAG table No.</td> <td>Special requirements</td> </tr> <tr> <td>Dimethyl ether</td> <td>-</td> <td>2 G/2PG</td> <td>-</td> <td>-</td> <td>F+T</td> <td>C</td> <td>-</td> <td></td> </tr> <tr> <td>Carbon Dioxide</td> <td>-</td> <td>3G</td> <td>Yes</td> <td>-</td> <td>-</td> <td>C</td> <td>-</td> <td></td> </tr> </tbody> </table>	a	b	c	d	e	f	g	h	i	Product name	Un No	Ship type	Independent tank	Control of vapour	Vapour detection	Gauging	MFAG table No.	Special requirements	Dimethyl ether	-	2 G/2PG	-	-	F+T	C	-		Carbon Dioxide	-	3G	Yes	-	-	C	-		<p>Amended By: Res. MSC 220(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Gas ship, Gross Tonnage: OGT, Deadweight: OGT Background: This amendment is the outcome of the ongoing review of new cargoes undertaken by the BLG Sub-Committee. Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, if any, and only in those cases were the carriage of either of these new cargoes is required. • Shipbuilder / Equipment manufacturer : Minimal impact, if any, and only in those cases were the carriage of either of these new cargoes is required. • National Administration / Recognised Organisation : Minimal impact, if any, and only in those cases were the carriage of either of these new cargoes is required.
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Product name	Un No	Ship type	Independent tank	Control of vapour	Vapour detection	Gauging	MFAG table No.	Special requirements																														
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<p>3.)</p>	<p>MSC Circular 1 / Circ. 1213 Interpretation and application of the IGC Code for ships carrying liquefied carbon dioxide in bulk</p> <table border="1"> <thead> <tr> <th>Paragraph</th> <th>Interpretation / Application</th> </tr> </thead> <tbody> <tr> <td>3.1.2</td> <td>A single A-0 bulkhead is sufficient</td> </tr> <tr> <td>5.2.1.4</td> <td>Electrical bonding of piping and tanks is not required</td> </tr> </tbody> </table>	Paragraph	Interpretation / Application	3.1.2	A single A-0 bulkhead is sufficient	5.2.1.4	Electrical bonding of piping and tanks is not required	<p>Amended By: MSC. 1/Circ.1213 Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Gas ship, Gross Tonnage: OGT, Deadweight: OGT Background: This amendment are consequential to the amendment made to the IGC Code by resolution MSC.220(82) introducing carbon dioxide as a cargo covered by this code. Implication:</p>																														
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3.1.2	A single A-0 bulkhead is sufficient																																					
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5.6.4	Fusible elements in the emergency shutdown system are not required
10	Certified safe electrical equipment is not required
11	This entire chapter is not applicable
12.1.9	Safe placing and safe construction of electric fan motors is not required
12.1.11	Protection screens in vent ducts are not required
13.6	Only paragraphs 13.6.13 and 13.6.14 are applicable

- Owner : Minimal impact, if any, and only in those cases were the carriage of carbon dioxide is required.
- Shipbuilder / Equipment manufacturer : Minimal impact, if any, and only in those cases were the carriage of carbon dioxide is required.
- National Administration / Recognised Organisation : Minimal impact, if any, and only in those cases were the carriage of carbon dioxide is required.

Fire protection

1.)	<p>UI SC43 Rev.2 - Precaution against ignition of explosive petrol and air mixture in closed vehicle spaces, closed ro-ro spaces and special category spaces</p> <p>This is realized by requiring certified safe equipment suitable for use in Zone 1 areas as defined in IEC Publication 60079 (Gas Group IIA and Temperature Class T3).</p> <p>Refer to IEC Publication 60079 Part 14 for types of protection suitable for use in Zone 1 areas.</p>	<p>Amended By: 5029c</p> <p>Relates To: NEW SHIPS, Ship Type :General cargo, Gross Tonnage: 500GT, Deadweight: 0GT</p> <p>Background:</p> <p>It had become necessary to revise the SC42 and SC43 in light of the extensive amendments made to the SOLAS Chapter II-2 and the implementation of the updated IEC 60092-502 (1999).</p> <p>Previous UI's make reference to certain SOLAS section numbers which are no longer applicable after the amendments to Chapter II-2. However the purpose of the UIs remain unchanged; that is:</p> <ul style="list-style-type: none"> • SC42 is to interpret the requirement "electrical equipment shall be of a type so enclosed and protected as to prevent the escape of sparks...." • SC43 is to interpret the requirement "electrical equipment shall be of a type approved for use in explosive petrol and air mixtures" and "electrical equipment shall be a type suitable for use in explosive petrol and air mixtures...". <p>These requirements still exist in the amended SOLAS, II-2. Therefore, it is necessary to make reference to correct SOLAS section numbers in which these requirements are found.</p> <p>In the SC42, references to the surface have been deleted, because the interpretation is only related to the construction of equipment that "prevent the escape of sparks".</p> <p>Implication:</p> <p>To Ships fitted with vehicle, special category and ro-ro spaces</p> <ul style="list-style-type: none"> • Owner : To note this interpretation. • Shipbuilder : To note this interpretation. • National Administration : To implement this implementation.
2.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction</p> <p>Regulation 1 – Application</p> <p>In paragraph 2.2.3, delete the second occurrence of the word "and".</p> <p>In paragraph 2.2.4, replace "." by "; and".</p> <p>Add the following new paragraph 2.2.5 :</p> <p>.5 regulations 5.3.1.3.2 and 5.3.4 to passenger ships not later than the date of the first survey after 1st July, 2008.</p>	<p>Amended By: Res. MSC.216(82)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background: This amendment is one of a number directly related to the results of the investigation into the cause of the recent cabin balcony fire onboard the passenger ship "STAR PRINCESS". The general outcome is to limit the quantity of combustible material fitted on these balconies and to make the partitions between them capable of being readily opened or removed</p>

		<p>Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable overall impact, mainly cost related to the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them. • Shipbuilder / Equipment manufacturer : Noticeable overall impact, mainly cost related to the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them. These costs will need to be passed on to the owner. • National Administration / Recognised Organisation : Noticeable overall impact, mainly related to verifying the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them.
3.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Regulation 3 – Definitions</p> <p>The following new paragraph 53 is added after the existing paragraph 52 : 53 Cabin balcony is an open deck space which is provided for the exclusive use of the occupants of a single cabin and has direct access from such a cabin.”</p>	<p>Amended By: Res.MSC.216(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: OGT, Deadweight: OGT Background: This amendment is one of a number directly related to the results of the investigation into the cause of the recent cabin balcony fire onboard the passenger ship “STAR PRINCESS”. The general outcome is to limit the quantity of combustible material fitted on these balconies and to make the partitions between them capable of being readily opened or removed Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable overall impact, mainly cost related to the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them. • Shipbuilder / Equipment manufacturer : Noticeable overall impact, mainly cost related to the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them. These costs will need to be passed on to the owner. • National Administration / Recognised Organisation : Noticeable overall impact, mainly related to verifying the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them.
4.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Regulation 4 – Probability of ignition</p> <p>The following text is added at the end of paragraph 5.2.3 : except that “A-0” class standard is acceptable for windows and sidescuttles outside the limit specified in regulation 9.2.4.2.5. In paragraph 4.4, the words “or if applied on cabin balconies of passenger ships constructed on or after 1 July 2008,” are added between the words “stations” and “shall”.</p>	<p>Amended By: Res.MSC.216(82) Relates To: NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: OGT, Deadweight: OGT Background: This amendment is one of a number directly related to the results of the investigation into the cause of the recent cabin balcony fire onboard the passenger ship “STAR PRINCESS”. The general outcome is to limit the quantity of combustible material fitted on these balconies and to make the partitions between them capable of being readily opened or removed Implication:</p>

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5.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Regulation 5 – Fire growth potential</p> <p>In paragraph 3.1.2.1, delete the last sentence. Add the new paragraph 3.1.3 : “3.1.3 Partial bulkheads and decks on passenger ships” which requires non-combustible materials to be fitted on or in cabin balconies. Editorial amendments to the first sentence of paragraph 3.2.1.1, adding the words “and cabin balconies”. Add the new subparagraph .3 is added to the existing paragraph 3.2.4.1 : “.3 exposed surfaces of cabin balconies, except for natural hard wood decking systems.” Add the new paragraph 3.4 after the existing paragraph 3.3 : “3.4 Furniture and furnishings on cabin balconies of passenger ships” which requires furniture and furnishings fitted on cabin balconies to be of restricted fire risk, unless such balconies are protected by a fixed pressure water-spraying system and fixed fire detection and fire alarm system systems. All new and existing passenger ships, not later than the date of the first passenger ship survey after 1st July, 2008.</p>	<p>Amended By: Res.MSC.216(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: OGT, Deadweight: OGT Background: This amendment is one of a number directly related to the results of the investigation into the cause of the recent cabin balcony fire onboard the passenger ship “STAR PRINCESS”. The general outcome is to limit the quantity of combustible material fitted on these balconies and to make the partitions between them capable of being readily opened or removed Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable overall impact, mainly cost related to the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them. • Shipbuilder / Equipment manufacturer : Noticeable overall impact, mainly cost related to the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them. These costs will need to be passed on to the owner. • National Administration / Recognised Organisation : Noticeable overall impact, mainly related to verifying the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them.
6.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Regulation 6 – Smoke generation potential and toxicity</p> <p>Paragraph 2 is renumbered as paragraph 2.1 and the new paragraph 2.2 is added, which requires paints, varnishes and other finishes used on exposed surfaces of cabin balconies not being capable of producing excessive quantities of smoke and toxic products. Paragraph 3 is renumbered as paragraph 3.1 and the new paragraph 3.2 is added, which requires primary deck coverings on cabin balconies not giving rise to smoke, toxic or explosive hazards at elevated temperatures.</p>	<p>Amended By: Res.MSC.216(82) Relates To: NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: OGT, Deadweight: OGT Background: This amendment is one of a number directly related to the results of the investigation into the cause of the recent cabin balcony fire onboard the passenger ship “STAR PRINCESS”. The general outcome is to limit the quantity of combustible material fitted on these balconies and to make the partitions between them capable of being readily opened or removed Implication:</p>

		<ul style="list-style-type: none"> • Owner : Noticeable overall impact, mainly cost related to the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them. • Shipbuilder / Equipment manufacturer : Noticeable overall impact, mainly cost related to the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them. These costs will need to be passed on to the owner. • National Administration / Recognised Organisation : Noticeable overall impact, mainly related to verifying the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them.
7.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Regulation 7 – Detection and alarm</p> <p>The following new paragraph 10 is added after the existing paragraph 9.4 : “10 Protection of cabin balconies on passenger ships A fixed fire detection and fire alarm system complying with the provisions of the Fire Safety Systems Code shall be installed on cabin balconies of ships to which regulation 5.3.4 apply, when furniture and furnishings on such balconies are not as defined in regulations 3.40.1, 3.40.2, 3.40.3, 3.40.6 and 3.40.7.”</p> <p>All new and existing passenger ships, not later than the date of the first passenger ship survey after 1st July, 2008.</p>	<p>Amended By: Res.MSC.216(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: OGT, Deadweight: OGT Background: This amendment is one of a number directly related to the results of the investigation into the cause of the recent cabin balcony fire onboard the passenger ship “STAR PRINCESS”. The general outcome is to limit the quantity of combustible material fitted on these balconies and to make the partitions between them capable of being readily opened or removed</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable overall impact, mainly cost related to the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them. • Shipbuilder / Equipment manufacturer : Noticeable overall impact, mainly cost related to the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them. These costs will need to be passed on to the owner. • National Administration / Recognised Organisation : Noticeable overall impact, mainly related to verifying the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them.
8.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Regulation 9 – Containment of fire</p> <p>The following new paragraph 2.2.7 is added after paragraph 2.2.6 : “2.2.7 Arrangement of cabin balconies On passenger ships constructed on or after 1st July, 2008, non-load bearing partial bulkheads which separate adjacent cabin balconies shall be capable of being opened by the crew from each side for the purpose of fighting fires.”</p>	<p>Amended By: Res.MSC.216(82) Relates To: NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: OGT, Deadweight: OGT Background: This amendment is one of a number directly related to the results of the investigation into the cause of the recent cabin balcony fire onboard the passenger ship “STAR PRINCESS”. The general outcome is to limit the quantity</p>

		<p>of combustible material fitted on these balconies and to make the partitions between them capable of being readily opened or removed</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable overall impact, mainly cost related to the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them. • Shipbuilder / Equipment manufacturer : Noticeable overall impact, mainly cost related to the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them. These costs will need to be passed on to the owner. • National Administration / Recognised Organisation : Noticeable overall impact, mainly related to verifying the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them.
9.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Regulation 10 – Fire fighting</p> <p>The heading of paragraph 6.1 is replaced with the following : “6.1 Sprinkler and water spray systems in passenger ships”</p> <p>The following new paragraph 6.1.3 is added after paragraph 6.1.2 : “6.1.3 A fixed pressure water-spraying fire-extinguishing system complying with the provisions of the Fire Safety Systems Code shall be installed on cabin balconies of ships to which regulation 5.3.4 apply, where furniture and furnishings on such balconies are not as defined in regulations 3.40.1, 3.40.2, 3.40.3, 3.40.6 and 3.40.7.”</p> <p>All new and existing passenger ships, not later than the date of the first passenger ship survey after 1st July, 2008.</p>	<p>Amended By: Res.MSC.216(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: OGT, Deadweight: OGT Background: This amendment is one of a number directly related to the results of the investigation into the cause of the recent cabin balcony fire onboard the passenger ship “STAR PRINCESS”. The general outcome is to limit the quantity of combustible material fitted on these balconies and to make the partitions between them capable of being readily opened or removed</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable overall impact, mainly cost related to the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them. • Shipbuilder / Equipment manufacturer : Noticeable overall impact, mainly cost related to the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them. These costs will need to be passed on to the owner. • National Administration / Recognised Organisation : Noticeable overall impact, mainly related to verifying the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them.
10.)	<p>Fire Safety Systems Code (FSS Code) Chapter 4 Fire extinguishers Section 3 – Engineering specifications Paragraph 3.2 is replaced by the following :</p>	<p>Amended By: Res.MSC.217(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT</p>

	<p>“3.2 Portable foam applicators A portable foam applicator unit shall consist of a foam nozzle/branch pipe, either of a self inducing type or in combination with a separate inductor, capable of being connected to the fire main by a fire hose, together with a portable tank containing at least 20 l of foam concentrate and at least one spare tank of foam concentrate of the same capacity. 3.2.1 System performance 3.2.1.1 The nozzle/branch pipe and inductor shall be capable of producing effective foam suitable for extinguishing an oil fire, at a foam solution flow rate of at least 200 l/min at the nominal pressure in the fire main. 3.2.1.2 The foam concentrate shall be approved by the Administration based on guidelines developed by the Organization. 3.2.1.3 The values of the foam expansion and drainage time of the foam produced by the portable foam applicator unit shall not differ more than \pm 10% of that determined in 3.2.1.2. 3.2.1.4 The portable foam applicator unit shall be designed to withstand clogging, ambient temperature changes, vibration, humidity, shock, impact and corrosion normally encountered on ships.”</p>	<p>Background: This amendment is part of the outcome of the ongoing and extensive review of the “performance testing and approval standards for fire safety systems” being undertaken by the FP Sub-Committee. Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, mainly related to the possible increase in cost when purchasing portable foam applicators that are approved against this new specification. • Shipbuilder / Equipment manufacturer : Minimal impact, mainly related to the possible increase in cost to type approve and supply portable foam applicators that comply with this new specification. These additional costs will need to be passed onto the owner. • National Administration / Recognised Organisation : Minimal impact, mainly related to the type approval of portable foam applicators against this new specification.
11.)	<p>Fire Safety Systems Code (FSS Code) Chapter 6 Fixed foam fire-extinguishing systems Section 2 – Engineering specifications Paragraph 2.3.1.2 is replaced by the following : “2.3.1.2 The system shall be capable of discharging through fixed discharge outlets in no more than 5 min, a quantity of foam sufficient to produce an effective foam blanket over the largest single area over which oil fuel is liable to spread.”</p>	<p>Amended By: Res.MSC.217(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT Background: This amendment is part of the outcome of the ongoing and extensive review of the “performance testing and approval standards for fire safety systems” being undertaken by the FP Sub-Committee. Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, mainly related to the possible increase in cost when purchasing fixed foam fire-extinguishing systems that are approved against this new specification. • Shipbuilder / Equipment manufacturer : Minimal impact, mainly related to the possible increase in cost to type approve and supply fixed foam fire-extinguishing systems that comply with this new specification. These additional costs will need to be passed onto the owner. • National Administration / Recognised Organisation : Minimal impact, mainly related to the type approval of fixed foam fire-extinguishing systems against this new specification.
12.)	<p>Fire Safety Systems Code (FSS Code) Chapter 7 Fixed pressure water-spraying and water-mist fire-extinguishing systems Section 2 – Engineering specifications</p>	<p>Amended By: Res.MSC.217(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT</p>

	<p>The existing section 2 is replaced by the following :</p> <p>“2.1 Fixed pressure water-spraying fire-extinguishing systems Fixed-pressure water-spraying fire-extinguishing systems for machinery spaces and cargo pump-rooms shall be approved by the Administration based on the guidelines developed by the Organization.</p> <p>2.2 Equivalent water-mist fire-extinguishing systems Water-mist fire-extinguishing systems for machinery spaces and cargo pump-rooms shall be approved by the Administration based on the guidelines developed by the Organization.”</p> <p>The following new paragraph 2.3 is added after the existing paragraph 2.2 : “2.3 Fixed pressure water-spraying fire-extinguishing systems for cabin balconies Fixed pressure water-spraying fire-extinguishing systems for cabin balconies shall be approved by the Administration based on the guidelines developed by the Organization.”</p>	<p>Background: This amendment is part of the outcome of the ongoing and extensive review of the “performance testing and approval standards for fire safety systems” being undertaken by the FP Sub-Committee.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, mainly related to the possible increase in cost when purchasing fixed pressure water-spraying or water-mist fire-extinguishing systems that are approved against this new specification. • Shipbuilder / Equipment manufacturer : Minimal impact, mainly related to the possible increase in cost to type approve and supply fixed pressure water-spraying or water-mist fire-extinguishing systems that comply with this new specification. These additional costs will need to be passed onto the owner. • National Administration / Recognised Organisation : Minimal impact, mainly related to the type approval of fixed pressure water-spraying or water-mist fire-extinguishing systems against this new specification.
13.)	<p>Fire Safety Systems Code (FSS Code) Chapter 9 Fixed fire detection and fire alarm systems Add the following new paragraph after paragraph 2.5.2 : “2.6 Fixed fire detection and fire alarm systems for cabin balconies Fixed fire detection and fire alarm systems for cabin balconies shall be approved by the Administration based on the guidelines developed by the Organization.”</p>	<p>Amended By: Res.MSC.217(82)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background: This amendment is one of a number directly related to the results of the investigation into the cause of the recent cabin balcony fire onboard the passenger ship “STAR PRINCESS”. The general outcome is to limit the quantity of combustible material fitted on these balconies and to make the partitions between them capable of being readily opened or removed</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable overall impact, mainly cost related to the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them. • Shipbuilder / Equipment manufacturer : Noticeable overall impact, mainly cost related to the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them. These costs will need to be passed on to the owner. • National Administration / Recognised Organisation : Noticeable overall impact, mainly related to verifying the re-fitting of the passenger cabin balconies with non-combustible materials and modifying the partitions between them.
14.)	<p>International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) Chapter XI Fire protection and fire extinguishing</p>	<p>Amended By: Res.MSC.225(82)</p> <p>Relates To: EXISTING SHIPS, Ship Type :Gas ship, Gross Tonnage: 0GT, Deadweight: 0GT</p>

	<p>11.1 Fire safety requirements</p> <p>In section 11.1, the following new paragraph 11.1.5 is added : “11.1.5 The following requirements in SOLAS chapter II-2, as adopted by MSC.99(73), should apply : (a) regulations 13.3.4.2 to 13.3.4.5 and 13.4.3 to ships of 500 GRT and over; (b) regulations in Part E, except regulations 16.3.2.2 and 16.3.2.3; and (c) regulations 10.4.13 and 10.6.4 for new installations.</p>	<p>Background: Editorial amendments as a direct consequence to the adoption and entry into force of the 2000 amendments to SOLAS 1974 in general, and in particular the complete revision of chapter II-2 and the introduction of the FSS Code.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, if any, since the 2000 amendment to SOLAS 1974 have been in force since 1st July, 2002. • Shipbuilder / Equipment manufacturer : Minimal impact, if any, since the 2000 amendment to SOLAS 1974 have been in force since 1st July, 2002. • National Administration / Recognised Organisation : Minimal impact, if any, since the 2000 amendment to SOLAS 1974 have been in force since 1st July, 2002.
15.)	<p>International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) Chapter 11 Fire protection and fire extinction</p> <p>11.1 Fire safety requirements 11.2 Fire water main equipment 11.5 Cargo compressor and pump-rooms</p> <p>Numerous amendments throughout these sections.</p>	<p>Amended By: Res. MSC 220(82)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Gas ship, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background: Editorial amendment to correct the reference to SOLAS, 1974 with the adoption and entry into force of the 2000 Amendments.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : None

Inspections/Surveys

<p>1.) SOLAS 1974. Appendix Appendix - Certificates In the Passenger Ship Safety Certificate, Cargo Ship Safety Construction Certificate and Cargo Ship Safety Certificate, the phrase “Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced” is replaced by the following : “Date of build : - Date of building contract : - Date on which keel was laid or ship was at similar stage of construction : - Date of delivery : - Date on which work for a conversion or an alteration or modification of a major character was commenced (where applicable) : All applicable dates to be completed.” Record of Equipment for the Passenger Ship Safety Certificate (Form P) In the Record of Equipment for the Passenger Ship Safety Certificate (Form P), the following equipment is inserted in section 5 after sub-item 4 : “4.2 Long-range identification and tracking (LRIT) system” and item 4 (Automatic identification system (AIS)) is renumbered 4.1. Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E) In the Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E), the following equipment is inserted in section 3 after sub-item 4 : “4.2 Long-range identification and tracking (LRIT) system” and item 4 (Automatic identification system (AIS)) is renumbered 4.1. Record of Equipment for the Cargo Ship Safety Certificate (Form C) In the Record of Equipment for the Cargo Ship Safety Certificate (Form C), the following equipment is inserted in section 5 after sub-item 4 : “4.2 Long-range identification and tracking (LRIT) system” and item 4 (Automatic identification system (AIS)) is renumbered 4.1. Form of Safety Certificate for Nuclear Passenger Ships</p>	<p>Amended By: Res.MSC.216(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: Consequential amendments related to other amendments adopted previously by resolution MSC.202(81). Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : Minimal impact, mainly related to the amendment of the certificate templates
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In the table of paragraph 2.1.3, in the section commencing with the words "THIS IS TO CERTIFY:", the reference "regulation II-1/13" is replaced by the reference "regulation II-1/18".

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Life-saving appliances

1.)	<p>SOLAS 1974. Chapter III - Life-saving appliances and arrangements Regulation 6 – Communications</p> <p>Paragraph 4.3 is replaced by the following : “4.3 The general emergency alarm system shall be audible throughout all the accommodation and normal crew working spaces. On passenger ships, the system shall also be audible on all open decks.”</p>	<p>Amended By: Res.MSC.216(82) Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: Editorial amendment, drawn up as part of the Passenger Ship safety review that had been undertaken at a variety of Sub-Committees and well as the previous MSC sessions. Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, mainly related to the audibility of the general emergency alarm system throughout all the accommodation and normal crew working spaces of all ship types. • Shipbuilder / Equipment manufacturer : Minimal impact, mainly related to the cost of ensuring the audibility of the general emergency alarm system throughout all the accommodation and normal crew working spaces of all ship types. Any additional costs will need to be passed to the owner. • National Administration / Recognised Organisation : Minimal impact, mainly related to verifying the audibility of the general emergency alarm system throughout all the accommodation and normal crew working spaces of all ship types.
2.)	<p>SOLAS 1974. Chapter III - Life-saving appliances and arrangements Regulation 11 – Survival craft muster and embarkation arrangements</p> <p>In the first sentence of paragraph 7, the word “unfavourable” is replaced by the word “all” and the unit “°” is inserted after the terms “10” and “20”.</p>	<p>Amended By: Res.MSC.216(82) Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: Editorial amendment for the purpose of clarification, drawn up as part of the Passenger Ship safety review that had been undertaken at a variety of Sub-Committees and well as the previous MSC sessions. Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, if any. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : Minimal impact, if any.
3.)	<p>SOLAS 1974. Chapter III - Life-saving appliances and arrangements Regulation 14 – Stowage of rescue boats</p> <p>The words “, and if the inflated type, in a fully inflated condition at all times” are added at the end of subparagraph .1.</p>	<p>Amended By: Res.MSC.216(82) Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: Editorial amendment for the purpose of clarification, drawn up as part of the Passenger Ship safety review that had been undertaken at a variety of Sub-Committees and well as the previous MSC sessions. Implication:</p>

		<ul style="list-style-type: none"> • Owner : Minimal impact, if any. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : Minimal impact, if any.
4.)	<p>SOLAS 1974. Chapter III - Life-saving appliances and arrangements</p> <p>Regulation 19 – Emergency training and drills</p> <p>Paragraph 3.3.4 is replaced by the following : “3.3.4 In the case of a lifeboat arranged for free-fall launching, at least once every three months during an abandon ship drill the crew shall board the lifeboat, properly secure themselves in their seats and commence launch procedures up to but not including the actual release of the lifeboat (i.e., the release hook shall not be released). The lifeboat shall then either be free-fall launched with only the required operating crew on board, or lowered into the water by means of the secondary means of launching with or without the operating crew on board. In both cases the lifeboat shall thereafter be manoeuvred in the water by the operating crew. At intervals of not more than six months, the lifeboat shall either be launched by free-fall with only the operating crew on board, or simulated launching shall be carried out in accordance with the guidelines developed by the Organization.”</p>	<p>Amended By: Res.MSC.216(82)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background: Consequential to the previous amendment to this regulation and Regulation 20 included in resolution MSC.152(78) that entered into force on 1st July, 2006.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, mainly related to the procedures to be adopted during abandon ship drills. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : None.
5.)	<p>SOLAS 1974. Chapter III - Life-saving appliances and arrangements</p> <p>Regulation 20 – Operational readiness, maintenance and inspections</p> <p>Paragraphs 4.1 and 4.2 are replaced by single paragraph, which requires falls used in launching being inspected periodically with special regard for areas passing through sheaves, and renewed when necessary at intervals of not more than 5 years.</p> <p>Editorial amendment to the third sentence of paragraph 6.2.</p> <p>The heading of paragraph 8 is replaced by “8 Servicing of inflatable liferafts, inflatable lifejackets, and marine evacuation systems, and maintenance and repair of inflated rescue boats”</p> <p>The second sentence of paragraph 11.1.3 is replaced by “The load to be applied shall be the mass of the survival craft or rescue boat without persons on board, except that, at intervals not exceeding five years, the test shall be carried out with a proof load equal to 1.1 times the weight of the survival craft or rescue boat and its full complement of persons and equipment.”</p> <p>The chapeau of paragraph 11.2 is replaced by the following : “11.2 Lifeboat or rescue boat on-load release gear, including free-fall lifeboat release systems, shall be :”</p>	<p>Amended By: Res.MSC.216(82)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background:</p> <p>This amendment is intended to help prevent accidents involving lifeboats and addresses the unacceptably high number of incidents that have been occurring over recent years, were crew have been injured, sometimes fatally, while participating in lifeboat drills and/or inspections/maintenance.</p> <p>The owner will be responsible for selecting “properly trained personnel familiar with the system” to carry out the thorough examinations and operational / dynamic testing within the range dates for the appropriated Safety Equipment survey.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly concerning operational matters of training, maintenance and arranging the thorough examination / testing of the survival craft and it’s launching appliance and release gear. • Shipbuilder / Equipment manufacturer : Significant impact for the manufacturers of the survival craft, it’s launching appliance and

<p>Editorial amendment to the first sentence of paragraph 11.2.3. A new paragraph 11.3 is added : "11.3 Davit-launched liferaft automatic release hooks shall be : .1 maintained in accordance with instructions for on-board maintenance as required by regulation 36; .2 subject to a thorough examination and operational test during the annual surveys required by regulations I/7 and I/8 by properly trained personnel familiar with the system; and .3 operationally tested under a load of 1.1 times the total mass of the liferaft when loaded with its full complement of persons and equipment whenever the automatic release hook is overhauled. Such over-hauling and test shall be carried out at least once every five years. All new and existing ship types at the first Safety Equipment survey held on or after 1st July, 2008.</p>	<p>release gear, to provide "properly trained personnel familiar with the system" to carry out the thorough examinations and operational / dynamic testing.</p> <ul style="list-style-type: none"> National Administration / Recognised Organisation : Noticeable impact, mainly concerning surveyable items and verification of onboard documentation.
<p>6.) SOLAS 1974. Chapter III - Life-saving appliances and arrangements Regulation 21 – Survival craft and rescue boats The chapeau of paragraph 1.2 is replaced by the following : "1.2 Passenger ships engaged on short international voyages shall carry:" Paragraph 1.3 is deleted and the remaining paragraphs are renumbered accordingly. In paragraph 1.4, the words "after all persons have been assembled, with lifejackets donned" are added at the end of the paragraph. Paragraph 2.3 is replaced by the following : "2.3 A lifeboat may be accepted as a rescue boat provided that it and its launching and recovery arrangements also comply with the requirements for a rescue boat." In paragraph 3.2, the words "and complying with the special standards of subdivision prescribed by regulation II-1/6.5" are deleted.</p>	<p>Amended By: Res.MSC.216(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: OGT, Deadweight: OGT Background: Editorial amendments directly related to the amendments to SOLAS Chapter II-1 also adopted by resolution MSC.216(82). Implication:</p> <ul style="list-style-type: none"> Owner : None, as the deleted requirements have already entered into force. Shipbuilder / Equipment manufacturer : None. National Administration / Recognised Organisation : None, as the deleted requirements have already entered into force.
<p>7.) SOLAS 1974. Chapter III - Life-saving appliances and arrangements Regulation 26 – Additional requirements for ro-ro passenger ships In paragraph 3.1, replace the text "approved by the Administration having regard for the recommendations approved by the Organization" with "complying with section 5.1.4 of the Code". In paragraph 3.2, replace all the text after the word "appliance" with "complying with section 6.1.7 of the Code".</p>	<p>Amended By: Res.MSC.216(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: OGT, Deadweight: OGT Background: Editorial amendment for the purpose of clarification, drawn up as part of the Passenger Ship safety review that had been undertaken at a variety of Sub-Committees and well as the previous MSC sessions. Implication:</p> <ul style="list-style-type: none"> Owner : Minimal impact, if any. Shipbuilder / Equipment manufacturer : None.

		<ul style="list-style-type: none"> National Administration / Recognised Organisation : Minimal impact, if any.
8.)	<p>SOLAS 1974. Chapter III - Life-saving appliances and arrangements</p> <p>Regulation 31 – Survival craft and rescue boats</p> <p>Subparagraph .2 of paragraph 1.1 is replaced by the following : “.2 in addition, one or more inflatable or rigid liferafts, complying with the requirements of section 4.2 or 4.3 of the Code, of a mass of less than 185 kg and stowed in a position providing for easy side-to-side transfer at a single open deck level, and of such aggregate capacity as will accommodate the total number of persons on board. If the liferaft or liferafts are not of a mass of less than 185 kg and stowed in a position providing for easy side-to-side transfer at a single open deck level, the total capacity available on each side shall be sufficient to accommodate the total number of persons on board.”</p> <p>Subparagraph .2 of paragraph 1.3 is replaced by the following : “.2 unless the liferafts required by paragraph 1.3.1 are of a mass of less than 185 kg and stowed in a position providing for easy side-to-side transfer at a single open deck level, additional liferafts shall be provided so that the total capacity available on each side will accommodate 150% of the total number of persons on board;”</p> <p>Subparagraph .4 of paragraph 1.3 is replaced by the following : “.4 in the event of any one survival craft being lost or rendered unserviceable, there shall be sufficient survival craft available for use on each side, including any which are of a mass of less than 185 kg and stowed in a position providing for easy side-to-side transfer at a single open deck level, to accommodate the total number of persons on board.”</p> <p>The second sentence of paragraph 2 is replaced with the following : “A lifeboat may be accepted as a rescue boat, provided that it and its launching and recovery arrangements also comply with the requirements for a rescue boat.”</p>	<p>Amended By: Res.MSC.216(82)</p> <p>Relates To: NEW SHIPS, Ship Type :General cargo, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background: Editorial amendment for the purpose of clarification.</p> <p>Implication:</p> <ul style="list-style-type: none"> Owner : Minimal impact, if any. Shipbuilder / Equipment manufacturer : None. National Administration / Recognised Organisation : Minimal impact, if any.
9.)	<p>SOLAS 1974. Chapter III - Life-saving appliances and arrangements</p> <p>Regulation 32 – Personal life-saving appliances</p> <p>In the first sentence of paragraph 3.2, the words “of an appropriate size,” are inserted between the words “Code” and “shall”.</p> <p>In paragraph 3.3, the words “including remotely located survival craft carried in accordance with regulation 31.1.4”, are inserted between the words “stowed,” and “additional” and the words “of an appropriate size” are inserted between the words “suits” and “shall”.</p>	<p>Amended By: Res. MSC.216(82)</p> <p>Relates To: NEW SHIPS, Ship Type :General cargo, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background: Editorial amendment for the purpose of clarification.</p> <p>Implication:</p> <ul style="list-style-type: none"> Owner : Minimal impact, if any. Shipbuilder / Equipment manufacturer : None. National Administration / Recognised Organisation : Minimal impact, if any.

10.)	<p>SOLAS 1974. Chapter III - Life-saving appliances and arrangements</p> <p>Regulation 35 – Training manual and on-board training aids</p> <p>The following new paragraph 5 is added after the existing paragraph 4 : “5 The training manual shall be written in the working language of the ship.”</p>	<p>Amended By: Res. MSC.216 (82)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background: Editorial amendment for the purpose of clarification.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, if any. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : Minimal impact, if any.
11.)	<p>International Life-Saving Appliance Code (LSA Code)</p> <p>Chapter I General</p> <p>1.1 Definitions</p> <p>Paragraph 1.1.8 is deleted and the existing paragraphs 1.1.9, 1.1.10 and 1.1.11 are renumbered as 1.1.8, 1.1.9 and 1.1.10 respectively.</p> <p>1.2 General requirements for life-saving appliances</p> <p>The following sentence is added at the end of paragraph 1.2.3 : “In the case of pyrotechnic lifesaving appliances, the date of expiry shall be indelibly marked on the product by the manufacturer.”</p> <p>2.2 Lifejackets</p> <p>In paragraph 2.2.1.16, the words “line or other” are inserted between the words “buoyant” and “means”.</p> <p>2.3 Immersion suits</p> <p>Subparagraph .1 of paragraph 2.3.1.1 is replaced by the following : “.1 it can be unpacked and donned without assistance within 2 min, taking into account donning of any associated clothing, donning of a lifejacket if the immersion suit is to be worn in conjunction with a lifejacket, and inflation of orally inflatable chambers if fitted;”</p> <p>In paragraph 2.3.1.5, the words “line or other” are inserted between the words “buoyant” and “means”.</p>	<p>Amended By: Res. MSC 218 (82)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background:</p> <p>These amendments are part of the outcome of the ongoing and extensive review of “compatibility of life-saving appliances” being undertaken by both the FP and DE Sub-Committees.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, if any. • Shipbuilder / Equipment manufacturer : Minimal impact, if any, except in the case of immersion suits and the cost of modifying and re-approving some of the current designs to make them capable of being unpacked and donned without assistance within 2 minutes. These additional costs will need to be passed onto the owner. • National Administration / Recognised Organisation : Minimal impact, if any, and only for those items that will need to be re-approved because of these amendments.
12.)	<p>International Life-Saving Appliance Code (LSA Code)</p> <p>Chapter IV Survival craft</p> <p>4.1 General requirements for liferafts</p> <p>4.2 Inflatable liferafts</p> <p>4.3 Rigid liferafts</p>	<p>Amended By: Res. MSC 218(82)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background:</p>

	<p>4.4 General requirements for lifeboats 4.5 Partially enclosed lifeboats 4.6 Totally enclosed lifeboats 4.7 Free-fall lifeboats</p> <p>Numerous amendments throughout these sections.</p>	<p>These amendments are part of the outcome of the ongoing and extensive review of “compatibility of life-saving appliances” being undertaken by both the FP and DE Sub-Committees.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable impact, mainly related to the purchase costs of new or replacement survival craft that complies with these amendments. • Shipbuilder / Equipment manufacturer : Noticeable impact, mainly related to the development and approval of survival craft that complies with these amendments. These additional costs will need to be passed onto the owner. • National Administration / Recognised Organisation : Noticeable impact, mainly related to the approval of the new or modified survival craft that complies with these amendments.
13.)	<p>International Life-Saving Appliance Code (LSA Code) Chapter V Rescue boats 5.1 Rescue boats</p> <p>Numerous amendments throughout these sections.</p>	<p>Amended By: Res. MSC 218(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: These amendments are part of the outcome of the ongoing and extensive review of “compatibility of life-saving appliances” being undertaken by both the FP and DE Sub-Committees. Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable impact, mainly related to the purchase costs of new or replacement rescue boats, in particular fast rescue boats, that complies with these amendments. • Shipbuilder / Equipment manufacturer : Noticeable impact, mainly related to the development and approval of rescue boats, in particular fast rescue boats, that complies with these amendments. These additional costs will need to be passed onto the owner. • National Administration / Recognised Organisation : Noticeable impact, mainly related to the approval of the new or modified rescue boats, in particular fast rescue boats, that complies with these amendments.
14.)	<p>International Life-Saving Appliance Code (LSA Code) Chapter VI Launching and embarkation appliances 6.1 Launching and embarkation appliances</p> <p>Numerous amendments throughout these sections.</p>	<p>Amended By: Res. MSC 218(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: These amendments are part of the outcome of the ongoing and extensive review of “compatibility of life-saving appliances” being undertaken by both the FP and DE Sub-Committees. Implication:</p>

		<ul style="list-style-type: none"> • Owner : Noticeable impact, mainly related to the purchase costs of new or replacement launching and embarkation appliances, in particular those for fast rescue boats, that complies with these amendments. • Shipbuilder / Equipment manufacturer : Noticeable impact, mainly related to the development and approval of launching and embarkation appliances, in particular those for fast rescue boats, that complies with these amendments. These additional costs will need to be passed onto the owner. • National Administration / Recognised Organisation : Noticeable impact, mainly related to the approval of the new or modified launching and embarkation appliances, in particular those for fast rescue boats, that complies with these amendments.
15.)	<p>International Life-Saving Appliance Code (LSA Code) Chapter VII Other life-saving appliances 7.2 General alarm and public address system The third sentence of paragraph 7.2.1.1 is deleted. The second sentence of paragraph 7.2.1.2 is deleted.</p>	<p>Amended By: Res. MSC 218(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT Background: These amendments are part of the outcome of the ongoing and extensive review of "compatibility of life-saving appliances" being undertaken by both the FP and DE Sub-Committees.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, if any. • Shipbuilder / Equipment manufacturer : Minimal impact, if any. • National Administration / Recognised Organisation : Minimal impact, if any.

Radio/Navigation

1.)	<p>SOLAS 1974. Chapter V - Safety of navigation</p> <p>Regulation 19 Carriage requirements for shipborne navigational systems and equipment Paragraph 2.4 Automatic identification system (AIS) All existing cargo ships not engaged on international voyages.</p>	<p>Amended By: Res.MSC.997(73), the 2000 Amendments to SOLAS 1974 Relates To: EXISTING SHIPS, Ship Type :General cargo, Gross Tonnage: 500GT, Deadweight: 0GT Background: This is the final stage of implementation for this part of the 2000 Amendments to SOLAS. Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable impact, mainly cost related to the purchase and fitting onboard of an AIS. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : Minimal impact, mainly related to the verification of the fitting onboard of an AIS.
2.)	<p>MSC Resolution 191(79) Performance standards for the presentation of navigation-related information on shipborne navigational displays Resolution MSC.191(79) Performance standards for the presentation of navigation-related information on shipborne navigational displays New performance standard for shipborne navigation displays installed onboard all ships on or after 1st July, 2008. This performance standard harmonizes the requirements for the presentation of navigation-related information on the bridge of a ship to ensure that all navigational displays adopt a consistent human/machine interface philosophy and implementation. This performance standard supplements and, in case of a conflict, take priority over, presentation requirements of the individual previously adopted performance standards for relevant navigational systems and equipment, and cover the presentation of navigation-related information by equipment for which performance standards have not been adopted.</p>	<p>Amended By: Res. MSC 191(79) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT Background: This performance standard harmonizes the requirements for the presentation of navigation-related information on the bridge of a ship to ensure that all navigational displays adopt a consistent human/machine interface philosophy and implementation. Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable impact, mainly related to the possible additional cost implications of the new navigation equipment that complies with this performance standard, should it need to be fitted onboard on or after the implementation date. • Shipbuilder / Equipment manufacturer : Noticeable impact, mainly related to the time and cost implications involved in developing and having type approved navigation equipment to comply with this performance standard. This additional cost would need to be passed on to the owner. • National Administration / Recognised Organisation : Noticeable impact, mainly related to the type approval of new navigation equipment against this performance standard and verifying when it is fitted onboard on or after the implementation date.
3.)	<p>Assembly Resolution 825(19) Procedure for adoption and amendment of performance standards for radio and navigational equipment Resolution A.825(19) Procedure for adoption and amendment of performance standards for radio and navigational equipment</p>	<p>Amended By: Res. MSC 192 (79) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT Background: The radar equipment should assist in safe navigation and in avoiding collision by providing an indication, in relation to own ship, of the</p>

Revised performance standard for radar equipment installed onboard all ships on or after 1st July, 2008.

The radar equipment should assist in safe navigation and in avoiding collision by providing an indication, in relation to own ship, of the position of other surface craft, obstructions and hazards, navigation objects and shorelines.

position of other surface craft, obstructions and hazards, navigation objects and shorelines.

Implication:

- Owner : Noticeable impact, mainly related to the possible additional cost implications of the new radar equipment that complies with this performance standard, should it need to be fitted onboard on or after the implementation date.
- Shipbuilder / Equipment manufacturer : Noticeable impact, mainly related to the time and cost implications involved in developing and having type approved radar equipment to comply with this performance standard. This additional cost would need to be passed on to the owner.
- National Administration / Recognised Organisation : Noticeable impact, mainly related to the type approval of new radar equipment against this performance standard and verifying when it is fitted onboard on or after the implementation date.

Safety

1.)	<p>SOLAS 1974. Chapter XII - Additional safety measures for bulk carriers Regulation 6 – Structural and other requirements for bulk carriers The existing paragraph 3 is deleted and the existing paragraphs 4 and 5 are renumbered as paragraphs 3 and 4.</p>	<p>Amended By: Res.MSC.216(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Bulk carrier, Gross Tonnage: 0GT, Deadweight: 0GT Background: This amendment directly relates to the adoption of the amended SOLAS regulation II-1/3-2 and the associated protective coating performance standard. Since the amended regulation makes specific reference to bulk carriers, there is now no need to have the original paragraph 3. Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : None.
2.)	<p>SOLAS 1974. Chapter XII - Additional safety measures for bulk carriers Regulation 12 – Hold, ballast and dry space water ingress alarms In paragraph 1.2, the reference “regulation II-1/11” is replaced by the reference “regulation II-1/12”.</p>	<p>Amended By: Res.MSC.216(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Bulk carrier, Gross Tonnage: 0GT, Deadweight: 0GT Background: Editorial amendment directly related to the amended text of SOLAS Chapter II-1 also adopted by resolution MSC.216(82). Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : None.
3.)	<p>SOLAS 1974. Chapter XII - Additional safety measures for bulk carriers Regulation 13 – Availability of pumping systems In paragraph 1, the reference “regulation II-1/11.4” is replaced by the reference “regulation II-1/12”.</p>	<p>Amended By: Res.MSC.216(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Bulk carrier, Gross Tonnage: 0GT, Deadweight: 0GT Background: Editorial amendment directly related to the amended text of SOLAS Chapter II-1 also adopted by resolution MSC.216(82). Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : None.
4.)	<p>SOLAS 1974. The Protocol of 1988. Appendix</p>	<p>Amended By: Res. MSC227(82)</p>

**Modifications and additions to the Appendix to the Annex to the International Convention for the Safety of Life at Sea, 1974
Record of Equipment for the Passenger Ship Safety Certificate (Form P)**

In the Record of Equipment for the Passenger Ship Safety Certificate (Form P), the following equipment is inserted in section 5 after sub-item 4 :

“4.2 Long-range identification and tracking (LRIT) system”

and item 4 (Automatic identification system (AIS)) is renumbered 4.1.

Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E)

In the Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E), the following equipment is inserted in section 3 after sub-item 4 :

“4.2 Long-range identification and tracking (LRIT) system”

and item 4 (Automatic identification system (AIS)) is renumbered 4.1.

Record of Equipment for the Cargo Ship Safety Certificate (Form C)

In the Record of Equipment for the Cargo Ship Safety Certificate (Form C), the following equipment is inserted in section 5 after sub-item 4 :

“4.2 Long-range identification and tracking (LRIT) system”

and item 4 (Automatic identification system (AIS)) is renumbered 4.1.

Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT

Background: Consequential amendments related to other amendments adopted previously by resolution MSC.202(81).

Implication:

- Owner : None.
- Shipbuilder / Equipment manufacturer : None.
- National Administration / Recognised Organisation : Minimal impact, mainly related to the amendment of the certificate templates.

5.) **Code of Safety for Dynamically Supported Craft (DSC Code)**

Chapter 1 – General

Chapter 8 – Life-saving appliances

Chapter 13 – Radiocommunications and navigational equipment

Numerous amendments throughout these chapters.

Amended By: Res. MSC.224(82)

Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Dynamically supported craft, Gross Tonnage: 0GT, Deadweight: 0GT

Background:

Extensive editorial amendments, bring this Code into line with amendments previously made to the various chapters of SOLAS 1974, including :

- Prohibit the use of asbestos;
- Periodical servicing of launching appliances;
- Servicing of inflatable liferafts, inflatable lifejackets, marine evacuation systems and inflatable rescue boats;
- Rotational deployment of marine evacuation systems;
- Novel life-saving appliances and arrangements;
- AIS;
- VDR; and
- Nautical charts and publications.

		<p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly related to the changes in procedures and the cost of the additional equipment that will be needed to be provided onboard these craft. • Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the additional equipment that will be needed to be provided onboard these craft. These additional costs will need to be passed onto the owner. • National Administration / Recognised Organisation : Significant impact, mainly related to verifying the onboard procedures and the additional equipment provided onboard these craft.
6.)	<p>1994 International Code of Safety for High-Speed Craft (HSC Code) Chapter 1 General comments and requirements Chapter 8 Life-saving appliances and arrangements Chapter 13 Navigational equipment Chapter 14 Radiocommunications Annex 1 Form of high-speed craft safety certificate Annex 7 Stability of multi-hull craft Numerous amendments throughout these chapters and annexes</p>	<p>Amended By: Res. MSC 221 (82) Relates To: EXISTING SHIPS, Ship Type :High Speed Craft, Gross Tonnage: OGT, Deadweight: OGT Background: Extensive editorial amendments, bring this Code into line with amendments previously made to the various chapters of SOLAS 1974, including : Prohibit the use of asbestos; Rotational deployment of marine evacuation systems; Novel life-saving appliances and arrangements; Periodical servicing of launching appliances; ECDIS; and Radiocommunication facilities as specified in chapter 14 of the 2000 HSC Code. Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly related to the changes in procedures and the cost of the additional equipment that will be needed to be provided onboard these craft. • Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the additional equipment that will be needed to be provided onboard these craft. These additional costs will need to be passed onto the owner. • National Administration / Recognised Organisation : Significant impact, mainly related to verifying the onboard procedures and the additional equipment provided onboard these craft.
7.)	<p>2000 International Code of Safety for High-Speed Craft (2000 HSC Code) Chapter 1 General comment and requirements Chapter 2 Buoyancy, stability and subdivision</p>	<p>Amended By: Res. MSC 222 (82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :High Speed Craft, Gross Tonnage: OGT, Deadweight: OGT</p>

	<p>Chapter 4 Accommodation and escape measures Chapter 6 Anchoring, towing and berthing Chapter 7 Fire safety Chapter 8 Life-saving appliances and arrangements Chapter 10 Auxiliary systems Chapter 11 Remote control, alarm and safety systems Chapter 13 Shipborne navigational systems and equipment and voyage data recorders Chapter 14 Radiocommunications Chapter 18 Operational requirements Annex 1 Form of High-Speed Craft Safety Certificate and Record of Equipment Annex 6 Stability of hydrofoil craft Annex 7 Stability of multi-hull craft Annex 8 Stability of mono-hull craft Annex 9 Definitions, requirements and compliance criteria related to operational and safety performance Annex 10 Criteria for testing and evaluation of seats Annex 12 Factors to be considered in determining craft operating limitations</p> <p>Numerous amendments throughout these chapters and annexes.</p>	<p>Background: Extensive editorial amendments and additional requirements, bring this Code into line with amendments previously made to the various chapters of SOLAS 1974, including : Prohibit the use of asbestos; Reference to the IMDG Code; ECDIS; Maintenance and testing of Satellite EPRIB's; and A new annex defining the factors to be considered in determining craft operating limitations.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly related to the changes in procedures and the cost of the additional equipment that will be needed to be provided onboard these craft. • Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the additional equipment that will be needed to be provided onboard these craft. These additional costs will need to be passed onto the owner. • National Administration / Recognised Organisation : Significant impact, mainly related to verifying the onboard procedures and the additional equipment provided onboard these craft. 									
8.)	<p>International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) Chapter 1 General 1.3 Definitions In paragraph 1.3.2, the words "regulation II-2/3.3 of the 1983 SOLAS amendments" are replaced by "SOLAS regulation II-2/3.2". Paragraph 1.3.34 is replaced by new paragraph 1.3.34 as follows : "1.3.34 "SOLAS" means the International Convention for the Safety of Life at Sea, 1974, as amended."</p>	<p>Amended By: Res. MSC 220 (82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Gas ship, Gross Tonnage: OGT, Deadweight: OGT Background: Editorial amendment making the text of this Code consistent with the current IMO practice when referencing SOLAS 1974.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : None. 									
9.)	<p>International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) Chapter 19 Summary of minimum requirements The following products are added to the table in Chapter 19</p> <table border="1" data-bbox="205 1362 926 1398"> <tr> <td>a</td> <td>b</td> <td>c</td> <td>d</td> <td>e</td> <td>f</td> <td>g</td> <td>h</td> <td>i</td> </tr> </table>	a	b	c	d	e	f	g	h	i	<p>Amended By: Res. MSC 220(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Gas ship, Gross Tonnage: OGT, Deadweight: OGT Background: This amendment is the outcome of the ongoing review of new cargoes undertaken by the BLG Sub-Committee. Implication:</p>
a	b	c	d	e	f	g	h	i			

Product name	Un No	Ship type	Independent tank	Control of vapour	Vapour detection	Gauging	MFAG table No.	Special requirements
Dimethyl ether	-	2 G/2PG	-	-	F+T	C	-	
Carbon Dioxide	-	3G	Yes	-	-	C	-	

- Owner : Minimal impact, if any, and only in those cases were the carriage of either of these new cargoes is required.
- Shipbuilder / Equipment manufacturer : Minimal impact, if any, and only in those cases were the carriage of either of these new cargoes is required.
- National Administration / Recognised Organisation : Minimal impact, if any, and only in those cases were the carriage of either of these new cargoes is required.

10.)

Assembly Resolution

689(17) as amended by Resolution MSC.81(70) The revised recommendations on testing of life-saving appliances, as amended

Resolution A.689(17) as amended by Resolution MSC.81(70) The revised recommendations on testing of life-saving appliances, as amended

- Numerous amendments throughout this document, including :
- For prototype tests for life-saving appliances :
 - a revised drop test procedure for lifebuoys;
 - clarification of the testing requirements for lifejackets
 - additional requirements for immersion suits;
 - revised test procedures for pyrotechnics, liferafts, lifeboat, rescue boats, launching and embarkation appliances position indicating lights for life-saving appliances, and hydrostatic release units; and
 - additional test procedures for fast rescue boats and their launching and embarkation appliances.
- Production and installation tests :
 - revised test procedure for survival craft; and
 - revised test procedures for launching and stowage arrangements.
- Amendments to the adult reference test device (RTD) design and construction requirements.

Amended By: Res. MSC 226(82)

Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT

Background: These amendments are part of the outcome of the ongoing and extensive review of "inconsistencies in IMO instruments regarding requirements for life-saving appliances" being undertaken by both the FP and DE Sub-Committees.

Implication:

- Owner : Significant impact, mainly related to the purchase costs of new or replacement life-saving appliances to comply with the revision or additional prototype and production testing requirements .
- Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the costs involved in developing new or modified life-saving appliances to comply with the revision or additional prototype and production testing requirements. These additional costs would need to be passed on to the owner.
- National Administration / Recognised Organisation : Significant impact, mainly related to the approval of new or modified life-saving appliances to comply with the revision or additional prototype and production testing requirements

1st August 2008

Pollution

1.)	<p>MARPOL 73/78. Annex I - Regulations for the Prevention of Pollution by Oil Annex I regulation 1.11 & Annex V regulation 5(1)(e) (Special area - the Gulfs area will be effective)</p> <p>The Gulfs Area, i.e. the sea area enclosed by the following co-ordinates will be designated as special sea area as per regulation: The Committee congratulated the effort of the States making reception facilities in the area available and agreed that the Gulf areas are now to be a special area under MARPOL Annex I and V. The Gulfs area means the sea area located north-west of the rhumb line between Ras al Hadd (22°30' N, 059°48' E) and Ras al Fasteh (25°04' N, 061° 25' E).</p>	<p>Amended By: MEPC 168(56) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: Implication:</p> <ul style="list-style-type: none"> • Owners and Managers : To ensure the compliance applicable to the special areas mentioned above, including forwarding this information to the masters of the ships under management. • Shipbuilder / Equipment manufacturer : none. • National Administration / Recognised Organisation : none.
2.)	<p>MARPOL 73/78. Annex I - Regulations for the Prevention of Pollution by Oil Annex I regulation 1.11 (Special area - the Southern South African waters will be effective)</p> <p>The Southern South African waters, i.e. the sea area enclosed by the following co-ordinates will be designated as special sea area as per regulation: 31° 14' S; 017° 50' E 31° 30' S; 017° 12' E 32° 00' S; 017° 06' E 32° 32' S; 016° 52' E 34° 06' S; 017° 24' E 36° 58' S; 020° 54' E 36° 00' S; 022° 30' E 35° 14' S; 022° 54' E 34° 30' S; 026° 00' E 33° 48' S; 027° 25' E 33° 27' S; 027°12' E"</p>	<p>Amended By: MEPC 154(55) & 167(56) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: This amendment defines the Southern South African waters and designates it as a Special Area. At the request of South Africa, all ships entering this special area before the entry into force date are asked to comply with the associated requirements on a voluntary basis. Implication: Owner : noticeable impact, but only in those cases where ships enter the defined Southern South African Sea Special Area. Also forward this information to the masters of the ships under management. Shipbuilder / Equipment manufacturer : none. National Administration / Recognised Organisation : none.</p>

1st October 2008

Construction

<p>1.) SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations Regulation 8-2 – Special requirements for Ro-Ro passenger ships carrying 400 persons or more</p> <p>Ro-Ro passenger ships carrying 600 persons or more but less than 1,000, built before 1st July, 1997, are to comply with the provisions of paragraph 2.3 of regulation 8, assuming the damage applied anywhere within the ship's length "L", not later than the first periodical survey after 1st October, 2008.</p> <p>Note : This regulation refers to the version of Chapter II-1 extant prior to the adoption of the revised Chapter in January, 2009.</p>	<p>Amended By: SOLAS 1974, as amended, consolidated edition 2004 Relates To: EXISTING SHIPS, Ship Type :Passenger ship, Gross Tonnage: 0GT, Deadweight: 0GT Background: This is part of the incremental application of the amendments introduced to enhance the survivability standards by bring damage stability requirements for existing Ro-Ro passenger ships generally into line with new ships. By now all Ro-Ro passenger ships with an A/Amax value less than 97.5% should have been dealt with. Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly related to the strict nature of these regulations. It may be necessary to provide additional buoyancy (sponsons or casings on Ro-Ro decks) or partial bulkheads/doors to restrict flood water to obtain compliance, otherwise the total number of persons carried (the total of passengers and crew) to less than 400. There would be a significant cost implication in both of these options, either the cost of the modifications and the loss in income from the reduction in the number of passengers. A reduction in the maximum loaded draught to meet the "2 compartment" survivability standard would also a cost implication in terms of the reduction in car/truck/ trailer capacity. • Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the extensive structural modifications that may need to be carried out. There would be a significant cost implication in carrying out these modifications, which would have to be passed on to the owner. • National Administration / Recognised Organisation : Significant impact, mainly related to the verification that the necessary structural modifications have been carried out, or amending the certificates for the reduction of the number of persons onboard to less than 400.
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1st December 2008

Pollution

1.)	<p>MARPOL 73/78. Annex IV - Regulations for the Prevention of Pollution by Sewage from ships Annex IV - Regulations for the Prevention of Pollution by Sewage from Ships. Regulation 11.1.1 - Discharge of sewage. "sewage originating from spaces containing living animals" has been inserted to the text.</p>	<p>Amended By: MEPC 164(56) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Livestock Carrier, Gross Tonnage: 400GT, Deadweight: 0GT Background: Regulation 11.1.1 was amended to include sewage originating from spaces containing living animals. This is to effect that animal effluent shall be discharged into the sea not instantaneously but at a moderate rate, as is currently the requirement for the discharge or untreated sewage from holding tanks. Implication: Builders & Owners : to ensure the necessary arrangements for the sewage treatment on livestock carriers.</p>
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1st January 2009

Construction

1.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations</p> <p>The existing text of part A of the chapter has been replaced with the following regulations :</p> <p>Part A General Regulation 1 Application Regulation 2 Definitions Regulation 3 Definitions relating to parts C, D and E</p> <p>The existing part A-1 remains unchanged.</p>	<p>Amended By: Res. MSC 194 (80) and Res. MSC 216 (82)</p> <p>Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background: These amendments, being part of the complete revision to Chapter II-1, Parts A, B, B-1, B-2, B-3 and B-4, are generally editorial in nature compared to the previous Part A (such as changing the date of application from 1st July, 1986 to 1st January, 2009), but are expanded with a number of new definitions, all of which are taken from elsewhere within SOLAS or other Conventions.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, if any. • Shipbuilder / Equipment manufacturer : Minimal impact, if any. • National Administration / Recognised
2.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations</p> <p>The existing text of part B of the chapter has been replaced with the following regulations :</p> <p>Part B Subdivision and stability Regulation 4 General</p>	<p>Amended By: Res. MSC 194 (80) and Res. MSC 216(82)</p> <p>Relates To: NEW SHIPS, Ship Type :Bulk carrier, Gross Tonnage: 0GT, Deadweight: 0GT, Length: 80GT</p> <p>Background: These amendments, being part of the complete revision to Chapter II-1, Parts A, B, B-1, B-2, B-3 and B-4, define the application of the damage stability requirements given in the Parts B-1, B-2, B-3 and B-4.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, but only for those ship below the previous lower limit (100 m) and the revised lower limit (80 m). • Shipbuilder / Equipment manufacturer : Significant impact, but only for those ship below the previous lower limit (100 m) and the revised lower limit (80 m). • National Administration / Recognised Organisation : Significant impact, but only for those ship below the previous lower limit (100 m) and the revised lower limit (80 m)
3.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations</p> <p>The existing text of part B of the chapter has been replaced with the following regulations :</p> <p>Part B Subdivision and stability Regulation 4 General</p>	<p>Amended By: Res. MSC 194 (80) and Res. MSC 216 (82)</p> <p>Relates To: NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background: These amendments, being part of the complete revision to Chapter II-1, Parts A, B, B-1, B-2, B-3 and B-4, define the application of the damage stability requirements given in the Parts B-1, B-2, B-3 and B-4.</p> <p>Implication:</p>

		<ul style="list-style-type: none"> • Owner : Significant impact, but only for those ship below the previous lower limit (100 m) and the revised lower limit (80 m). • Shipbuilder / Equipment manufacturer : Significant impact, but only for those ship below the previous lower limit (100 m) and the revised lower limit (80 m). • National Administration / Recognised Organisation : Significant impact, but only for those ship below the previous lower limit (100 m) and the revised lower limit (80 m)
4.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations</p> <p>The existing text of part B-1 of the chapter has been replaced with the following regulations :</p> <p>Part B-1 Stability</p> <p>Regulation 5 Intact stability information</p> <p>Regulation 5-1 Stability information to be supplied to the master</p> <p>Regulation 6 Required subdivision index R</p> <p>Regulation 7 Attained subdivision index A</p> <p>Regulation 7-1 Calculation of the factor π</p> <p>Regulation 7-2 Calculation of the factor s_i</p> <p>Regulation 7-3 Permeability</p> <p>Regulation 8 Special requirements concerning passenger ship stability</p>	<p>Amended By: Res.MSC.194(80) and Res.MSC.216(82)</p> <p>Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background: These amendments, being part of the complete revision to Chapter II-1, Parts A, B, B-1, B-2, B-3 and B-4, changing the approach to quantify survivability and defining the probabilistic damage stability requirements, which replaces the previous deterministic method.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact in the case of passenger ships, mainly related to the expected increase in design costs; but a noticeable impact in the case of cargo ship. • Shipbuilder / Equipment manufacturer : Significant impact in the case of passenger ships, mainly related to the change in the damage stability requirements from deterministic to a probabilistic approach; but generally only a noticeable impact in the case of cargo ships, since probabilistic damage stability are currently applicable to cargo ships. In the case of passenger ships, these changes are expected to significantly extend the design time and will effect the final arrangements and layout, the cost of which will have to be passed on to the owner. In the case of cargo ships, the significant change is the revised statistical databases, which will more possible impact on car carriers and Ro-Ro ships than on other dry cargo ships. • National Administration / Recognised Organisation : Noticeable impact, mainly related to the verification of this new approach to quantify survivability and probabilistic methods damage stability
5.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations</p> <p>A new regulation 8-1 is added after the original regulation 8 :</p> <p>Regulation 8-1 System capabilities after a flooding casualty on passenger ships</p> <p>1 Application</p>	<p>Amended By: Res. MSC 216 (82)</p> <p>Relates To: NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: 0GT, Deadweight: 0GT, Length: 120GT</p> <p>Background:</p> <p>This amendment is in addition to the complete revision to Chapter II-1 (Parts A, B, B-1, B-2, B-3 and B-4) introduced by the resolution MSC.194(80), and is part of the outcome of the extensive review of "passenger ship safety" recently completed by the MSC Committee.</p>

This regulation applies to passenger ships constructed on or after 1st July, 2010 to which regulation II-2/21 applies.

2 Availability of essential systems in case of flooding damage

A passenger ship shall be designed so that the systems specified in regulation II-2/21.4 remain operational when the ship is subject to flooding of any single watertight compartment.

All new passenger ships having length of 120 m or more or having three or more main vertical zones

The requirements of the new regulation II-2/21 "Safe return to port", and paragraph 4 in particular, refers to the following systems, which shall remain operational in the remaining part of the ship not affected by fire :

- .1 propulsion;
- .2 steering systems and steering-control systems;
- .3 navigational systems;
- .4 systems for fill, transfer and service of fuel oil;
- .5 internal communication between the bridge, engineering spaces, safety centre, fire-fighting and damage control teams, and as required for passenger and crew notification and mustering;
- .6 external communication;
- .7 fire main system;
- .8 fixed fire-extinguishing systems;
- .9 fire and smoke detection system;
- .10 bilge and ballast system;
- .11 power-operated watertight and semi-watertight doors;
- .12 systems intended to support "safe areas" as indicated in paragraph 5.1.2;
- .13 flooding detection systems; and
- .14 other systems determined by the Administration to be vital to damage control efforts.

Implication:

- Owner : Significant impact, mainly related to the additional costs involved in ensuring the above mentioned systems remain operational when the ship is subject to flooding of any single watertight compartment.
- Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the additional equipment and costs involved in ensuring the above mentioned systems remain operational when the ship is subject to flooding of any single watertight compartment. These additional costs would need to be passed on to the owner.
- National Administration / Recognised Organisation : Significant impact, mainly related to the additional appraisal work involved in ensuring the above mentioned systems remain operational when the ship is subject to flooding of any single watertight compartment.

6.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations</p> <p>A new part B-2 has been added with the following regulations :</p> <p>Part B-2 Subdivision, watertight and weathertight integrity</p> <p>Regulation 9 Double bottoms in passenger ships and cargo ships other than tankers</p> <p>Regulation 10 Construction of watertight bulkheads</p>
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<p>Amended By: Res.MSC.194(80) and Res.MSC.216(82)</p> <p>Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background: These amendments, being part of the complete revision to Chapter II-1, Parts A, B, B-1, B-2, B-3 and B-4, introduce new specifications for double bottoms and collision bulkhead positions; and change the requirements for the openings in the subdivision boundaries and the location of emergency services.</p>

	<p>Regulation 11 Initial testing of watertight bulkheads, etc. Regulation 12 Peak and machinery space bulkheads, shaft tunnels, etc. Regulation 13 Openings in watertight bulkheads below the bulkhead deck in passenger ships Regulation 13-1 Openings in watertight bulkheads and internal decks in cargo ships Regulation 14 Passenger ships carrying goods vehicles and accompanying personnel Regulation 15 Openings in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships Regulation 15-1 External openings in cargo ships Regulation 16 Construction and initial tests of watertight doors, sidescuttles, etc. Regulation 16-1 Construction and initial tests of watertight decks, trunks, etc. Regulation 17 Internal watertight integrity of passenger ships above the bulkhead deck Regulation 17-1 Integrity of the hull and superstructure, damage prevention and control on ro-ro passenger ships</p>	<p>Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable impact, mainly related to possible changes to operational procedures and control associated with the requirements for the openings in the subdivision boundaries and the location of emergency services. • Shipbuilder / Equipment manufacturer : Minimal, if any, impact. • National Administration / Recognised Organisation : Noticeable impact, mainly related to the verification of possible changes to operational procedures and control associated with the requirements for the openings in the subdivision boundaries and the location of emergency services.
7.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations A new part B-3 has been added with the following regulations : Part B-3 Subdivision load line assignment for passenger ships Regulation 18 Assigning, marking and recording of subdivision load lines for passenger ships</p>	<p>Amended By: Res.MSC.194(80) and Res.MSC.216(82) Relates To: NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: 0GT, Deadweight: 0GT Background: These amendments, being part of the complete revision to Chapter II-1, Parts A, B, B-1, B-2, B-3 and B-4, is purely a renumbering exercise for the current Part B, Regulation 13.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : None
8.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations A new part B-4 has been added with the following regulations : Part B-4 Stability management Regulation 19 Damage control information</p>	<p>Amended By: Res.MSC.194(80) and Res.MSC.216(82) Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT Background: These amendments, being part of the complete revision to Chapter II-1, Parts A, B, B-1, B-2, B-3 and B-4, are generally editorial in nature compared to the previous Part B-4, but in particular extend the previous</p>

	<p>Regulation 20 Loading of passenger ships Regulation 21 Periodical operation and inspection of watertight doors, etc. in passenger ships Regulation 22 Prevention and control of water ingress, etc. Regulation 23 Special requirements for ro-ro passenger ships Regulation 24 Prevention and control of water ingress, etc. in cargo ships Regulation 25 Water level detectors on single hold cargo ships other than bulk carriers</p>	<p>requirements applicable to only passenger ships to now include cargo ships. In addition, there are a number of new paragraphs and regulations added, associated with:</p> <ul style="list-style-type: none"> • prevention and control of water ingress; • special requirements for Ro-Ro passenger ships; and • water level detectors on single hull cargo ships other than bulk carriers. <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact in the case of passenger ships, but a noticeable impact in the case of Ro-Ro passenger ships and cargo ships, mainly related to the additional requirements now introduced. • Shipbuilder / Equipment manufacturer : Minimal impact in the case of passenger ships, but a noticeable impact in the case of Ro-Ro passenger ships and cargo ships, mainly related to the additional requirements now introduced. The additional costs involved will need to be passed on to the owner. • National Administration / Recognised Organisation : Minimal impact in the case of passenger ships, but a noticeable impact in the case of Ro-Ro passenger ships and cargo ships, mainly related to the additional requirements now introduced
9.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations A new regulation 22-1 is added after the original regulation 22 : Part B-4 Stability management Regulation 22-1 Flooding detection systems for passenger ships carrying 36 or more persons constructed on or after 1st July, 2010 A flooding detection system for watertight spaces below the bulkhead deck shall be provided based on the guidelines developed by the Organization.</p>	<p>Amended By: Res.MSC.216(82) Relates To: NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: 0GT, Deadweight: 0GT Background: This amendment is in addition to the complete revision to Chapter II-1 (Parts A, B, B-1, B-2, B-3 and B-4) introduced by the resolution MSC.194(80), and is part of the outcome of the extensive review of "passenger ship safety" recently completed by the MSC Committee. Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable impact, mainly related to the cost of providing the flooding detection system. • Shipbuilder / Equipment manufacturer : Noticeable impact, mainly related to the cost of purchasing and providing the flooding detection system. The additional costs involved will need to be passed on to the owner. • National Administration / Recognised Organisation : Noticeable impact, mainly related to the verification of the flooding detection system is fitted onboard.
10.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations</p>	<p>Amended By: Res. MSC 194(80) Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT</p>

The new regulation 35-1 is inserted after existing regulation 35 :

Regulation 35-1 Bilge pumping arrangements

Background: Consequential editorial amendments associated with the amendments to Chapter II-1, Parts A, B, B-1, B-2, B-3 and B-4. In general terms this new regulation is the same as the regulation 21 contained in the 2004 consolidated version of SOLAS 1974, but with one exception, the amended paragraph 3.2 (2.2 of the previous version). This amendment includes changing the previous "criteria numeral" to "bilge pump numeral" and adding the definition of this new numeral, which was previously included in regulation 6.3 of the previous version.

Implication:

- Owner : None.
- Shipbuilder / Equipment manufacturer : None.
- National Administration / Recognised Organisation : None.

Fire protection

1.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Regulation 4 – Probability of ignition</p> <p>In paragraph 5.2.4, the reference to regulation “II-1/25-9.2” is replaced by the reference to regulation “II-1/13-1.2”.</p>	<p>Amended By: Res. MSC 194(80) Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: Consequential editorial amendments associated with the amendments to Chapter II-1, Parts A, B, B-1, B-2, B-3 and B-4.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : None.
2.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Regulation 10 – Fire fighting</p> <p>In paragraph 2.2.4.1.2, the reference to regulation “II-1/21” is replaced by the reference to regulation “II-1/35-1”.</p>	<p>Amended By: Res. MSC 194 (80) Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: Consequential editorial amendments associated with the amendments to Chapter II-1, Parts A, B, B-1, B-2, B-3 and B-4.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None • National Administration / Recognised Organisation : None.
3.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Regulation 20 – Protection of vehicle, special category and Ro-Ro spaces</p> <p>In paragraph 6.1.4.1.3, the reference to regulation “II-1/21” is replaced by the reference to regulation “II-1/35-1”; and In paragraph 6.1.4.2, the reference to regulation “II-1/22” is replaced by the reference to regulation “II-1/5-1”.</p>	<p>Amended By: Res.MSC.194(80) Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: Consequential editorial amendments associated with the amendments to Chapter II-1, Parts A, B, B-1, B-2, B-3 and B-4.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None • National Administration / Recognised Organisation : None

Management Systems

1.)	<p>International Safety Management Code (ISM Code) Appendix Forms of the Document of Compliance, the Safety Management Certificate, the Interim Document of Compliance and the Interim Safety Management Certificate</p> <p>After "Name and address of the Company" in the forms of the Document of Compliance and Interim Document of Compliance, the following is added : "Company identification number"</p> <p>After "Name and address of the Company" in the form of the Safety Management Certificate and Interim Safety Management Certificate, the following is added : "Company identification number"</p>	<p>Amended By: Res. MSC. 195(80) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: Consequential editorial amendments associated with the amendments to Chapter XI-1, Regulation 3-1. Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None • National Administration / Recognised Organisation : Minimal impact, if any, mainly related to the issue of Documents of Compliance, Interim Documents of Compliance, Safety Management Certificates and Interim Safety Management Certificates.
2.)	<p>International Code for the Security of Ships and of Port Facilities (ISPS Code) Part A Mandatory requirements regarding the provisions of Chapter XI-2 of the Annex to the International Convention for the Safety of Life at Sea, 1974, as amended Appendix to Part A Appendix 1 Form of the International Ship Security Certificate</p> <p>After the existing entry "Name and address of the Company", the following new entry is inserted : "Company identification number"</p> <p>Appendix 2 Form of the Interim International Ship Security Certificate</p> <p>After the existing entry "Name and address of Company", the following new entry is inserted : "Company identification number"</p>	<p>Amended By: Res. MSC. 196(80) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: Consequential editorial amendments associated with the amendments to Chapter XI-1, Regulation 3-1. Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None • National Administration / Recognised Organisation : Minimal impact, if any, mainly related to the issue of International Ship Security Certificates and Interim International Ship Security Certificates.
3.)	<p>Assembly Resolution 959(23) the Format and Guidelines for the Maintenance of the Continuous Synopsis Record (CSR) Editorial amendments to paragraphs 8, 9 and 13, and a new section 13.1 added. A new entry box 14 added in Forms 1 and 2 contained in the Appendix.</p>	<p>Amended By: Res. MSC.198(80) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: Part of the continuous review and improvement of these records. Implication:</p> <ul style="list-style-type: none"> • Owner : None.

- Shipbuilder / Equipment manufacturer : None
- National Administration / Recognised Organisation : Minimal impact, mainly related to the completion of these records..

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Safety

1.)	<p>SOLAS 1974. Chapter VI - Carriage of cargoes Regulation 7 – Loading, unloading and stowage of bulk cargoes In subparagraph 2.1, the reference to regulation “II-1/22” is replaced by the reference to regulation “II-1/5-1”.</p>	<p>Amended By: Res.MSC.194(80) Relates To: NEW SHIPS, Ship Type :Bulk carrier, Gross Tonnage: OGT, Deadweight: OGT Background: Consequential editorial amendments associated with the amendments to Chapter II-1, Parts A, B, B-1, B-2, B-3 and B-4. Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None • National Administration / Recognised Organisation : None
2.)	<p>SOLAS 1974. Chapter IX - Management for the safe operation of ships Regulation 1 – Definitions In paragraph 3, the reference to regulation “II-1/2.12” is replaced by the reference to regulation “II-1/2.22”.</p>	<p>Amended By: Res.MSC.194(80) Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: Consequential editorial amendments associated with the amendments to Chapter II-1, Parts A, B, B-1, B-2, B-3 and B-4. Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None • National Administration / Recognised Organisation : None
3.)	<p>SOLAS 1974. Chapter XI-1 - Special measures to enhance maritime safety Regulation 2 – Enhanced surveys The reference to regulation “II-1/2.12” is replaced by the reference to regulation “II-1/2.22”.</p>	<p>Amended By: Res.MSC.194(80) Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: Consequential editorial amendments associated with the amendments to Chapter II-1, Parts A, B, B-1, B-2, B-3 and B-4. Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None • National Administration / Recognised Organisation : None
4.)	<p>SOLAS 1974. Chapter XI-1 - Special measures to enhance maritime safety Chapter XI-1 Special Measures to Enhance Maritime Safety. A new regulation has been added after the existing regulation 3. Regulation 3-1 Company and registered owner identification number.</p>	<p>Amended By: Res.MSC.194(80) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: In a consistent manner to the allocation of the IMO number to individual ships, a unique identification number shall be allocated to all companies and registered owners. This identification is to be included on each</p>

		<p>of the Statutory certificates, certificate relating to the ISM code and the ISPS code (i.e. DOC, SMC and ISSC).</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal, if any, impact, entirely related to the issue of an unique identification number that will be shown on each Statutory certificate issued to one of their ships, on or after 1st January, 2009. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : Noticeable impact, entirely related to the issue of an unique identification number to each owner, and to include this number on each Statutory certificate issued to a ship, on or after 1st January, 2009.
5.)	<p>SOLAS 1974. Chapter XI-1 - Special measures to enhance maritime safety</p> <p>Regulation 5 – Continuous synopsis record</p> <p>In paragraph 3, in the first sentence, after the word “information”, the following words are inserted :</p> <p>“(The Continuous Synopsis Record shall contain the information in paragraphs 3.7 and 3.10 when it is issued or updated on or after 1st January, 2009)”;</p> <p>A new subparagraph 7 has been inserted, and reads “The registered owner identification number.”</p> <p>The existing subparagraphs 7 and 8 are renumbered as subparagraphs 8 and 9.</p> <p>A new subparagraph 10 has been inserted, and reads “The Company identification number.”</p> <p>The existing subparagraphs 9 to 13 are renumbered as subparagraphs 11 to 15.</p>	<p>Amended By: Res.MSC.194(80)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background: Consequential amendments to the new regulation 3-1 “Company and registered owner identification number” in Chapter XI-1.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None • National Administration / Recognised
6.)	<p>SOLAS 1974. Chapter XI-2 - Special measures to enhance maritime security</p> <p>Regulation 1 – Definitions</p> <p>In paragraph 1.6, the reference to regulation “II-1/2.12” is replaced by the reference to regulation “II-1/2.22”.</p>	<p>Amended By: Res.MSC.194(80)</p> <p>Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background: Consequential editorial amendments associated with the amendments to Chapter II-1, Parts A, B, B-1, B-2, B-3 and B-4.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised : None.
7.)	SOLAS 1974. Appendix	Amended By: Res. MSC 194(80)

	<p>Form of Safety Certificate for Passenger Ships</p> <p>In the table of paragraph 2.1.3, in the section commencing with the words "THIS IS TO CERTIFY:", the reference to "regulation II-1/13" is replaced by the reference to "regulation II-1/18".</p>	<p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background: Consequential editorial amendments associated with the amendments to Chapter II-1, Parts A, B, B-1, B-2, B-3 and B-4.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None • National Administration / Recognised Organisation : Minimal impact, if any, mainly related to the issue of Safety Certificates
8.)	<p>International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)</p> <p>11.1 Application</p> <p>In paragraph 11.1.1, subparagraphs .4 to .6 are replaced by the following subparagraphs :</p> <p>.4 regulation 10.5.6 shall apply to ships of 2,000 gross tonnage and over;</p> <p>.5 the provisions of 11.3 shall apply in lieu of regulation 10.8;</p> <p>.6 the provisions of 11.2 shall apply in lieu of regulation 10.9;</p> <p>.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</p> <p>.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 :</p> <p>"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 1st January 2009 by the date of the first scheduled dry-docking after 1st January 2009, but not later than 1st January 2012. Sampling points or detector heads should be located in suitable positions in order that 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>Amended By: Res. MSC. 219 (82) & MEPC 166(56)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Chemical tanker, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background: These amendments are consequential to the 2000 amendments to SOLAS, in particular to the complete revision of Chapter II-2. Only paragraph 11.1.4 has substantial impact to as a new technical requirement.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, if any. • Shipbuilder / Equipment manufacturer : Minimal impact, if any. • National Administration: Minimal impact, if any.

9.)	<p>International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) Chapter 17 Summary of minimum requirements Chapter 17 Summary of minimum requirements. Complete revision of this chapter</p>	<p>Amended By: Res. MSC.219(82) and MEPC 166(56) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Chemical tanker, Gross Tonnage: OGT, Deadweight: OGT Background: Following on from the recent work of the 11th session of the Working Group on the Evaluation of Safety and Pollution Hazards of Chemicals (ESPH 11) and 10th session of the Sub-Committee on Bulk Liquids and Gases (BLG 10), the Chapters 17 (Summary of minimum requirements), 18 (List of products to which the Code does not apply) and 19 (Index of Products carried in Bulk) of the IBC Code were completely revised. Products contained in the IBC Code have had their carriage requirements or product name revised in light of new information received, and the evaluation and assignment of carriage requirements of new products has continued with a view to inclusion in the next set of amendments to the revised IBC Code. Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly related to the minimum requirements that will need to be complied with for the carriage of each of the intended cargoes. Some of these new requirements will need to be retrospectively applied to existing chemical tankers, if all cargoes included on the current approved list of cargoes are to be continued carried on or after the implementation date. • Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the cost of purchasing and fitting equipment and systems necessary to ensure that the minimum requirements are complied with for the carriage of each of the intended cargoes. These additional cost will need to be passed on to the owner. • National Administration / Recognised Organisation : Significant impact, mainly related to the verification that the minimum requirements for the carriage of each of the intended cargoes are complied with.
10.)	<p>International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) Chapter 18 List of products which the Code does not apply Chapter 18 List of products to which the Code does not apply. Complete revision of this chapter.</p>	<p>Amended By: Res.MSC.219(82) and MEPC 166(56) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Chemical tanker, Gross Tonnage: OGT, Deadweight: OGT Background: Following on from the recent work of the 11th session of the Working Group on the Evaluation of Safety and Pollution Hazards of Chemicals (ESPH 11) and 10th session of the Sub-Committee on Bulk Liquids and Gases (BLG 10), the Chapters 17 (Summary of minimum requirements), 18 (List of products to which the Code does not apply) and 19 (Index of Products carried in Bulk) of the IBC Code were completely revised.</p>

		<p>Products contained in the IBC Code have had their carriage requirements or product name revised in light of new information received, and the evaluation and assignment of carriage requirements of new products has continued with a view to inclusion in the next set of amendments to the revised IBC Code.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly related to the minimum requirements that will need to be complied with for the carriage of each of the intended cargoes. Some of these new requirements will need to be retrospectively applied to existing chemical tankers, if all cargoes included on the current approved list of cargoes are to be continued carried on or after the implementation date. • Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the cost of purchasing and fitting equipment and systems necessary to ensure that the minimum requirements are complied with for the carriage of each of the intended cargoes. These additional cost will need to be passed on to the owner. • National Administration / Recognised Organisation : Significant impact, mainly related to the verification that the minimum requirements for the carriage of each of the intended cargoes are complied with.
11.)	<p>International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) Chapter 19 Index of Products carried in Bulk Complete revision of this chapter</p>	<p>Amended By: Res.MSC.219(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Chemical tanker, Gross Tonnage: 0GT, Deadweight: 0GT Background: Following on from the recent work of the 11th session of the Working Group on the Evaluation of Safety and Pollution Hazards of Chemicals (ESPH 11) and 10th session of the Sub-Committee on Bulk Liquids and Gases (BLG 10), the Chapters 17 (Summary of minimum requirements), 18 (List of products to which the Code does not apply) and 19 (Index of Products carried in Bulk) of the IBC Code were completely revised. Products contained in the IBC Code have had their carriage requirements or product name revised in light of new information received, and the evaluation and assignment of carriage requirements of new products has continued with a view to inclusion in the next set of amendments to the revised IBC Code.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : significant impact, mainly related to the minimum requirements that will need to be complied with for the carriage of each of the intended cargoes. Some of these new requirements will need to be retrospectively applied to existing chemical tankers, if all cargoes included on the current approved list of cargoes are to be continued carried on or after the implementation date.

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| | | <ul style="list-style-type: none">• Shipbuilder / Equipment manufacturer : significant impact, mainly related to the cost of purchasing and fitting equipment and systems necessary to ensure that the minimum requirements are complied with for the carriage of each of the intended cargoes. These additional cost will need to be passed on to the owner.• National Administration / Recognised Organisation : significant impact, mainly related to the verification that the minimum requirements for the carriage of each of the intended cargoes are complied with. |
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Surveys

1.)	<p>UR Z7 (Rev.15) Hull Classification Surveys Hull Classification Surveys. Changes introduced in Rev.15 are to be uniformly applied by IACS Societies for surveys commenced on or after the 1 January 2009</p>	<p>Amended By: 7690_ Relates To: EXISTING SHIPS, Ship Type :Container ship, Gross Tonnage: OGT, Deadweight: OGT Background: The IACS Statutory Panel raised the issue of Owners having the ability of crediting spaces and thickness measurements only once in a 54 month interval, due to the availability of concurrent crediting of spaces and thickness measurements due to the flexible time window that is currently allowed between the intermediate survey and the special survey. After a presentation and discussion lead by the Panel member, all Survey Panel members agreed to the argument given by the originator, and further agreed to make the necessary changes in all URZ7s and URZ10s where Owners are not allowed to concurrently credit surveys and thickness measurements of spaces. Implication: Limited - scope of surveys. Surveys commenced on or after the 1 January 2009.</p>
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1st January 2010**Pollution**

1.)	<p>MEPC Resolution Revised guidelines on implementation of effluent standards and performance tests for sewage treatment plants Revised guidelines for the equipment required by MARPOL Annex IV. The revised guideline will be applicable to the equipment installed on board on or after 1 January 2010.</p>	<p>Amended By: Res.MEPC 159(55) supersedes Res.MEPC.2(VI). Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 400GT, Deadweight: 0GT Background: The revised guidelines include reference to the new test method standard ISO 15705:2002 for COD and ISO 5815-1:2003 for BOD5, or other internationally accepted equivalent test standards. Also the Total Suspended Solids (TSS) Standard has been revised. Accordingly, the form of approval certificate has been also revised. Implication: Owners, Builders & equipment manufacturers should be aware of the new standards. Owners are also invited to Note. Application to all seaware treatment equipment as per required MARPOL Annex IV (400 gt or more, ships certified to carry more than 15 personnel regardless of tonnage, if the Flag Administration ratifies MARPOL Annex IV)</p>
<p>FOR INTERNAL USE ONLY: To all seaware treatment equipment as per required MARPOL Annex IV (400 gt or more, ships certified to carry more than 15 personnel regardless of tonnage, if the Flag Administration ratifies MARPOL Annex IV)</p>		
2.)	<p>MARPOL 73/78. Annex III - Regulations for the Prevention of Pollution by Harmful Substances carried in bulk by sea in package form All Regulations. A complete revision of the text of this Annex. These amendments consist :</p> <ul style="list-style-type: none"> • adding the reference to the revised Appendix to this Annex to the existing text of regulation 1, paragraph (1.1); • deleting the existing text of regulation 1, paragraph (1.2); • correcting the footnote to regulation 1, paragraph (1.1); • the current unified interpretation has been incorporated into regulation 4, as paragraph (4); • renumbering the existing regulation 4, paragraph (4) and paragraph (5); 	<p>Amended By: Res. MEPC.156(55) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT Background: These amendment by themselves are minimal in nature, but coupled to the revised IMDG Code becoming mandatory, become more significant. These requirements remain mostly operational in nature. Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable impact, but only in those cases of ships carrying harmful substances in a packaged form. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : None.

- deleting the existing text of the Appendix to Annex III, and replacing it with "criteria for the identification of harmful substances in packaged form", which defines 2 categories, namely; Acute 1; Chronic 1 and Chronic 2.

3.)	<p>MEPC Resolution Revised guidelines on implementation of effluent standards and performance tests for sewage treatment plants Revised guidelines for the equipment required by MARPOL Annex IV. The revised guideline will be applicable to the equipment installed on board on or after 1 January 2010.</p>	<p>Amended By: Res.MEPC 159(55) supersedes Res.MEPC.2(VI). Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 400GT, Deadweight: 0GT Background: The revised guidelines include reference to the new test method standard ISO 15705:2002 for COD and ISO 5815-1:2003 for BOD5, or other internationally accepted equivalent test standards. Also the Total Suspended Solids (TSS) Standard has been revised. Accordingly, the form of approval certificate has been also revised. Implication: Owners, Builders & equipment manufacturers should be aware of the new standards. Owners are also invited to Note. Application to all seaware treatment equipment as per required MARPOL Annex IV (400 gt or more, ships certified to carry more than 15 personnel regardless of tonnage, if the Flag Administration ratifies MARPOL Annex IV)</p>
<p>FOR INTERNAL USE ONLY: To all seaware treatment equipment as per required MARPOL Annex IV (400 gt or more, ships certified to carry more than 15 personnel regardless of tonnage, if the Flag Administration ratifies MARPOL Annex IV)</p>		

1st July 2010

Construction

1.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations</p> <p>Part C Machinery installations</p> <p>Regulation 41 – Main source of electrical power and lighting systems</p> <p>The following new paragraph 6 is added after the existing paragraph 5 :</p> <p>“6 In passenger ships, supplementary lighting shall be provided in all cabins to clearly indicate the exit so that occupants will be able to find their way to the door. Such lighting, which may be connected to an emergency source of power or have a self-contained source of electrical power in each cabin, shall automatically illuminate when power to the normal cabin lighting is lost and remain on for a minimum of 30 min.”</p>	<p>Amended By: Res.MSC.216(82)</p> <p>Relates To: NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background: This amendment is in addition to the complete revision to Chapter II-1 (Parts A, B, B-1, B-2, B-3 and B-4) introduced by the resolution MSC.194(80), and is part of the outcome of the extensive review of “passenger ship safety” recently completed by the MSC Committee.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable impact, mainly related to the cost of providing supplementary lights in each cabin to clearly indicate the exit. • Shipbuilder / Equipment manufacturer : Noticeable impact, mainly related to the cost of purchasing and fitting supplementary lights in each cabin to clearly indicate the exit. The additional cost will need to be passed to the owner. • National Administration / Recognised Organisation : Noticeable impact, mainly related to the verification of the fitting onboard of the supplementary lights in each cabin to clearly indicate the exit.
2.)	<p>SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations</p> <p>The following new part F is added after the existing regulation 54 :</p> <p>“Part F Alternative design and arrangements</p> <p>Regulation 55 Alternative design and arrangements</p> <p>The purpose of this regulation is to provide a methodology for alternative design and arrangements for machinery and electrical installations.</p>	<p>Amended By: Res.MSC.216(82)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background:</p> <p>Consequential to the entry into force of Chapter II-2, Part F, Regulation 17 “Alternative design and arrangements”, as introduced by resolution MSC.99 (73) (the 2000 Amendments to SOLAS), this amendment allows for alternative designs and arrangements of machinery and electrical installations to be provided in place of those required prescriptively, but only on the basis that the onboard arrangements fulfil the objectives and purpose of all applicable requirements.</p> <p>A similar amendment has also been adopted in Chapter III, with regards to the life-saving appliances and arrangements.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Potentially a significant impact, but only if alternative designs and/or arrangements are being considered. Developing alternative designs and arrangements may be more expensive in terms of design time, but the solution may be less expensive in terms of the hardware and systems provided, leading to an overall saving compared to the prescriptive design and arrangement.

		<ul style="list-style-type: none"> • Shipbuilder / Equipment manufacturer : Potentially a significant impact, but only if alternative designs and/or arrangements are being considered. Developing alternative designs and arrangements may be more expensive in terms of design time, but the solution may be less expensive in terms of the hardware and systems provided, leading to an overall saving compared to the prescriptive design and arrangement. Any additional design costs and, hopefully hardware savings, would have to be passed on to the owner. • National Administration / Recognised Organisation : Potentially a significant impact, in terms of the appraisal time, but only if alternative designs and/or arrangements are being considered
3.)	<p>MSC Resolution and MSC Circular MSC.1/Circ.1212 Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III</p>	<p>Amended By: MSC.1/Circ.1212 Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: Consequential to, and in support of, the amendments to Chapter II-1 (Part F, Regulation 55) and Chapter III (Part C, Regulation 38), included in resolution MSC.216(82), which allow for alternative designs and arrangements of machinery and electrical installations and life-saving appliances and arrangements, respectively, to be provided in place of those required prescriptively. Implication:</p> <ul style="list-style-type: none"> • Owner : Potentially a significant impact, but only if alternative designs and/or arrangements are being considered. Developing alternative designs and arrangements may be more expensive in terms of design time, but the solution may be less expensive in terms of the hardware and systems provided, leading to an overall saving compared to the prescriptive design and arrangement. • Shipbuilder / Equipment manufacturer : Potentially a significant impact, but only if alternative designs and/or arrangements are being considered. Developing alternative designs and arrangements may be more expensive in terms of design time, but the solution may be less expensive in terms of the hardware and systems provided, leading to an overall saving compared to the prescriptive design and arrangement. Any additional design costs and, hopefully hardware savings, would have to be passed on to the owner. • National Administration / Recognised Organisation : Potentially a significant impact, in terms of the appraisal time, but only if alternative designs and/or arrangements are being considered.

Fire protection

1.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Regulation 3 Definitions</p> <p>The following new paragraphs 51 and 52 are added after the existing paragraph 50 :</p> <p>“51 Safe area in the context of a casualty is, from the perspective of habitability, any area(s) which is not flooded or which is outside the main vertical zone(s) in which a fire has occurred such that it can safely accommodate all persons onboard to protect them from hazards to life or health and provide them with basic services.</p> <p>52 Safety centre is a control station dedicated to the management of emergency situations. Safety systems’ operation, control and/or monitoring are an integral part of the safety centre.”</p>	<p>Amended By: Res.MSC.216(82) Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: These amendments are part of the part of the outcome of the extensive review of “passenger ship safety” recently completed by the MSC Committee. Implication:</p> <ul style="list-style-type: none"> • Owner : None directly. • Shipbuilder / Equipment manufacturer : None directly. • National Administration / Recognised Organisation : None directly.
2.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Regulation 7 Detection and alarm</p> <p>The following new paragraph 2.4 is added after the existing paragraph 2.3 :</p> <p>“2.4 A fixed fire detection and fire alarm system for passenger ships shall be capable of remotely and individually identifying each detector and manually operated call point.”</p> <p>In paragraphs 5.2 and 5.3.1, the following new text is added at the end of the paragraphs :</p> <p>“Detectors fitted in cabins, when activated, shall also be capable of emitting, or cause to be emitted, an audible alarm within the space where they are located.”</p>	<p>Amended By: Res.MSC.216(82) Relates To: NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: OGT, Deadweight: OGT Background: These amendments are part of the part of the outcome of the extensive review of “passenger ship safety” recently completed by the MSC Committee. Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable impact, mainly related to the cost of providing a suitable fixed fire detection and fire alarm system. • Shipbuilder / Equipment manufacturer : Noticeable impact, mainly related to the cost of purchasing and fitting a suitable fixed fire detection and fire alarm system. The additional cost will need to be passed on to the owner. • National Administration / Recognised Organisation : Noticeable impact, mainly related to the verification that a suitable fixed fire detection and fire alarm system is fitted onboard.
3.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Regulation 8 Control of smoke spread</p> <p>In paragraph 2, the following new sentence is added at the end of the paragraph :</p> <p>“The ventilation system serving safety centres may be derived from the ventilation system serving the navigation bridge, unless located in an adjacent main vertical zone.”</p>	<p>Amended By: Res.MSC.216(82) Relates To: NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: OGT, Deadweight: OGT Background: These amendments are part of the part of the outcome of the extensive review of “passenger ship safety” recently completed by the MSC Committee. Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, if any.

		<ul style="list-style-type: none"> • Shipbuilder / Equipment manufacturer : Minimal impact, if any. • National Administration / Recognised Organisation : Minimal impact, if any.
4.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Regulation 9 – Containment of fire</p> <p>In subparagraph .2 of paragraph 4.1.3.3, "." is replaced by "; or".</p> <p>In paragraph 4.1.3.3, the following new subparagraph .3 is added after the existing subparagraph .2 :</p> <p>“.3 water-mist nozzles that have been tested and approved in accordance with the guidelines approved by the Organization*.”</p> <p>* Refer to the Revised Guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS regulation II-2/12 (resolution A.800(19)).</p>	<p>Amended By: Res. MSC. 201(81)</p> <p>Relates To: NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background: This amendment expands the list of acceptable sprinkler heads, to include water-mist nozzles, that can be provided to protect the windows facing life-saving appliances, embarkation and assembly stations, external stairs and open decks used for escape routes of the acceptable types of sprinkler heads that can be used to protect windows, so as to reflect</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, mainly related to the expansion of the list of acceptable sprinkler heads. • Shipbuilder / Equipment manufacturer : Minimal impact, mainly related to the expansion of the list of acceptable sprinkler heads. • National Administration / Recognised Organisation : Minimal impact, mainly related to the expansion of the list of acceptable sprinkler heads.
5.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Regulation 9 – Containment of fire</p> <p>In paragraph 2.2.3.2.2 (7), the words “Sale shops” are deleted.</p> <p>In paragraph 2.2.3.2.2 (8), the words “Sale shops” are added.</p> <p>In the notes for tables 9.3 and 9.4, the following sentence is added at the end of subscript “c” :</p> <p>“No fire rating is required for those partitions separating the navigation bridge and the safety centre when the latter is within the navigation bridge.”</p> <p>The following new paragraph 2.2.6 is added after the existing paragraph 2.2.5.2 :</p> <p>“2.2.6 Protection of atriums</p> <p>2.2.6.1 Atriums shall be within enclosures formed of “A” class divisions having a fire rating determined in accordance with tables 9.2 and 9.4, as applicable.</p> <p>2.2.6.2 Decks separating spaces within atriums shall have a fire rating determined in accordance with tables 9.2 and 9.4, as applicable.”</p> <p>The existing text of paragraph 7.5.1 is numbered as paragraph 7.5.1.1 and the following new paragraph 7.5.1.2 is added thereafter :</p>	<p>Amended By: Res. MSC216(82)</p> <p>Relates To: NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background: These amendments are part of the part of the outcome of the extensive review of “passenger ship safety” recently completed by the MSC Committee.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact. • Shipbuilder / Equipment manufacturer : Minimal impact. • National Administration / Recognised Organisation : Minimal impact.

	<p>"7.5.1.2 Exhaust ducts from ranges for cooking equipment installed on open decks shall conform to paragraph 7.5.1.1, as applicable, when passing through accommodation spaces or spaces containing combustible materials."</p> <p>The following new paragraph 7.6 is added after the existing paragraph 7.5.2.1 :</p> <p>"7.6 Ventilation systems for main laundries in ships carrying more than 36 passengers Exhaust ducts from main laundries shall be fitted with :</p> <ul style="list-style-type: none"> .1 filters readily removable for cleaning purposes; .2 a fire damper located in the lower end of the duct which is automatically and remotely operated; .3 remote-control arrangements for shutting off the exhaust fans and supply fans from within the space and for operating the fire damper mentioned in paragraph 7.6.2; and .4 suitably located hatches for inspection and cleaning." 	
6.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Regulation 10 Fire fighting</p> <p>In the first sentence of paragraph 6.4, between the words "equipment" and "shall", the words "installed in enclosed spaces or on open decks" are added.</p>	<p>Amended By: Res.MSC.216(82) Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT Background: These amendments are part of the part of the outcome of the extensive review of "passenger ship safety" recently completed by the MSC Committee. Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, if any. • Shipbuilder / Equipment manufacturer : Minimal impact, if any. • National Administration / Recognised Organisation : Minimal impact, if any.
7.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Regulation 13 Means of escape</p> <p>In paragraph 3.2.3, the words "public spaces" in the third sentence are deleted and the following new sentence is added before the fourth sentence : "Public spaces may also have direct access to stairway enclosures except for the backstage of a theatre."</p> <p>The following new paragraph 3.2.5.3 is added after the existing paragraph 3.2.5.2 :</p> <p>"3.2.5.3 In lieu of the escape route lighting system required by paragraph 3.2.5.1, alternative evacuation guidance systems may be accepted if approved by the Administration based on the guidelines developed by the Organization."</p>	<p>Amended By: Res.MSC.216(82) Relates To: NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: 0GT, Deadweight: 0GT Background: These amendments are part of the part of the outcome of the extensive review of "passenger ship safety" recently completed by the MSC Committee. Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, if any. • Shipbuilder / Equipment manufacturer : Minimal impact, if any. • National Administration / Recognised Organisation : Minimal impact, if any

8.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Regulation 15 Arrangements for oil fuel, lubricating oil and other flammable oils</p> <p>In regulation II-2/15, as amended by resolution MSC.31(63), the text after the title is replaced by the following :</p> <p>(Paragraphs 2.9 to 2.12 of this regulation apply to ships constructed on or after 1st February, 1992, except that the references to paragraphs 2.10 and 2.11 in paragraphs 3 and 4 apply to ships constructed on or after 1st July, 1998).</p>	<p>Amended By: Res.MSC.201(81) Relates To: EXISTING SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT Background: Consequential editorial amendments related to the introduction of the 2000 Amendments to SOLAS 1974.. Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : None.
9.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction</p> <p>The new regulations 21, 22 and 23 are added after the existing regulation 20 :</p> <p>“Regulation 21 Casualty threshold, safe return to port and safe areas</p> <p>The purpose of this regulation is to establish design criteria for a ship’s safe return to port under its own propulsion after a casualty that does not exceed the casualty threshold stipulated in paragraph 3 and also provides functional requirements and performance standards for safe areas.</p> <p>The casualty threshold in the context of a fire includes :</p> <p>.1 loss of space of origin up to the nearest “A” class boundaries, which may be a part of the space of origin, if the space of origin is protected by a fixed fire extinguishing system; or</p> <p>.2 loss of the space of origin and adjacent spaces up to the nearest “A” class boundaries, which are not part of the space of origin.</p> <p>When fire damage does not exceed the casualty threshold indicated in paragraph 3, the ship shall be capable of returning to port while providing a safe area.</p> <p>The safe area(s) shall generally be internal space(s); however, the use of an external space as a safe area may be allowed by the Administration taking into account any restriction due to the area of operation and relevant expected environmental conditions.</p> <p>The safe area(s) shall provide all occupants with the following basic services to ensure that the health of passengers and crew is maintained.</p> <p>Alternate space for medical care shall conform to a standard acceptable to the Administration.</p> <p>On all passenger ships built on or after 1st July, 2010, having a length of 120m or more or having 3 or more main vertical zones</p>	<p>Amended By: Res. MSC216(82) Relates To: NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: 0GT, Deadweight: 0GT, Length: 120GT Background: These amendments are part of the part of the outcome of the extensive review of “passenger ship safety” recently completed by the MSC Committee.. Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly related to the cost associated with the possible re-design of the accommodation areas that maybe necessary to comply with these requirements. • Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the cost associated with the possible re-design of the accommodation areas that maybe necessary to comply with these requirements. These additional costs will need to be passed onto the owner. • National Administration / Recognised Organisation : Significant impact, mainly related to the verification of the possible re-design of the accommodation areas that maybe necessary to comply with these requirements.
10.)	<p>SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction</p> <p>The new regulations 21, 22 and 23 are added after the existing regulation 20 :</p>	<p>Amended By: Res.MSC.216(82) Relates To: NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: 0GT, Deadweight: 0GT, Length: 120GT</p>

Regulation 22 Design criteria for systems to remain operational after a fire casualty

The purpose of this regulation is to provide design criteria for systems required to remain operational for supporting the orderly evacuation and abandonment of a ship, if the casualty threshold, as defined in regulation 21.3, is exceeded.

In case any one main vertical zone is unserviceable due to fire, the following systems shall be so arranged and segregated as to remain operational :

- fire main;
- internal communications (in support of fire-fighting as required for passenger and crew notification and evacuation);
- means of external communications;
- bilge systems for removal of fire-fighting water;
- lighting along escape routes, at assembly stations and at embarkation stations of life-saving appliances; and
- guidance systems for evacuation shall be available.

The above systems shall be capable of operation for at least 3 hours based on the assumption of no damage outside the unserviceable main vertical zone.

These systems are not required to remain operational within the unserviceable main vertical zones.

Cabling and piping within a trunk constructed to an "A-60" standard shall be deemed to remain intact and serviceable while passing through the unserviceable main vertical zone. An equivalent degree of protection for cabling and piping may be approved by the Administration.

On all passenger ships built on or after 1st July 2010 having a length of 120m or more or having 3 or more main vertical zones

Background:

These amendments are part of the part of the outcome of the extensive review of "passenger ship safety" recently completed by the MSC Committee..

Implication:

- Owner : Significant impact, mainly related to the cost associated with the possible re-design of the systems that maybe necessary to comply with these requirements.
- Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the cost associated with the possible re-design of the systems that maybe necessary to comply with these requirements. These additional costs will need to be passed onto the owner.
- National Administration / Recognised Organisation : Significant impact, mainly related to the verification of the possible re-design

11.)

SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction

The new regulations 21, 22 and 23 are added after the existing regulation 20 :

Regulation 23 Safety centre on passenger ships

The purpose of this regulation is to provide a space to assist with the management of emergency situations.

The safety centre shall either be a part of the navigation bridge or be located in a separate space adjacent to and having direct access to the navigation bridge, so that the management of emergencies can be performed without distracting watch officers from their navigational duties.

The layout and ergonomic design of the safety centre shall take into account the guidelines developed by the Organization, as appropriate.

Amended By: Res. MSC.216 (82)

Relates To: NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: 0GT, Deadweight: 0GT

Background: These amendments are part of the part of the outcome of the extensive review of "passenger ship safety" recently completed by the MSC Committee.

Implication:

- Owner : Significant impact, mainly related to the cost associated with the possible re-design of the systems and accommodation areas that maybe necessary to comply with these requirements.
- Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the cost associated with the possible re-design of the systems and accommodation areas that maybe necessary to comply

Means of communication between the safety centre, the central control station, the navigation bridge, the engine control room, the storage room(s) for fire extinguishing system(s) and fire equipment lockers shall be provided.

The full functionality (operation, control, monitoring or any combination thereof, as required) of the following safety systems listed below shall be available from the safety centre :

- all powered ventilation systems;
- fire doors;
- general emergency alarm system;
- public address system;
- electrically powered evacuation guidance systems;
- watertight and semi-watertight doors;
- indicators for shell doors, loading doors and other closing appliances;
- water leakage of inner/outer bow doors, stern doors and any other shell door;
- television surveillance system;
- fire detection and alarm system;
- fixed fire-fighting local application system(s);
- sprinkler and equivalent systems;
- water-based systems for machinery spaces;
- alarm to summon the crew;
- atrium smoke extraction system;
- flooding detection systems; and
- fire pumps and emergency fire pumps.

with these requirements. These additional costs will need to be passed onto the owner.

- National Administration / Recognised Organisation : Significant impact, mainly related to the verification of the possible re-design of the systems and accommodation areas that maybe

12.)

Fire Safety Systems Code (FSS Code)
Chapter 5 – Fixed gas fire-extinguishing systems
 The existing text of chapter 5 is replaced.

Amended By: Res. MSC.206(81)

Relates To: NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT

Background: In general terms, these amendments do not significantly change the previous technical standards for fixed gas fire-extinguishing systems. The amendments are an expansion of the standard, updating the references to the associated national standards, and extending the requirements for the alarms of low pressure CO2 systems.

Implication:

- Owner : Minimal impact, mainly related to the cost of purchasing newly designed systems.

		<ul style="list-style-type: none"> • Shipbuilder / Equipment manufacturer : Noticeable impact, mainly related to the cost of designing and having type approved new systems to comply with these amendments. These costs will need to be passed onto the owner. • National Administration / Recognised Organisation : Minimal impact, mainly related to the type approval of newly designed systems.
13.)	<p>Fire Safety Systems Code (FSS Code) Chapter 9 Fixed fire detection and fire alarm systems</p> <p>The following new paragraph 2.1.5 is added after existing paragraph 2.1.4 : “2.1.5 In passenger ships, the fixed fire detection and fire alarm system shall be capable of remotely and individually identifying each detector and manually operated call point.”</p> <p>The existing text of paragraph 2.4.1.4 is replaced by the following : “2.4.1.4 A section of fire detectors and manually operated call points shall not be situated in more than one main vertical zone.”</p>	<p>Amended By: Res. MSC.217(82) Relates To: NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: 0GT, Deadweight: 0GT Background: These amendments are part of the part of the outcome of the extensive review of “passenger ship safety” recently completed by the MSC Committee.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable impact, mainly related to the cost of the possible re-design of the fixed fire detection and fire alarm system to comply with these amendments. • Shipbuilder / Equipment manufacturer : Noticeable impact, mainly related to the cost of the possible re-design of the fixed fire detection and fire alarm system to comply with these amendments. These additional costs would need to be passed onto the owner. • National Administration / Recognised Organisation : Noticeable impact, mainly related to the verification of any re-design of the fixed fire detection and fire alarm system to comply with these amendments.

Inspections/Surveys

1.)	<p>Assembly Resolution 739(18) Guidelines for the Authorisation of Organisations Acting on Behalf of the Administration</p> <p>Appendix 1 Minimum standards for Recognised Organisations acting on behalf of the Administration</p> <p>The following new paragraph 2-1 is added after the existing paragraph 2 :</p> <p>2-1 The organization should perform survey and certification functions of a statutory nature by the use of only exclusive surveyors and auditors, being persons solely employed by the organization, duly qualified, trained and authorized to execute all duties and activities incumbent upon their employer, within their level of work responsibility. While still remaining responsible for the certification on behalf of the flag State, the organization may subcontract radio surveys to non-exclusive surveyors in accordance with the relevant provisions of resolution A.789(19).</p>	<p>Amended By: Res. MSC.208(81)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background: Survey and certification functions of a statutory nature should only be performed by exclusive surveyors and auditors, being persons solely employed by the organization, duly qualified, trained and authorized. It is, however, permitted to subcontract radio surveys to non-exclusive surveyors in accordance with the relevant provisions of resolution A.789(19).</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None • National Administration / Recognised Organisation : Significant impact, but only for those NAVRO that use non-exclusive Surveyors and Auditors to carry out Statutory surveys.
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Life-saving appliances

1.)	<p>SOLAS 1974. Chapter III - Life-saving appliances and arrangements Regulation 4 Evaluation, testing and approval of life-saving appliances and arrangements</p> <p>Paragraph 3 is replaced by the following : "3 Before giving approval to novel life-saving appliances or arrangements, the Administration shall ensure that such : .1 appliances provide safety standards at least equivalent to the requirements of this chapter and the Code and have been evaluated and tested based on the guidelines developed by the Organization; or .2 arrangements have successfully undergone an engineering analysis, evaluation and approval in accordance with regulation 38."</p>	<p>Amended By: Res. MSC.216(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT Background: Consequential to the amendment to Chapter III (Part C, Regulation 38), included in resolution MSC.216(82), which allow for alternative designs and arrangements of life-saving appliances and arrangements to be provided in place of those required prescriptively.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Potentially a significant impact, but only if alternative designs and/or arrangements are being considered. Developing alternative designs and arrangements may be more expensive in terms of design time, but the solution may be less expensive in terms of the hardware and systems provided, leading to an overall saving compared to the prescriptive design and arrangement. • Shipbuilder / Equipment manufacturer : Potentially a significant impact, but only if alternative designs and/or arrangements are being considered. Developing alternative designs and arrangements may be more expensive in terms of design time, but the solution may be less expensive in terms of the hardware and systems provided, leading to an overall saving compared to the prescriptive design and arrangement. Any additional design costs and, hopefully hardware savings, would have to be passed on to the owner. • National Administration / Recognised Organisation : Potentially a significant impact, in terms of the appraisal time, but only if alternative designs and/or arrangements are being considered.
2.)	<p>SOLAS 1974. Chapter III - Life-saving appliances and arrangements Regulation 7 – Personal life-saving appliances</p> <p>In paragraph 2.1, the following new subparagraphs .1 and .2 are inserted : .1 for passenger ships on voyages less than 24 h, a number of infant lifejackets equal to at least 2.5% of the number of passengers on board shall be provided; .2 for passenger ships on voyages 24 h or greater, infant lifejackets shall be provided for each infant on board;</p>	<p>Amended By: Res. MSC.201(81) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT Background: These amendments introduce the prescriptive number of lifejackets suitable for infants that need to be provided onboard passenger ships, and to ensure that adult lifejackets are capable, either with or without attachments, of being used by large size adults.</p>

and the existing subparagraphs .1 and .2 are renumbered as subparagraphs .3 and .4. The word “and” is moved from the end of renumbered subparagraph .3 to the end of renumbered subparagraph .4.

The following new subparagraph .5 is inserted after the renumbered subparagraph .4 of paragraph 2.1 :

.5 if the adult lifejackets provided are not designed to fit persons weighing up to 140 kg and with a chest girth of up to 1,750 mm, a sufficient number of suitable accessories shall be available on board to allow them to be secured to such persons.

Implication:

- Owner : Noticeable impact, mainly related to the cost of purchasing infant lifejackets and any necessary attachments for adult lifejackets.
- Shipbuilder / Equipment manufacturer : Noticeable impact, mainly related to the design and manufacture costs for infant lifejackets and any necessary attachments for adult lifejackets for use by large size adults. These costs will need to be passed onto the owner.
- National Administration / Recognised Organisation : Noticeable impact, mainly related to the approval of infant lifejackets, and the verification that the necessary number are onboard, also that the necessary accessories to allow adult lifejackets to be capable of being used by larger size adults are onboard.

3.)

SOLAS 1974. Chapter III - Life-saving appliances and arrangements

The following new part C is added after the existing regulation 37 :

“PART C Alternative design and arrangements

Regulation 38 Alternative design and arrangements”

The purpose of this regulation is to provide a methodology for alternative design and arrangements for life-saving appliances and arrangements.

Amended By: Res. MSC.216(82)

Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT

Background:

Consequential to the entry into force of Chapter II-2, Part F, Regulation 17 “Alternative design and arrangements”, as introduced by resolution MSC.99 (73) (the 2000 Amendments to SOLAS), this amendment allows for alternative designs and arrangements of life-saving appliances and arrangements to be provided in place of those required prescriptively, but only on the basis that the onboard arrangements fulfil the objectives and purpose of all applicable requirements.

A similar amendment has also been adopted in Chapter II-1, with regards to the machinery and electrical installations.

Implication:

- Owner : Potentially a significant impact, but only if alternative designs and/or arrangements are being considered. Developing alternative designs and arrangements may be more expensive in terms of design time, but the solution may be less expensive in terms of the hardware and systems provided, leading to an overall saving compared to the prescriptive design and arrangement.
- Shipbuilder / Equipment manufacturer : Potentially a significant impact, but only if alternative designs and/or arrangements are being considered. Developing alternative designs and arrangements may be more expensive in terms of design time, but the solution may be less expensive in terms of the hardware and systems provided, leading to an overall saving compared to the prescriptive design and arrangement. Any additional design costs and, hopefully hardware savings, would have to be passed on to the owner.

		<ul style="list-style-type: none"> National Administration / Recognised Organisation : Potentially a significant impact, in terms of the appraisal time, but only if alternative designs and/or arrangements are being considered.
4.)	<p>International Life-Saving Appliance Code (LSA Code)</p> <p>Chapter I General</p> <p>The existing subparagraphs .2 and .6 of paragraph 1.2.2 are replaced.</p> <p>Chapter II Personal life-saving appliances</p> <p>Editorial changes to parts of section 2.1 “lifebuoys”.</p> <p>The existing section 2.2 “lifejackets” is replaced.</p> <p>Editorial changes to various parts of section 2.3 “immersion suits”.</p> <p>Editorial changes to parts of section 2.4 “anti-exposure suits”.</p> <p>Items of personal life-saving appliances placed onboard all new and existing ship types on or after 1st July, 2010.</p>	<p>Amended By: Res.MSC.207(81)</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background:</p> <p>Extensive amendments and additions to the performance standards for items of personal life-saving appliance; including adding the required range of temperature within which they should operate; adding the preferred colour; adding the minimum mass necessary to operate the lifebuoy quick release mechanism; adding details for infant and large adult lifejackets; amending and extending the donning and buoyancy requirements for immersion suits; and amending the requirements for lights and performance after being totally submerged for anti-exposure suits.</p> <p>Implication:</p> <ul style="list-style-type: none"> Owner : Noticeable impact, mainly related to the addition cost of purchasing new items of personal life-saving appliance. Shipbuilder / Equipment manufacturer : Significant impact, totally related to the costs to design, manufacture and have type approved replacement items of personal life-saving appliances. These costs will need to be passed onto the owner. National Administration / Recognised Organisation : Noticeable impact, mainly related to the type approval of any new items of personal life-saving appliances, and verifying they are provided onboard.

Radio/Navigation

1.)	<p>SOLAS 1974. Chapter IV - Radiocommunications Regulation 7 – Radio equipment: General The existing text of subparagraph .6.1 of paragraph 1 is replaced by the following : .6.1 capable of transmitting a distress alert through the polar orbiting satellite service operating in the 406 MHz band; Regulation 9 – Radio equipment: Sea areas A1 and A2 The existing text of subparagraph .3.3 of paragraph 1 is replaced by the following : .3.3 through the Inmarsat geostationary satellite service by a ship earth station. Regulation 10 – Radio equipment: Sea areas A1, A2 and A3 The existing text of subparagraph .4.3 of paragraph 1 is replaced by the following : .4.3 through the Inmarsat geostationary satellite service by an additional ship earth station. The existing text of subparagraph .3.2 of paragraph 2 is replaced by the following : .3.2 through the Inmarsat geostationary satellite service by a ship earth station; and</p>	<p>Amended By: Res.MSC.201(81) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background: This amendment is consequential to the orderly closure of the Inmarsat-E service, and aimed at ensuring adequate service coverage is still available and the onboard ship-to-shore distress alert transmitting equipment is compatible with service coverage provided. Implication:</p> <ul style="list-style-type: none"> • Owner : Minimal impact, mainly related to the purchase and fitting onboard of suitable radio equipment which does not function using the Inmarsat-E service. • Shipbuilder / Equipment manufacturer : Minimal impact, mainly related to the purchase and fitting onboard of suitable radio equipment which does not function using the Inmarsat-E service. • National Administration / Recognised Organisation : Minimal impact, mainly related to the verification onboard of suitable radio equipment which does not function using the Inmarsat-E service.
2.)	<p>SOLAS 1974. Chapter V - Safety of navigation Regulation 22 – Navigation bridge visibility The following new paragraph 4 is added after the existing paragraph 3 : 4 Notwithstanding the requirements of paragraphs 1.1, 1.3, 1.4 and 1.5, ballast water exchange may be undertaken provided that: : .1 the master has determined that it is safe to do so and takes into consideration any increased blind sectors or reduced horizontal fields of vision resulting from the operation to ensure that a proper lookout is maintained at all times; .2 the operation is conducted in accordance with the ship’s ballast water management plan, taking into account the recommendations on ballast water exchange adopted by the Organization; and .3 the commencement and termination of the operation are recorded in the ship’s record of navigational activities pursuant to regulation 28.</p>	<p>Amended By: Res.MSC.201(81) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT, Length: 55GT Background: In view of the experience now gathered with the introduction of the navigation bridge visibility requirements in the 2000 Amendments to SOLAS 1974. Implication:</p> <ul style="list-style-type: none"> • Owner : Noticeable impact, mainly related to the relaxation of the fields of vision during ballast water exchange, but only when appropriate operations actions are taken by the master. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : None, as this is generally operational in nature.
3.)	<p>SOLAS 1974. Chapter V - Safety of navigation Regulation 34 Safe navigation and avoidance of dangerous situations The following additional text should be added to the footnote for paragraph 1 :</p>	<p>Amended By: Res. MSC. 216(82) Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background:</p>

“and the Guidelines on voyage planning for passenger ships operating in remote areas adopted by the Organization by resolution [A...(25)].”

It should be noted that the 25th session of the IMO Assembly is tentatively scheduled to meet between 3rd and 14th December, 2007, at which time the resolution reference will be completed.

This amendment is part of the continuous process of reviewing and developing guidelines to assist in the safe operation of ships.

Implication:

- Owner : Minimal impact , if any, and only of an operational nature.
- Shipbuilder / Equipment manufacturer : None.
- National Administration / Recognised Organisation : None.

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Safety

1.)	<p>MSC Circular MSC.1/Circ.1214 Performance standards for the systems and services to remain operational on passenger ships for safe return to port and orderly evacuation and abandonment after a casualty</p> <p>All new passenger ship built on or after 1st July, 2010, having a length of 120 m or more or having three or more main vertical zones.</p>	<p>Amended By: MSC.1/Circ.1214</p> <p>Relates To: NEW SHIPS, Ship Type :Passenger ship, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background: These amendments are part of the part of the outcome of the extensive review of “passenger ship safety” recently completed by the MSC Committee.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly related to the cost associated with the possible re-design of the systems that maybe necessary to comply with these requirements. • Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the cost associated with the possible re-design of the systems that maybe necessary to comply with these requirements. These additional costs will need to be passed onto the owner. • National Administration / Recognised Organisation : Significant impact, mainly related to the verification of the possible re-design of the systems that maybe necessary to comply with these requirements.
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1st October 2010

Construction

<p>1.) SOLAS 1974. Chapter II-1 - Construction - Structure, subdivision and stability, machinery and electrical installations Regulation 8-2 – Special requirements for Ro-Ro passenger ships carrying 400 persons or more</p> <p>Ro-Ro passenger ships carrying 400 persons or more, built before 1st July, 1997, having survivability characteristics A/Amax 97.5% or more, are to comply with the provisions of paragraph 2.3 of regulation 8, assuming the damage applied anywhere within the ship's length "L", not later than the first periodical survey after 1st October, 2010.</p> <p>Note : This regulation refers to the version of Chapter II-1 extant prior to the adoption of the revised Chapter in January, 2009.</p>	<p>Amended By: SOLAS 1974, as amended, consolidated edition 2004 Relates To: EXISTING SHIPS, Ship Type :Passenger ship, Gross Tonnage: 0GT, Deadweight: 0GT Background: This is part of the incremental application of the amendments introduced to enhance the survivability standards by bring damage stability requirements for existing Ro-Ro passenger ships generally into line with new ships. By now all Ro-Ro passenger ships with an A/Amax value less than 97.5% should have been dealt with. Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly related to the strict nature of these regulations. It may be necessary to provide additional buoyancy (sponsons or casings on Ro-Ro decks) or partial bulkheads/doors to restrict flood water to obtain compliance, otherwise the total number of persons carried (the total of passengers and crew) to less than 400. There would be a significant cost implication in both of these options, either the cost of the modifications and the loss in income from the reduction in the number of passengers. A reduction in the maximum loaded draught to meet the "2 compartment" survivability standard would also a cost implication in terms of the reduction in car/truck/ trailer capacity. • Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the extensive structural modifications that may need to be carried out. There would be a significant cost implication in carrying out these modifications, which would have to be passed on to the owner. • National Administration / Recognised Organisation : Significant impact, mainly related to the verification that the necessary structural modifications have been carried out, or amending the certificates for the reduction of the number of persons onboard to less than 400.
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Fire protection

<p>1.) SOLAS 1974. Chapter II-2 - Construction - Fire protection, fire detection and fire extinction Applicable to pre-1974 SOLAS passenger ships carrying more than 36 passengers.</p> <p>Regulation 41-1 Upgrading of passenger ships carrying more than 36 passengers constructed before 1st October, 1994</p> <p>Paragraph 2.4 states : “passenger ships which do not comply with all of the requirements of chapter II-2 applicable to ships constructed on or after 25th May, 1980 (requirements of chapter II-2 of SOLAS 1974, as adopted by the International Conference on Safety of Life at Sea, 1974, applicable to new passenger ships) shall comply with the following :</p> <p>.4 all the requirements of chapter II-2 applicable to ships constructed on or after 25th May, 1980 (requirements of chapter II-2 of SOLAS 1974, as adopted by the International Conference on Safety of Life at Sea, 1974, applicable to new passenger ships) not later than 1st October, 2010.”</p> <p>Note: This regulation refers to the version of Chapter II-2 extant prior to the adoption of the revised Chapter in December, 2000 (the 2000 amendments to SOLAS 1974).</p>	<p>Amended By: SOLAS 1974, as amended, consolidated edition 2004</p> <p>Relates To: EXISTING SHIPS, Ship Type :Passenger ship, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background: This is the final incremental application of the amendments introduced to enhance the fire protection, detection and extinction requirements for existing passenger ships built to comply with SOLAS 1960, up to those of SOLAS 1974 that came into force on 25th May, 1980. While all of the requirements of SOLAS 1974, Chapter II-2 are to be complied with, in many cases it is only the requirements for the “restriction of combustibles materials” that need to be complied with.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, entirely related to the replacement of the fire protection, detection and extinction systems, for those that comply with the requirements of SOLAS 1974 rather than SOLAS 1960. The extent of this replacement may well not be economically viable in view of the high anticipated cost and the likely return for the rest of the working life of the ship. • Shipbuilder / Equipment manufacturer : Minimal impact, if any. • National Administration / Recognised Organisation : Significant impact, entirely related to the verification of the replacement of the fire protection, detection and extinction systems, for those that comply with the requirements of SOLAS 1974 rather than SOLAS 1960.
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NARRATIVE OF PROPOSED LEGISLATION

1st January 2009

Ballast Water

<p>1.) Ballast Water Management (BWM) Convention THE ENTRY INTO FORCE DATE IS PROVISIONAL AND SUBJECT TO AMENDMENT</p> <p>To date, a total number of six (6) member States (Maldives, Saint Kitts and Nevis, the Syrian Arab Republic, Spain, Nigeria and Tuvalu) have ratified or acceded to the Ballast Water Management Convention, becoming Contracting States. This is an insufficient number to bring this convention into force, which will occur 12 months after ratification by 30 States, representing 35% of world merchant shipping tonnage. The remaining Member States have been urged by the IMO Secretary General to give consideration to the ratification, acceptance, approval of, or accession to, the BWM Convention at the earliest possible opportunity.</p> <p>The following guideline have been adopted :</p> <ul style="list-style-type: none"> • G1 "Guidelines for sediment reception facilities"; • G3 "Guidelines for ballast water management equivalent compliance" • G4 "Guidelines for ballast water management and development of ballast water management plans" • G5 "Guidelines for ballast water reception facilities"; • G6 "Guidelines for ballast water exchange" • G7 "Guidelines for risk assessment to grant exemptions under regulation A-4" • G8 "Guidelines for approval of ballast water management systems" • G9 "Procedure for approval of ballast water management systems that make use of active substances" • G10 "Guidelines for approval and oversight of prototype ballast water treatment technology programmes" • G11 "Guidelines for ballast water exchange design and construction standards" • G12 "Guidelines on design and construction to facilitate sediment control on ships" • G13 "Guidelines for additional measures regarding ballast water management including emergency situations" • G14 "Guidelines on designated areas for ballast water exchange". 	<p>Amended By: MEPC 56</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background:</p> <p>This matter will be further discussed at both BLG 12 and MEPC 57. LR has been fully involved in the development of the requirements for ballast water management.</p> <p>"Ballast Water Treatment Technology Handbook" developed by Lloyd's Register will provide information necessary to concerned parties.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, both in the addition equipment that may be required to be provided and the operation procedures that will need to be developed and applied onboard. • Shipbuilder / Equipment manufacturer: Significant impact, mainly relating to the additional equipment that may be required to be provided and the development of operational manuals for use onboard. The additional cost associated with this work will have to be passed on to the owner. • National Administration / Recognised Organisation: Noticeable impact, mainly related to the approval of the new equipment that may be required to be provided, the approval of the operational manual that will be used onboard, and to ensure that these operational procedure are adopted while the ship is in their territorial waters. <p>Application : To all the new and existing ship types, once the convention comes into force : 01 January 2009 for new building ; After 2014 for existing ship with a Ballast Water Capacity of between 1500 and 5000 cubic metres, inclusive ; After 2016 for existing ship with a Ballast Water Capacity of less than 1500 or greater than 5000 cubic metres. (Note: the interpretation of "after 2014" or "after 2016" will be further discussed at the next session of the BLG Sub-Committee)</p>
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BLG 12 is to be requested to submit the final draft of the following guidelines, for adoption at MEPC 57 :

- G2 "Guidelines for ballast water sampling" - The status of approval of the ballast water treatment technologies are circulated as BWM.2/ Circ.11

FOR INTERNAL USE ONLY:

LR has been fully involved in the development of the requirements for ballast water management, therefore we support this topic. The LR specialist on this subject is Graham Greensmith, who can be contacted directly by Email at graham.greensmith@lr.org.

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Pollution

1.)	<p>MARPOL 73/78. Annex VI - Regulations for the Prevention of Air Pollution from ships</p> <p>THE ENTRY INTO FORCE DATE IS PROVISIONAL AND MIGHT BE SUBJECT TO AMENDMENT</p> <p>This matter was raised under the current MEPC work programme item "Prevention of air pollution from ships", and was discussed at MEPC 55, where it was decided that there was a need to develop global wash water criteria.</p> <p>An industry wide correspondence group was established, with the terms of reference to develop the initial draft of the wash water criteria, which will be considered at MEPC 56, to be held during July, 2007.</p> <p>All new and existing ship types, as from the date of entry into force, but only those fitted with an exhaust gas cleaning system for compliance with MARPOL Annex VI, Regulation 14.</p> <p>At this moment in time, just a watching brief on the papers being submitted for MEPC 56, but LR should be prepared to make contributions to the correspondence group, through the IACS Machinery Panel.</p>	<p>Amended By: MEPC</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background: Once agreed, these criteria will not only become part of MARPOL Annex VI, but will also be included in the various parts of the LR Ship Rules associated with main and auxiliary engine exhaust systems, Inert Gas Systems and the EP Notation.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Significant impact, mainly related to the initial cost of purchase and fitting of an exhaust gas cleaning system. • Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the initial cost of purchase and fitting of an exhaust gas cleaning system. These additional costs would need to be passed onto the owner. • National Administration / Recognised Organisation : Noticeable impact, mainly related to the time necessary to type approve exhaust gas cleaning systems, to verify them being fitted onboard and the issue of any certification.
<p>FOR INTERNAL USE ONLY: LR plans to be fully involved in the development of these wash water criteria, therefore we support this topic.</p>		

Ship Recycling

1.)	<p>Recycling of Ships Convention THE ENTRY INTO FORCE DATE IS PROVISIONAL AND MIGHT BE SUBJECT TO AMENDMENT</p> <p>Building on the work is carried out since MEPC 54, further development of the text of the draft Convention was carried out.</p> <p>Ship Recycling issues remain on the forefront of the MEPC agenda. The IMO is continuing its development of the “International Convention for ship environmentally sound recycling of ships” with a target completion date 2009. However there appear to be many items to be solved before the final adoption of the Convention. The Convention gives general requirements on how the ship recycling is to be done. Technical details will be given in the guidelines which are being discussed simultaneously.</p> <p>IMO still maintains the target date for hosting a conference for the adoption of the new Convention as year 2009.</p> <p>This is a work in progress, requiring continuous involvement in the development of the convention text and the associated guidelines that are being identified.</p>	<p>Amended By: MEPC 56</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background: LR welcomes the proposals for the draft convention but recognises the difficulties are still outstanding. LR continues to invest considerable time and resources to this important subject and to contributing to the developments at the IMO and other international forum. LR are presently the world's leading supplier to Shipowners of solutions in this field and are determined to continue this lead through innovative implementation of IMO requirements and actively advising and assisting owners using our network of technical experts.</p> <p>Implication: At this moment, even application of this Convention is yet to be finalized. Although the Committee tentatively agreed the lower limit as 500GT, but whether this is applied to ships engaged on domestic voyage, status of state owned ship etc will be further discussed. The technical details relating to this Convention, such as inventory of the hazardous materials are also subject to further discussion. Lloyd’s Register will continue its active engagement in these discussions.</p>
<p>FOR INTERNAL USE ONLY: This is a work in progress, requiring continuous involvement in the development of the convention text and the associated guidelines that are being identified. The LR specialist on this subject is Robin Townsend, who can be contacted directly by Email at robin.townsend@lr.org</p>		

1st July 2009*Dangerous goods*

<p>1.) International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) THE ENTRY INTO FORCE DATE IS PROVISIONAL AND MIGHT BE SUBJECT TO AMENDMENT Identification of the carriage requirements of bio-fuels and bio-fuel blends under the IBC Code</p> <p>This matter was raised under the current MEPC work programme item "Work Programme of the Committee and Subsidiary Bodies", and was discussed at MEPC 55 where it was decided that this should be referred to the BLG Sub-Committee.</p> <p>This matter will be considered as a high priority item on the agenda of BLG 11 (to be held during April, 2007), with a target completion date of 2008.</p> <p>All new and existing tankers that will be certified to carry bio-fuels and/or bio-fuel blends as cargoes, as from the date of entry into force.</p> <p>At this time, the only internal action considered necessary is for the External Affairs Department to keep a watching brief on the papers being submitted for BLG and the outcome.</p>	<p>Amended By: MEPC Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :Chemical tanker, Gross Tonnage: OGT, Deadweight: OGT Background:</p> <p>It has been noted that the transport of bio-fuels and bio-fuel blends as cargo is becoming a major issue because it is unclear exactly which MARPOL requirements need to be followed. These bio-fuels are considered to fall under MARPOL Annex II when being moved as products intended for blending with petroleum or mineral products. However, when being carried as blended products, it becomes unclear whether their carriage should be in accordance with MARPOL Annex I or Annex II, and this is causing confusion within industry.</p> <p>As a result of the above confusion and due to the major increase in the movements of these products, in the pure and blended form, as an interim measure it was agreed that the proposed guidance below would facilitate the shipment of these products in a safe and environmentally friendly manner and encouraged Member States to follow a similar approach until the matter can be considered further :</p> <ol style="list-style-type: none"> 1. When shipping pure bio-fuels in the form of fatty acid methyl esters, or ethyl alcohol then the requirements of MARPOL Annex II and the IBC Code shall be complied with. 2. When declaring and shipping bio-fuels blended with base petroleum fuels then the following products can be carried under MARPOL Annex I provided the following limits are not exceeded : <ol style="list-style-type: none"> 2.1. Blended bio-diesel with a maximum limit of 15% bio-diesel and 85% ordinary diesel B15; or 2.2. Blended bio-ethanol with a maximum limit of 15% bio-ethanol and 85% ordinary gasoline/petrol, E15; or 2.3. Gasoline-alcohol mixtures with a maximum limit of 15% alcohol and 85% ordinary gasoline/petrol. E15. 3. When carrying these products under MARPOL Annex I or Annex II, the shipper of the cargo is responsible for providing compatibility information to the ship operator and/or master. The cargo shall be compatible with all materials of construction so that no damage to the integrity of the materials of construction is incurred.
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4. If the blended products contain a higher percentage of bio-fuels than shown at paragraph 3.2, the shipper should contact the Administration with regards to the carriage of these products.

Implication:

- Owner : Possible significant impact, mainly related to the initial purchase and ongoing maintenance costs associated with providing onboard the necessary equipment, arrangements and procedures for the carriage of bio-fuels and/or bio-fuel blends as cargoes.
- Shipbuilder / Equipment manufacturer : Possible noticeable impact, mainly related to the initial costs associated with providing onboard the necessary equipment and arrangements for the carriage of bio-fuels and/or bio-fuel blends as cargoes. These additional costs would need to be passed onto the owner.
- National Administration / Recognised Organisation : Possible significant impact, mainly related to the verification of the onboard the equipment, arrangements and procedures for the carriage of bio-fuels and/or bio-fuel blends as cargoes.

FOR INTERNAL USE ONLY:
LR fully supports this topic.

Pollution

<p>1.) MEPC Circular THE ENTRY INTO FORCE DATE IS PROVISIONAL AND MIGHT BE SUBJECT TO AMENDMENT Review of the MEPC.1/Circ.511 "Revised guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system (IBTS)"</p> <p>This matter was raised under the current MEPC work programme item "Work Programme of the Committee and Subsidiary Bodies", and was discussed at MEPC 55 where it was decided that this should be referred to the DE Sub-Committee.</p> <p>This matter, which is relevant to both MARPOL Annex I and Annex VI requirements, will be considered as a high priority item on the agenda of DE 50 (March, 2007), with a target completion date of 2008.</p> <p>At this moment in time, just a watching brief on the papers submitted for MEPC 56, but LR should be prepared to make contributions to the correspondence group, through the IACS Machinery Panel.</p>	<p>Amended By: MEPC Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT Background:</p> <p>A comprehensive overhaul of the regulations and related guidelines concerning handling of oil residues and oily bilge water has been proposed, in view of the zero tolerance approach to MARPOL violations being adopted by maritime authorities worldwide, which has made seafarers and shipping companies vulnerable to criminal prosecutions. In this environment, all efforts should be made to ensure that MARPOL provisions were clear (including definitions of key concepts in the regulations which are now absent) so that the requirements could be easily translated into actual operational practice aboard ships. The following initial concrete regulatory measures were proposed, which will be the basis for further discussion :</p> <ul style="list-style-type: none"> • develop clear definitions for oil residues (sludge) and bilge water holding tanks; • develop unified interpretations on how letter codes (A to H) in the ORB should be used; • amendments to the IOPP Certificate, Forms A (ships other than oil tankers) and B (oil tankers); • develop supplementary Guidelines concerning approval of bilge and sludge handling systems; and • update the "Revised Guidelines for systems for handling oily wastes in machinery spaces of ships" approved at MEPC 54 (MEPC.1/Circ.511). <p>Once agreed, these revised guidelines will impact not only on the requirements of MARPOL Annexes I and VI, but also on those parts of the LR Ship Rules associated with machinery space bilge systems and the EP Notation.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Possible significant impact, mainly related to any identified changes to the machinery space tank and equipment arrangements and/or the procedures associated with the bilge and sludge handling systems. • Shipbuilder / Equipment manufacturer : Possible noticeable impact, mainly related to any identified changes to the machinery space tank and equipment arrangements associated with the bilge and sludge handling systems. Any additional costs would need to be passed onto the owner.
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- National Administration / Recognised Organisation : Possible noticeable impact, mainly related to the time necessary to verify any identified changes to the machinery space tank and equipment arrangements and/or the procedures associated with the bilge and sludge handling systems are onboard.

FOR INTERNAL USE ONLY:

LR fully supports this topic.

2.) **MARPOL 73/78. Annex VI - Regulations for the Prevention of Air Pollution from ships**
THE ENTRY INTO FORCE DATE IS PROVISIONAL AND MIGHT BE SUBJECT TO AMENDMENT

This matter was raised under the current MEPC work programme item "Prevention of air pollution from ships", and was discussed at MEPC 55 where it was noted that a Working Group has been set up by ISO to deal with this, many delegations felt that this work would be best dealt with by the IEC. LR is a member of the IEC TC 18 sub-committee producing a "high voltage shore connection" standard.

Amendments to the LR Ship Rules have already been drafted, to be submitted to the LR Technical Committee during 2007.

At this moment in time, just a watching brief on the papers being submitted to MEPC 56, but LR should be prepared to make contributions to the correspondence group, through the IACS Machinery Panel.

Amended By: MEPC

Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT

Background:

Once agreed, the standardisation of shore power connections will, not only, become part of MARPOL Annex VI, but also part of the LR Ship Rules associated with engineering systems.

A major concern to be considered when developing these requirements should be the suitability of the on-shore power supply for all ship types, in terms of the high demand that some ships types (mainly large passenger ships, large container ships and liquefied natural gas carriers) will require, and whether the on-shore power generating plant itself causes more air pollution than the ships it would supply.

Implication:

- Owner : Significant impact, mainly related to the initial cost of modifying the switchboard to accept an on-shore power supply.
- Shipbuilder / Equipment manufacturer : Significant impact, mainly related to the initial cost of modifying the switchboard to accept an on-shore power supply. These additional costs would need to be passed onto the owner.
- National Administration / Recognised Organisation : Noticeable impact, mainly related to the time necessary to type approve the modified switchboards and verify their satisfactory operation onboard.

FOR INTERNAL USE ONLY:

LR fully supports this topic.

1st January 2010

Pollution

1.)	<p>MARPOL 73/78. Annex V - Regulations for the Prevention of Pollution by Garbage from ships</p> <p>THE ENTRY INTO FORCE DATE IS PROVISIONAL AND SUBJECT TO AMENDMENT</p> <p>At the invitation of the UN General Assembly, and in view of the considerable recent amount of bad press regarding the amounts of garbage being found at sea, a new work programme item was introduced at MEPC 55.</p> <p>An industry wide correspondence group was established, with the terms of reference to develop the initial draft amendments of MARPOL Annex V, which will be considered at MEPC 56, to be held during July, 2007.</p> <p>Not clear at this moment, but likely to be applicable to all new and existing ship types, as from the date of entry into force.</p> <p>At this moment in time, just a watching brief on the papers being submitted for MEPC 56.</p>	<p>Amended By: MEPC</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background:</p> <p>In accordance with the objectives of UN General Assembly Resolution A/ Res/60/31 on "Sustainable fisheries, including through the 1995 Agreement for the Implementation of the Provisions of the United Nations Convention on the Law of the Sea of 10th December, 1982 relating to the Conservation and Management of Straddling Fish Stocks and Highly Migratory Fish Stocks, and related instruments", and at their invitation, there is to be a review of MARPOL Annex V "Regulations for the Prevention of Pollution by Garbage".</p> <p>One possible outcome of this review is that some form of survey and certification requirements may be included in the next version of this Annex, which will require an implementation project to be instigated to develop / amend the LR procedures and documentation to cover this additional work.</p> <p>There are no current specific "EP Notation" requirements for garbage, other than the prerequisite requirement for the assignment of the "EP Notation" that the ship complies with all adopted Annexes of MARPOL, whether ratified or not.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : Possible significant impact, mainly related to providing onboard the necessary arrangements and fittings for the issue of certification, should this Annex become mandatory. • Shipbuilder / Equipment manufacturer : Possible significant impact, mainly related to providing onboard the necessary arrangements and fittings for the issue of certification, should this Annex become mandatory. • National Administration / Recognised Organisation : Possible significant impact, mainly related to the time necessary to verify the arrangements onboard and issue certification, should this Annex become mandatory.
<p>FOR INTERNAL USE ONLY: LR plans to be fully involved in the revision of MARPOL Annex V, therefore we support this topic.</p>		

1st October 2010

Construction

- 1.) **Goal-based New Ship Construction Standards Code**
THE ENTRY INTO FORCE DATE IS PROVISIONAL AND MIGHT BE SUBJECT TO AMENDMENT.
KEEL DATE IS ALSO PROVISIONAL AND MIGHT BE SUBJECT TO AMENDMENT.
 Goal based standards (GBS) was progressed at MSC 83 with the agreement on the following :
- (Review of the report of the Pilot Panel)** By MSC 83, the Pilot Panel had completed the first draft of the guidelines for the evaluation of the trial application. The actual trial application of Tier III to classification rule (IACS Common Structure Rule) had not yet started.
- (Net scantling approach)**
 A simple "pure" net scantling approach, i.e. application of net thickness without corrosion addition to all strength calculations (local, global strength and fatigue) was not supported by the majority of the Pilot Panel and MSC Working Group due to its unscientific nature. Instead MSC 83 has accepted the IACS proposed method which was based on a methodology that takes into account the permissible diminution of structural elements over the service life and is based on IMO's allowable diminution levels as required in Assembly resolution A.744(18), The agreed approach will now be used by the Pilot Panel in further refinement of Tier III verification process.
- (Further trial application of Tier III)**
 The Committee agreed that the Guidelines on verification should undergo further refinement and development through a second more focused trial application with the aid of IACS CSR on tankers. Between November 2007 and April 2008 the Pilot Panel will work on the elements of Tier III, after which the Panel will conduct the trial application of the refined Tier III. The Pilot Panel will report to MSC 85 in November/December 2008.
- (Proposed amendment to the SOLAS convention)**
 The Committee agreed that it was still premature to approve GBS related draft amendments to SOLAS convention at this stage.
- (Safety level approach)**
 The Committee, at its eighty-second session, continued its work on goal-based

Amended By: MSC 83

Relates To: NEW SHIPS, Ship Type :Bulk carrier, Gross Tonnage: 0GT, Deadweight: 0GT

Background:

The notion of "goal-based new ship construction standards" was introduced to IMO at the eighty-ninth session of the Council in November 2002 through a proposal by the Bahamas and Greece (C 89/12/1), suggesting that the Organization should play a larger role in determining the standards to which new ships are built, traditionally the responsibility of classification societies and shipyards.

The Committee has generally approved the Goals (Tier I) and Functional Requirements (Tier II). The development of Tier III – Verification, has been charged to a specially formed Pilot Panel, which was tasked to look at the proposals together with the assistance of IACS Common Structural Rules.

Implication:

The true implications of GBS to ships are not fully known at this time. However, the introduction of GBS may result in changes to the IACS CSR for oil tankers and bulk carriers if the requirements agreed within GBS differ from the assumptions and principles which form the basis of the current rules. Whilst the general requirements of the current version of Tiers I and II appear to be reasonably consistent with the CSR this could change or different interpretations could develop during the planned trial verification. Also it not fully known what effect GBS will have on the Rules other than for oil tankers in length above 150m and bulk carriers in length above 90m because some of the Functional Requirements and Verification Criteria were developed directly for oil tanker and bulk carrier.

The known implications are specific to classification Rules of organisations that would like to be authorised by flags to issue Safety Construction Certificates. It is clear that significant effort would be required to demonstrate how Rules meet the Goals and Functional Requirements. This effort would require production of technical background material explaining certain elements of the Rules and providing answers to the questions posed by the Group of Experts during their verification process. Though no decision was made yet, it is expected that the Recognised Organisation (classification society) would be required to cover the expenses of the Experts. The source of experts for the Group of Experts who would be knowledgeable in the very unique area such as development of Rules for Classification of ships may also present its challenges.

new ship construction standards on two parallel tracks. The first was to continue the envelopment of GBS for bulk carriers and oil tankers with the prescriptive approach and the second to develop goal-based standards using the safety level approach. The safety level approach (SLA) aims to control safety levels, based on casualty data available from a database which is yet to be set up. Though discussion did take place at this and previous sessions of MSC, little progress was achieved with respect to the Safety Level Approach. This was due to the fact that most resources of member States were devoted to completion of the prescriptive approach.

Goal-based standards will be initially applicable to classification rules for oil tankers of 150 m and above in length and bulk carriers of 90 m and above in length (however the bulk carrier length is still under discussion) and will affect ships built on or after the date of entry into force either of the SOLAS amendments or the amendments to the Rules as a result of GBS. Ultimately, goal-based standards will be extended to cover all aspects of IMO work on maritime safety and pollution prevention and will become applicable to all Convention types and sizes of ships. At present only the hull structure is being considered.

FOR INTERNAL USE ONLY:

(To progress the development IMO has linked GBS with the IACS Common Structural Rules (CSR). LR supports IACS developing an effective position in respect of GBS and contributes to the development of GBS. LR is watching the development carefully as, although at this stage it is focussed entirely on bulk carriers and oil tankers, the impact on classification rules could be very significant and the classification society will face an additional burden of demonstrating to the group of experts that the requirements of GBS have been satisfied by any rule set. Given the potential impact on the rule development process and possible changes in the underlying assumptions that are currently used in the rules LR is working to support Administrations and IACS to ensure that the consequence of proposals is understood in order to maintain a professional informed debate during the final stages of the initial development and trail implementation of GBS.

The Pilot Project will be crucial to the finalisation of GBS and IMO would be seeking support from all sectors. LR intends to offer its knowledge and experience both through National delegations and IACS to this Project.

It should be reiterated that the current work is being carried out with the benefit of the two sets of IACS CSR. However, the intention of the proponents of GBS was to verify all classification rules linked to the execution of statutory services on behalf of Flags. This should pose a significant challenge to the Expert Group both from the point of view of their continuous engagement, the numerous sets of individual classification societies' Rules, and funding of the continuous work of the Expert Group (Rules are continuously reviewed and amended by classification societies).

Also, the SLA approach is wider than initially envisaged by the original proponents of GBS. In order to be consistent with the aims and goals of IMO, the GBS should encompass the development and verification of IMO Conventions, Codes and other national requirements. LR is closely monitoring the developments

Human Element/ILO

<p>1.) Human Element Code</p> <p>The vision of this topic is to significantly enhance maritime safety, security and the quality of the marine environment by addressing human element issues to improve performance.</p> <p>This topic has a number of principles, which are :</p> <ul style="list-style-type: none"> • The human element is a complex multi-dimensional issue that affects maritime safety, security and marine environmental protection. It involves the entire spectrum of human activities performed by ships' crews, shore-based management, regulatory bodies, recognized organizations, shipyards, legislators, and other relevant parties, all of whom need to co-operate to address human element issues effectively. • IMO, when developing regulations, should honour the seafarer by seeking and respecting the opinions of those that do the work at sea. • Effective remedial action following maritime casualties requires a sound understanding of human element involvement in accident causation. This is gained by thorough investigation and systematic analysis of casualties for the contributory factors and the causal chain of events. • In the process of developing regulations, it should be recognized that adequate safeguards must be in place to ensure that a single human or organizational error will not cause an accident through the application of these regulations. • Rules and regulations which address seafarers directly should be simple, clear and comprehensive. • Crew endurance, defined as the ability to maintain performance within safety limits, is a function of many complex and interacting variables including individual capabilities, management policies, cultural factors, experience, training, job skills, and work environment. • Dissemination of information through effective communication is essential to sound management and operational decisions. • Consideration of human element matters should aim at decreasing the possibility of human and organizational error as far as possible. <p>There are a number of goals which have been set to achieve the vision and principles, and these are :</p>	<p>Amended By: IMO Resolution</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: 0GT, Deadweight: 0GT</p> <p>Background:</p> <p>The IMO vision for the Human Element is to “significantly enhance maritime safety and the quality of the marine environment by addressing human element issues to improve performance.” (IMO Res. A.947 Human Element Vision, Principles and Goals).</p> <p>Implication:</p> <p>The definition of a strategy and work plan for the HEWG will have implications for various parties. All parties will eventually be directly or indirectly affected by the increased rigour of treatment of the Human Element afforded by the Checklist for considering human element issues by IMO bodies (MSC-MEPC.77/Circ.1)</p> <ul style="list-style-type: none"> • Owner : None directly from MEPC 54. However, the Guidelines on the basic elements of a shipboard occupational health and safety programme to be developed by Bulk Liquids and Gases committee will be of interest to most owners. None directly from MSC 82. However, the instruction for ISM to be revised to be more seafarer-centred and ship-specific will have an impact in due course. Similarly the recommendation for STCW to address the increased use of automation on ships and Dangerous Cargo Endorsements. • Shipbuilder / Equipment manufacturer : None directly from MEPC54. However, the Framework for consideration of ergonomics and the work environment will provide information on addressing seafarers in the design of ships and associated equipment and procedures. None directly from MEC82. However, the instructions to DE and NAV to explicitly address ergonomic issues in specific circulars, performance standards and guides may affect standards, Rules and notations. • National Administration / Recognised Organisation : from MEPC 54 Significant impact, mainly in the way new regulations or amendments to existing regulations are developed and introduced. For example, the recommendations on the administration of the ISM Code. From MSC82 Input is requested for a revision to the Guidelines for ISM, a code of safe working practice for seafarers, guidance on near-miss identification and reporting.
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- To have in place a structured approach for the proper consideration of human element issues for use in the development of regulations and guidelines by all committees and sub-committees.
- To conduct a comprehensive review of selected existing IMO instruments from the human element perspective.
- To promote and communicate, through human element principles, a maritime safety culture, security consciousness and heightened marine environment awareness.
- To provide a framework to encourage the development of non-regulatory solutions and their assessment, on the basis of human element principles.
- To have in place a system for identifying and disseminating maritime interests studies, research and other relevant information on the human element, including the findings of marine and non-marine incident investigations.
- To provide educational material for seafarers designed to increase their knowledge and awareness of the impact of human element issues on safe ship operations, and help them do the right thing.
- To provide a framework for understanding the very complex system of interrelated human element factors, incorporating operational objectives, personal endurance concerns, organizational policies and practices, and environmental factors, in order to facilitate the identification and management of risk factors in a holistic and systematic manner.

Human Element issues will affect all ship types when used to develop new regulations or amendments to existing regulations. The specific effects will depend on the type of ship, its design, operation, equipment and trade. This is work in progress, requiring continuing involvement in the development of this topic.

FOR INTERNAL USE ONLY:

This is work in progress, requiring continuing involvement in the development of this topic.

Safety

<p>1.) Formal Safety Assessment Code THE ENTRY INTO FORCE DATE IS PROVISIONAL AND MIGHT BE SUBJECT TO AMENDMENT</p> <p>Formal Safety Assessment (FSA) is a structured and systematic methodology, aimed at enhancing maritime safety, including protection of life, health, the marine environment and property, by using risk analysis and cost benefit assessment.</p> <p>FSA can be used as a tool to help in the evaluation of new regulations for maritime safety and protection of the marine environment or in making a comparison between existing and possibly improved regulations, with a view to achieving a balance between the various technical and operational issues, including the human element, and between maritime safety or protection of the marine environment and costs.</p> <p>The decision makers at IMO, through FSA, will be able to appreciate the effect of proposed regulatory changes in terms of benefits (e.g. expected reduction of lives lost or of pollution) and related costs incurred for the industry as a whole and for individual parties affected by the decision. FSA should facilitate the development of regulatory changes equitable to the various parties thus aiding the achievement of consensus.</p> <p>FSA should comprise the following steps :</p> <ol style="list-style-type: none"> 1. identification of hazards; 2. risk analysis; 3. risk control options; 4. cost benefit assessment; and 5. recommendations for decision-making. <p>The process begins with the decision makers defining the problem to be assessed along with any relevant boundary conditions or constraints. These are presented to the group who will carry out the FSA and provide results to the decision makers for use in their resolutions. In cases where decision makers require additional work to be conducted, they would revise the problem statement or boundary conditions or constraints, and resubmit this to the group and repeat the process as necessary. The group carrying out the FSA process should comprise suitably qualified and experienced people to reflect the range of influences and the nature of the "event" being addressed.</p> <p>The depth or extent of application of the methodology should be commensurate with the nature and significance of the problem. However, before starting the detailed application, a coarse application is suggested for the relevant ship type or hazard category, in order to include all aspects of the</p>	<p>Amended By: MEPC</p> <p>Relates To: EXISTING SHIPS and NEW SHIPS, Ship Type :All ships, Gross Tonnage: OGT, Deadweight: OGT</p> <p>Background:</p> <p>Once finalised, formal safety assessment (FSA), together with Goal-based new ship construction standards (GBS), will be use in the development and verification of new IMO requirements. This methodology will be used to validate these new requirements and identify other actions necessary to complete the development work.</p> <p>Implication:</p> <ul style="list-style-type: none"> • Owner : None. • Shipbuilder / Equipment manufacturer : None. • National Administration / Recognised Organisation : Significant impact, mainly related to the time necessary to verify that all of the steps of an FSA have been carried out.
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problem under consideration. Whenever there are uncertainties, e.g. in respect of data or expert judgment, the significance of these uncertainties should be assessed.

Characterization of hazards and risks should be both qualitative and quantitative, and both descriptive and mathematical, consistent with the available data, and should be broad enough to include a comprehensive range of options to reduce risks.

A hierarchical screening approach may be utilized. This would ensure that excessive analysis is not performed by utilising relatively simple tools to perform initial analyses, the results of which can be used to either support decision-making (if the degree of support is adequate) or to scope/frame more detailed analyses (if not). The initial analyses would therefore be primarily qualitative in nature, with recognition that increasing degrees of detail and quantification will come in subsequent analyses as necessary.

A review of historical data may also be useful as a preparation for a detailed study. For this purpose a loss matrix may be useful.

Formal Safety Assessment (FSA) was last discussed at MSC 81, and at that stage, the following items were generally agreed :

1. The amended text for the MSC/Circ.1023 – MEPC/Circ.392 “guidelines for formal safety assessment (FSA) for use in the IMO rule-making process” was finalised after taking account of the following :
 - 1.1. cost effectiveness and risk acceptance criteria;
 - 1.2. matters related to expert concordance;
 - 1.3. Bayesian network; and
 - 1.4. interdependences and combination of risk control options (RCOs).
2. The amended text for the MSC/Circ.1022 – MEPC/Circ.391 “guidance on the use of human element analysing process (HEAP) and formal safety assessment (FSA) in the IMO rule making process” was finalised after taking account of the following :
 - 2.1. restructure of the guidelines;
 - 2.2. project management issues for large FSA studies;
 - 2.3. review of an FSA study by the group of experts; and
 - 2.4. structure and selection of experts.

Not specifically applicable to any ship type, but will affect all ship types to which new IMO requirements apply.

This is work in progress, requiring continuing involvement in the development of this topic.

FOR INTERNAL USE ONLY:

LR is fully involved in the development of the requirements for FSA, therefore we support this topic.

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