

Circular 119 / 2015
To: Vessel Owners, Managers, Masters, Officers, Deputy Registrars, Surveyors and Other Interested Parties
Subject: IMO Regulatory Amendments coming into force in 2016
Date: 28 December 2015
Summary

Effective Date	Convention	Regulation	Character	Title	Relevant Document	Application
1 January 2016	BCH Code / II	2.2.1	Convention (Retroactive)	Amendments to BCH Code regarding retro-active fitting of stability instrument	Res.MSC.376(93)	All ships subject to the Code, shall be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements approved by the Administration, at the first scheduled renewal survey of the ship on or after 1 January 2016, but not later than 1 January 2021.
1 January 2016	EGC Code / II	2.3	Convention (Retroactive)	Amendments to EGC Code regarding retro-active fitting of stability instrument	MSC 93/22/Add.1	All ships subject to the Code, shall be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements approved by the Administration, at the first scheduled renewal survey of the ship on or after 1 January 2016, but not later than 1 January 2021.
1 January 2016	1/1/2016		FSS Code / 15	Revision to Ch.15 of FSS Code "Inert gas system"	Res.MSC.367(93)	Application: Ships constructed on or after 1 Jan. 2016 The existing provisions for inert gas systems contained in chapter 15 "Inert gas systems" of the FSS Code and in the resolution A.567(14) "Regulation for inert gas systems on chemical tankers" merged in chapter 15 of the FSS Code and the chapter was completely revised. However, the requirements for inert gas systems contained in the revised FSS Code need not be applied to chemical tankers constructed before 1 January 2016, including those constructed before 1 July 2002(general application date in accordance with SOLAS II-2/Reg.1), and all gas

						<p>carriers regardless their construction dates. For tankers of 20,000 tonnes deadweight and upwards constructed on or after 1 July 2002 but before 1 January 2016, the protection of the cargo tanks shall be achieved by a fixed inert gas system in accordance with the requirements of the previous FSS Code, as adopted by resolution MSC.98(73).</p> <p>In accordance with the paragraph 1.2, Chapter I of the FSS Code and SOLAS II-2/Reg.4.5.5.1.2, the inert gas system installed to the ships constructed on or after 1 January 2016 shall comply with and be approved with the requirement of this amended FSS Code Ch.15.</p>
1 January 2016	GC Code / II	2.2	Convention (Retroactive)	Amendments to GC Code regarding retro-active fitting of stability instrument	Res.MSC.377(93)	<p>Application: 1 Jan. 2016</p> <p>All ships subject to the Code, shall be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements approved by the Administration, at the first scheduled renewal survey of the ship on or after 1 January 2016, but not later than 1 January 2021.</p>
1 January 2016	IBC Code		Convention (Retroactive)	Amendments to the International code for the construction and equipment of ships carrying dangerous chemical in bulk (IBC Code)	Res.MEPC.250(66)	<p>Application: All chemical tankers covered by IBC Code</p> <p>1. Adoption of amendments to IBC Code to make use of the requirements on stability instrument for chemical tankers mandatory, and will be entered into force as of 1 January 2016.</p> <ul style="list-style-type: none"> - Both new and existing chemical tankers will have to be fitted with a stability instrument capable of verifying compliance with the relevant intact and damage stability requirements, and it will need to be approved by the Administration. - And also, existing chemical tankers will be given a period of grace for compliance (by the first IBC renewal survey after the date of entry into force of those amendments) <p>2. Given above requirements on stability instrument,</p>

						following amended form of IBC Certificate will be reflected before entry into force of those amendments.
1 January 2016	IBC Code / 1, 2, 8, 9, 11, 15, 17		Convention (Retroactive)	Amendments to IBC Code	Res.MSC.369(93)	<p>Application: All ships subject to the IBC Code</p> <p>A new paragraph, which requires cargo tank "purging" before "gas-freeing" was inserted as paragraph 8.5 of Chapter 8. A further amendment requiring a stability instrument applies to all ships (existing ships and new ships), subject to this Code.</p> <p>Existing ships constructed before 1 Jan. 2016 shall comply with this requirement of retroactive fitting of the stability instrument at the first scheduled renewal survey of the ship on or after 1 January 2016 but not later than 1 January 2021.</p>
1 January 2016	IMDG Code		Convention	Amendments to IMDG Code (37-14)	Res.MSC.372(93)	<p>Application: 1 Jan. 2016</p> <p>There are many changes to the 2014 edition of the International Maritime Dangerous Goods Code (IMDG Code). The significant changes are outlined below.</p> <ul style="list-style-type: none"> - Shippers and carriers handling Class 7 goods should be aware of updates to provisions reflecting the IAEA Regulations for the Safe Transport of Radioactive Material – 2012 Edition (IAEA Safety Standards Series SSR-6), which supersedes the IAEA 2009 Edition. - The format of the Dangerous Goods List (DGL) has been modified with two new columns: 16a and 16b (replacing Column 16, "Stowage and Segregation"). Instead of descriptive text, these columns now contain codes that are defined in Chapter 7. Column 16a, "Stowage and Handling", contains (in addition to Stowage Category codes) new "SW" stowage codes and "H" handling codes as defined in sections 7.1.5 and 7.1.6. Column 16b, "Segregation", contains the "SG" segregation codes that are defined in section 7.2.8. - There are significant changes in Chapter 7.2, including more stringent segregation and stowage requirements for Class 4.3 and other water-reactive materials.

						<p>- The DGL has many updates, including:</p> <ol style="list-style-type: none"> 1) For UN 3268, the PSN has been changed from "AIR BAG MODULES, AIR BAG INFLATORS or SEAT-BELT PRETENSIONERS" to "SAFETY DEVICES" 2) Asbestos is now to be shipped as UN 2212 "ASBESTOS, AMPHIBOLE" or UN 2590 "ASBESTOS, CHRYSOTILE" 3) The entry "CAPACITORS" has been divided into "CAPACITOR, ELECTRIC DOUBLE LAYER" (UN 3499), and "CAPACITOR, ASYMMETRIC" (UN 3508) 4) "PACKAGING DISCARDED, EMPTY, UNCLEANED" (UN 3509) has been added but can not be used for sea transport 5) A series of shipping names for various adsorbed gases have been assigned between UN 3510 and UN 3526 <p>- The following Special Provisions have been added:</p> <ol style="list-style-type: none"> 1) SP 367 through 376 (excluding 374, 375) 2) SP 968 through 970 <p>- Special Provisions for shipping certain common items have been added or revised:</p> <ol style="list-style-type: none"> 1) SP 376 through 377 (Lithium Batteries damaged/defective or for recycling/disposal) 2) SP 961, 962 (Vehicles or Internal Combustion Engines; see also SP 970)
1 January 2016	LSA Code / II	Section 2.2	Convention	Amendments to the lifejacket approval requirements of LSA Code	Res.MSC.368(93)	<p>Application: 1 Jan. 2016</p> <p>Amendments to LSA Code for the improvement of testing procedures for the in-water performance of lifejackets using the reference test device (RTD) concept were adopted.</p> <p>The amendments are as follows;</p> <p>- When tested according to the recommendations of the Organization on at least 12 persons, adult lifejackets shall have sufficient buoyancy and stability in calm fresh water to:</p> <p>.1 lift the mouth of exhausted or unconscious persons by</p>

						<p>an average height of not less than the average provided by the adult RTD minus 10 mm;</p> <p>.2 turn the body of unconscious, face down persons in the water to a position where the mouth is clear of the water in an average time not exceeding that of the RTD plus 1 s, with the number of persons not turned by the lifejacket no greater than that of the RTD;</p> <p>.3 incline the body backwards from the vertical position for an average torso angle of not less than that of the RTD minus 10°;</p> <p>.4 lift the head above horizontal for an average face plane angle of not less than that of the RTD minus 10°; and</p> <p>.5 return at least as many wearers to a stable face-up position after being destabilized when floating in the flexed foetal position as with the RTD when tested on the wearers in the same manner.</p> <p>- for infants the jump and drop tests shall be exempted;</p> <p>- for children, five of the nine subjects shall perform the jump and drop tests; and</p> <p>- in lieu of paragraph 2.2.1.8.5 (test for the lifejacket for children), manikins may be substituted for human test subjects.</p>
1 January 2016	MARPOL / Annex I	Reg.31	Convention	<p>The guidance for issuing a revised Certificate of Type Approval for oil content meters intended for monitoring the discharge of oil-contaminated water from the cargo tank areas of oil tankers</p>	MEPC.1/Circ.858	<p>Application: All oil tankers carrying Bio-Fuel Blends as cargoes</p> <p>The guidance for issuing a revised Certificate of Type Approval for oil content meters intended for monitoring the discharge of oil-contaminated water from the cargo tank areas of oil tankers was approved as MEPC.1/Circ.858</p> <p>- When the oil content meter (OCM) has been approved in accordance with Res.MEPC.108(49) before 17 May 2013, the Form of Type Approval Certificate, as provided in Res.MEPC.108 (49), may be used:</p> <p>.1 for OCMs installed on ships not carrying biofuel blends; or</p> <p>.2 for OCMs installed on ships carrying biofuel blends;</p>

						<p>until 1 January 2016 on the condition that the tank residues and washings are pumped ashore</p> <ul style="list-style-type: none"> - For all ships carrying biofuel blends on or after 1 January 2016, the OCM should have a TAC, as modified by Res.MEPC.240(65)
1 January 2016	MARPOL Annex I		Convention (Retroactive)	Amendments to MARPOL Annex I (Mandatory carriage requirements for a stability instrument)	Res.MEPC.248(66)	<p>Application : Oil Tankers covered by MARPOL Annex I</p> <ol style="list-style-type: none"> 1. Adoption of amendments to MARPOL Annex I to make use of the requirements on stability instrument for oil tankers mandatory, and will be entered into force as of 1 January 2016. <ul style="list-style-type: none"> - Both new and existing oil tankers will have to be fitted with a stability instrument capable of verifying compliance with the relevant intact and damage stability requirements, and it will need to be approved by the Administration. - And also, existing oil tankers will be given a period of grace for compliance (by the first IOPP renewal survey after the date of entry into force of those amendments) 2. Given above requirements on stability instrument, following amended form of IOPP Certificate will be reflected before entry into force of those amendments.
1 January 2016	MSC Circular / MSC.1/Circ.1476		Others	Amendments to the Emergency Response Procedures for Ships Carrying Dangerous Goods (EMS Guide)	MSC.1/Circ.1476	<p>Application: 1 Jan. 2016</p> <p>The Maritime Safety Committee, at its ninety-third session, approved amendments to the Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS) Guide (MSC/Circ.1025, as amended by MSC.1/Circ.1025/Add.1, MSC.1/Circ.1262, MSC.1/Circ.1360 and MSC.1/Circ.1438), which is consequential to the amendments (37-14) to the IMDG Code, as adopted by resolution MSC.372(93).</p> <p>Member Governments are invited to bring the amendments to the EmS Guide to the attention of all concerned, taking into account the voluntary application date of 1 January 2015 of amendment (37-14) of the IMDG Code pending its envisaged mandatory entry-into-force date of 1 January 2016.</p>

1 January 2016	Res.MSC.81(70) / Section 2	2.6, 2.7, 2.8, 2.9, Appendix 1	Others	AMENDMENTS TO THE REVISED RECOMMENDATION ON TESTING OF LIFE-SAVING APPLIANCES (RESOLUTION MSC.81(70), AMENDED) AS	Res.MSC.378(93)	Application: 1 Jan. 2016 Amendments to the requirements for the prototype tests for lifejackets and provisions relating RTD (Reference Test Device) were adopted.
1 January 2016	SOLAS / II-1	29	Convention	Steering gear	Res.MSC.365(93)	Application: All ships conducting steering gear test during sea trial 1) Main steering gear Where it is impractical to demonstrate compliance with this requirement during sea trials with the ship at its deepest seagoing draught and running ahead at the speed corresponding to the number of maximum continuous revolutions of the main engine and maximum design pitch, ships regardless of date of construction may demonstrate compliance with this requirement by one of the following methods: .1 during sea trials the ship is at even keel and the rudder fully submerged whilst running ahead at the speed corresponding to the number of maximum continuous revolutions of the main engine and maximum design pitch; or .2 where full rudder immersion during sea trials cannot be achieved, an appropriate ahead speed shall be calculated using the submerged rudder blade area in the proposed sea trial loading condition. The calculated ahead speed shall result in a force and torque applied to the main steering gear which is at least as great as if it was being tested with the ship at its deepest seagoing draught and running ahead at the speed corresponding to the number of maximum continuous revolutions of the main engine and maximum design pitch; or

					<p>.3 the rudder force and torque at the sea trial loading condition have been reliably predicted and extrapolated to the full load condition. The speed of the ship shall correspond to the number of maximum continuous revolutions of the main engine and maximum design pitch of the propeller;</p> <p>2) Auxiliary steering gear Where it is impractical to demonstrate compliance with this requirement during sea trials with the ship at its deepest seagoing draught and running ahead at one half of the speed corresponding to the number of maximum continuous revolutions of the main engine and maximum design pitch or 7 knots, whichever is greater, ships regardless of date of construction, including those constructed before 1 January 2009, may demonstrate compliance with this requirement by one of the following methods:</p> <p>.1 during sea trials the ship is at even keel and the rudder fully submerged whilst running ahead at one half of the speed corresponding to the number of maximum continuous revolutions of the main engine and maximum design pitch or 7 knots, whichever is greater; or</p> <p>.2 where full rudder immersion during sea trials cannot be achieved, an appropriate ahead speed shall be calculated using the submerged rudder blade area in the proposed sea trial loading condition. The calculated ahead speed shall result in a force and torque applied to the auxiliary steering gear which is at least as great as if it was being tested with the ship at its deepest seagoing draught and running ahead at one half of the speed corresponding to the number of maximum continuous revolutions of the main engine and maximum design pitch or 7 knots, whichever is greater; or</p> <p>.3 the rudder force and torque at the sea trial loading condition have been reliably predicted and extrapolated to</p>
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						the full load condition;
1 January 2016	SOLAS / II-2	1.2.6	Convention (Retroactive)	Retroactive application of regulation II-2/20-1.2.2 for vehicle carriers constructed before 1 January 2016	Res.MSC.365(93)	Application: Vehicle carriers constructed before 1 January 2016, including those constructed before 1 July 2012 Vehicle carriers constructed before 1 January 2016, including those constructed before 1 July 2012, shall comply with paragraph 2.2 of regulation 201. (Provision of at least two portable gas detectors which can detect the gas fuel) *Vehicle carrier: A cargo ship with multi deck ro-ro spaces designed for the carriage of empty cars and trucks as cargo. (SOLAS II/2/ Reg.3.56)
1 January 2016	SOLAS / II-2	1.2.7	Convention (Retroactive)	Retroactive application of the requirements of operation of inert gas system for tankers constructed before 1 Jan. 2016	Res.MSC.365(93)	Application: Tankers constructed before 1 January 2016, including those constructed before 1 July 2012 Tankers constructed before 1 January 2016, including those constructed before 1 July 2012, shall comply with regulation 16.3.3 (Operation of inert gas system) except 16.3.3.3. * II-2/Reg.16.3.3.3 Notwithstanding regulation 1.2.2.2, the provisions of this paragraph shall only apply to tankers constructed on or after 1 January 2016. If the oxygen content of the inert gas exceeds 5% by volume, immediate action shall be taken to improve the gas quality. Unless the quality of the gas improves, all operations in those cargo tanks to which inert gas is being supplied shall be suspended so as to avoid air being drawn into the cargo tanks, the gas regulating valve, if fitted, shall be closed and the off-specification gas shall be vented to atmosphere.
1 January 2016	SOLAS / II-2	4.5.5.1.1 & 4.5.5.1.3	Convention (Retroactive)	Inert gas systems for ships constructed on or after 1 July 2002 but before 1 January 2016	Res.MSC.365(93)	Application: Tankers of 20,000 tonnes deadweight and upwards constructed on or after 1 July 2002 but before 1 January 2016 or tankers operating with a cargo tank cleaning procedure using crude oil washing constructed on or after 1 July 2002 but before 1 January 2016 Regulations 4.5.5.1.1 and 4.5.5.1.3 apply to ships constructed on or after 1 January 2002 but before 1

						<p>January 2016.</p> <p>* Regulations 4.5.5.1.1 For tankers of 20,000 tonnes deadweight and upwards constructed on or after 1 July 2002 but before 1 January 2016, the protection of the cargo tanks shall be achieved by a fixed inert gas system in accordance with the requirements of the Fire Safety Systems Code, as adopted by resolution MSC.98(73), except that the Administration may accept other equivalent systems or arrangements, as described in paragraph 5.5.4.</p> <p>* Regulations 4.5.5.1.3 Tankers operating with a cargo tank cleaning procedure using crude oil washing shall be fitted with an inert gas system complying with the Fire Safety Systems Code and with fixed tank washing machines. However, inert gas systems fitted on tankers constructed on or after 1 July 2002 but before 1 January 2016 shall comply with the Fire Safety Systems Code, as adopted by resolution MSC.98(73).</p>
1 January 2016	SOLAS / II-2	1.2.8	Convention	Inert gas systems for chemical tankers constructed before 1 January 2016 and all gas carriers	Res.MSC.365(93)	<p>Application: Chemical tankers constructed before 1 January 2016, including those constructed before 1 July 2012, and all gas carriers.</p> <p>1.2.8 Regulations 4.5.5.1.1 and 4.5.5.1.3 apply to ships constructed on or after 1 January 2002 but before 1 January 2016, and regulation 4.5.5.2.1 applies to all ships constructed before 1 January 2016.</p> <p>*Reg.4.5.5.2.1 The requirements for inert gas systems contained in the Fire Safety Systems Code need not be applied to chemical tankers constructed before 1 January 2016, including those constructed before 1 July 2012, and all gas carriers:</p> <p>.1 when carrying cargoes described in regulation 1.6.1, provided that they comply with the requirements for inert gas systems on chemical tankers established by the</p>

						<p>Administration, based on the guidelines developed by the Organization*; or</p> <p>.2 when carrying flammable cargoes other than crude oil or petroleum products such as cargoes listed in chapters 17 and 18 of the International Bulk Chemical Code, provided that the capacity of tanks used for their carriage does not exceed 3,000 m³ and the individual nozzle capacities of tank washing machines do not exceed 17.5 m³/h and the total combined throughput from the number of machines in use in a cargo tank at any one time does not exceed 110 m³/h.</p> <p>* Refer to the Regulation for inert gas systems on chemical tankers, adopted by the Organization by resolution A.567(14), and Corr.1.</p>
1 January 2016	SOLAS / II-2	3	Convention	Adding of definitions for "fire damper", "smoke damper" and "vehicle carrier"	Res.MSC.365(93)	<p>Application: All ships</p> <p>54 Fire damper is, for the purpose of implementing regulation 9.7 adopted by resolution MSC.365(93), as may be amended, a device installed in a ventilation duct, which under normal conditions remains open allowing flow in the duct, and is closed during a fire, preventing the flow in the duct to restrict the passage of fire. In using the above definition the following terms may be associated:</p> <p>.1 automatic fire damper is a fire damper that closes independently in response to exposure to fire products;</p> <p>.2 manual fire damper is a fire damper that is intended to be opened or closed by the crew by hand at the damper itself; and</p> <p>.3 remotely operated fire damper is a fire damper that is closed by the crew through a control located at a distance away from the controlled damper.</p> <p>55 Smoke damper is, for the purpose of implementing regulation 9.7 adopted by resolution MSC.365(93), as may be amended, a device installed in a ventilation duct,</p>

						<p>which under normal conditions remains open allowing flow in the duct, and is closed during a fire, preventing the flow in the duct to restrict the passage of smoke and hot gases. A smoke damper is not expected to contribute to the integrity of a fire rated division penetrated by a ventilation duct. In using the above definition the following terms may be associated:</p> <p>.1 automatic smoke damper is a smoke damper that closes independently in response to exposure to smoke or hot gases;</p> <p>.2 manual smoke damper is a smoke damper intended to be opened or closed by the crew by hand at the damper itself; and</p> <p>.3 remotely operated smoke dampers is a smoke damper that is closed by the crew through a control located at a distance away from the controlled damper.</p> <p>56 Vehicle carrier means a cargo ship with multi deck ro-ro spaces designed for the carriage of empty cars and trucks as cargo.</p>
1 January 2016	SOLAS / II-2	4.5.5	Convention	Inert gas systems	Res.MSC.365(93)	<p>Application: For tankers of 8,000 tonnes deadweight and upwards constructed on or after 1 January 2016 and chemical tankers</p> <p>For tankers of 8,000 tonnes deadweight and upwards constructed on or after 1 January 2016 when carrying cargoes described in regulation 1.6.1 or 1.6.2, the protection of the cargo tanks shall be achieved by a fixed inert gas system in accordance with the requirements of the Fire Safety Systems Code, except that the Administration may accept other equivalent systems or arrangements, as described in paragraph 5.5.4.</p>
1 January 2016	SOLAS / II-2	9.7	Convention	Ventilation system	Res.MSC.365(93)	<p>Application: Ships constructed on or after 1 Jan. 2016</p> <p>The amendments to SOLAS II2/ Reg.9.7 were adopted to improve the clarity and user-friendliness of the regulation.</p> <p>Also, existing interpretations were included in the text of</p>

						<p>the regulation. In conjunction with this amendment, new definitions for "fire damper" (automatic fire damper, manual fire damper, remotely operated fire damper) and "smoke damper" (automatic smoke damper, manual smoke damper, remotely operated smoke damper) were added in regulation 3.</p> <p>Newly amended or added requirements are as follows;</p> <p>Para. 7.1.1: acceptance for using flexible bellows of short length not exceeding 600 mm</p> <p>Para. 7.1.2.1: the testing in accordance with FTP Code is not required for dampers located lower end of the duct in exhaust ducts for galley ranges, which must be of steel and capable of stopping the draught in the duct.</p> <p>Para. 7.1.3: fire dampers placed behind ceilings or linings</p> <p>Para. 7.1.6: prohibition of using combustible gaskets in flanged ventilation duct connections</p> <p>Para. 7.1.7: prohibition of the ventilation openings or air balance ducts between two enclosed spaces</p> <p>Para. 7.2.4.1: at least 4mm steel thickness is required for ducts with a free cross-sectional area of between 0.075m² and 0.45 m²</p> <p>Para. 7.3.3: requirements for all fire dampers, failsafe mechanism for automatic fire dampers and manual reopen capability at the damper for remotely operated fire damper.</p> <p>Para. 7.5.2: for exhaust ducts from galley ranges for cargo ships and passenger ships carrying not more than 36 passenger ships, an automatically and remotely operated fire damper located in the lower end of the duct at the junction between the duct and the galley range hood and, in addition, a remotely operated fire damper in the upper end of the duct close to the outlet of the duct are required.</p>
1 January 2016	SOLAS / II-2	10.7.3	Convention	Fire protection arrangements for open-top container	Res.MSC.365(93)	Application: Firefighting for ships constructed on or after 1 January 2016 designed to carry containers on or above the weather deck and ships designed to carry five or more

				holds and on deck container stowage areas on ships designed to carry containers on or above the weather deck constructed on or after 1 January 2016		<p>tiers of containers on or above the weather deck.</p> <p>Ships constructed on or after 1 January 2016 designed to carry containers on or above the weather deck shall carry at least one water mist lance.</p> <p>Additionally, ships designed to carry five or more tiers of containers on or above the weather deck shall carry, in addition to the requirements of water mist lance above, mobile water monitors as follows;</p> <p>.1 ships with breadth less than 30 m: at least two mobile water monitors; or</p> <p>.2 ships with breadth of 30 m or more: at least four mobile water monitors (Refer to the MSC.1/Circ.1472 Guidelines for the design, performance, testing and approval of mobile water monitors used for the protection of on deck cargo areas of ships designed and constructed to carry five or more tiers of containers on or above the weather deck)</p>
1 January 2016	SOLAS / II-2	13	Convention	Means of escape from machinery spaces of passenger ships and cargo ships constructed on or after 1 Jan. 2016	Res.MSC.365(93)	<p>Application: Passenger ships and cargo ships constructed on or after 1 Jan. 2016</p> <p>1) Passenger ships</p> <p>- For passenger ships constructed on or after 1 January 2016, two means of escape shall be provided from the main workshop within a machinery space. At least one of these escape routes shall provide a continuous fire shelter to a safe position outside the machinery space.</p> <p>- For passenger ships constructed on or after 1 January 2016, all inclined ladders/stairways fitted to comply with paragraph 4.1.1 with open treads in machinery spaces being part of or providing access to escape routes but not located within a protected enclosure shall be made of steel. Such ladders/stairways shall be fitted with steel shields attached to their undersides, such as to provide escaping personnel protection against heat and flame from beneath.</p> <p>2) Cargo ships</p>

						<p>- For cargo ships constructed on or after 1 January 2016, all inclined ladders/stairways fitted to comply with paragraph 4.2.1 with open treads in machinery spaces being part of or providing access to escape routes but not located within a protected enclosure shall be made of steel. Such ladders/stairways shall be fitted with steel shields attached to their undersides, such as to provide escaping personnel protection against heat and flame from beneath.</p> <p>- For cargo ships constructed on or after 1 January 2016, two means of escape shall be provided from the machinery control room and the main workshop located within machinery spaces of category A. At least one of these escape routes shall provide a continuous fire shelter to a safe position outside the machinery space.</p>
1 January 2016	SOLAS / II-2	16.3.3	Convention (Retroactive)	Operation of inert gas system	Res.MSC.365(93)	<p>Application: Tankers and chemical tankers fitted with inert gas system, including constructed before 1 Jan. 2016.</p> <p>1) Reg.1.2.7 Tankers constructed before 1 January 2016, including those constructed before 1 July 2012, shall comply with regulation 16.3.3 except 16.3.3.3</p> <p>2) Reg.16.3.3 3.3 Operation of inert gas system</p> <p>3.3.1 The inert gas system for tankers required in accordance with regulation 4.5.5.1 shall be so operated as to render and maintain the atmosphere of the cargo tanks non-flammable, except when such tanks are required to be gas-free.</p> <p>3.3.2 Notwithstanding the above, for chemical tankers, the application of inert gas, may take place after the cargo tank has been loaded, but before commencement of unloading and shall continue to be applied until that cargo tank has been purged of all flammable vapours before gas-freeing. Only nitrogen is acceptable as inert gas under this provision.</p>

						<p>3.3.3 Notwithstanding regulation 1.2.2.2, the provisions of this paragraph shall only apply to tankers constructed on or after 1 January 2016. If the oxygen content of the inert gas exceeds 5% by volume, immediate action shall be taken to improve the gas quality.</p> <p>Unless the quality of the gas improves, all operations in those cargo tanks to which inert gas is being supplied shall be suspended so as to avoid air being drawn into the cargo tanks, the gas regulating valve, if fitted, shall be closed and the off specification gas shall be vented to atmosphere.</p> <p>3.3.4 In the event that the inert gas system is unable to meet the requirement in paragraph 16.3.3.1 and it has been assessed that it is impractical to effect a repair, then cargo discharge and cleaning of those cargo tanks requiring inerting shall only be resumed when suitable emergency procedures have been followed, taking into account guidelines developed by the Organization*.</p> <p>* Refer to the Clarification of inert gas system requirements under the Convention (MSC/Circ.485) and to the Revised Guidelines for inert gas systems (MSC/Circ.353), as amended by MSC/Circ.387</p>
1 January 2016	SOLAS / II-2	20	Convention	Protection of vehicle, special category and ro-ro spaces	Res.MSC.365(93)	<p>Application: Ships constructed on or after 1 Jan. 2016 and having vehicle, special category or ro-ro spaces.</p> <p>In paragraph 3.1.4.2, the words "9.7.2.1.1 and 9.7.2.1.2" are replaced with "9.7.2.4.1.1 and 9.7.2.4.1.2".</p>
1 January 2016	SOLAS / II-2	20-1	Convention	Requirements for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo	Res.MSC.365(93)	<p>Application: Vehicle carriers constructed on or after 1 January 2016 intended for the carriage of motor vehicles with compressed hydrogen or compressed natural gas in their tanks for their own propulsion as cargo</p> <p>1. Purpose</p> <p>The purpose of this regulation is to provide additional safety measures in order to address the fire safety objectives of this chapter for vehicle carriers with vehicle and ro-ro spaces intended for carriage of motor vehicles</p>

					<p>with compressed hydrogen or compressed natural gas in their tanks for their own propulsion as cargo.</p> <p>2. Application</p> <p>2.1 In addition to complying with the requirements of regulation 20, as appropriate, vehicle spaces of vehicle carriers constructed on or after 1 January 2016 intended for the carriage of motor vehicles with compressed hydrogen or compressed natural gas in their tanks for their own propulsion as cargo shall comply with the requirements in paragraphs 3 to 5 of this regulation.</p> <p>2.2 In addition to complying with the requirements of regulation 20, as appropriate, vehicle carriers constructed before 1 January 2016, including those constructed before 1 July 2012*, shall comply with the requirements in paragraph 5 of this regulation.</p> <p>* Refer to the Recommendation on safety measures for existing vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo (MSC.1/Circ.1471).</p> <p>3. Requirements for spaces intended for carriage of motor vehicles with compressed natural gas in their tanks for their own propulsion as cargo</p> <p>3.1 Electrical equipment and wiring</p> <p>3.2 Ventilation arrangement</p> <p>3.3 Other ignition sources</p> <p>4. Requirements for spaces intended for carriage of motor vehicles with compressed hydrogen in their tanks for their own propulsion as cargo</p> <p>4.1 Electrical equipment and wiring</p> <p>4.2 Ventilation arrangement</p> <p>4.3 Other ignition sources</p> <p>5. Detection</p> <p>When a vehicle carrier carries as cargo one or more motor vehicles with either compressed hydrogen or compressed</p>
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						natural gas in their tanks for their own propulsion, at least two portable gas detectors shall be provided. Such detectors shall be suitable for the detection of the gas fuel and be of a certified safe type for use in the explosive gas and air mixture.
1 March 2016	MARPOL Annex I	Reg.43	Convention	Adoption of amendments to MARPOL Annex I to prevent carriage of heavy grade oil in ballast water tanks on board ships operating within Antarctic area	Res.MEPC.256(67)	Application: All ships operating within Antarctic area to which MARPOL Annex I applies Adoption of amendments to MARPOL Annex I to prevent carriage of heavy grade oil in ballast water tanks on board ships operating within Antarctic area - while use as fuel and carriage as cargo was prohibited in Antarctic area by Reg.43 of MAPROL Annex I, there was a case where a fishing vessel sank in Antarctic area while carrying heavy grade oil as ballast in the vessel's ballast water tank for future use outside of the Antarctic area. This amendment further clarifies that carriage of heavy grade oil, even as ballast, is prohibited.
1 March 2016	MARPOL Annex III	Convention		Adoption of amendments to Appendix of MARPOL Annex III to refer that radioactive materials are excluded from the criteria for the identification of harmful substances in packaged form	Res.MEPC.257(67)	Application: All ships carrying harmful substances in packaged form Adoption of amendments to Appendix of MARPOL Annex III to refer that radioactive materials are excluded from the criteria for the identification of harmful substances in packaged form - At the joint meeting of RID Committee on Transport of Dangerous Goods in Geneva, it was decided to exclude class 7 radioactive materials as defined by the IMDG Code as it is difficult to differentiate between the environmental effects resulting from the chemical hazards posed by such substances and those related to radioactively.
1 March 2016	MARPOL Annex VI	Reg.2, 13 and the supplement to IAPP Certificate	Convention	Adoption of amendments to definition of marine diesel engine and supplement to	Res.MEPC.258(67)	Application: All ships applicable to MARPOL Annex VI Adoption of amendments to definition of marine diesel engine and supplement to IAPP certificate in MARPOL Annex VI in accordance with the introduction of gas fuels and gas engines to the marine industries

				IAPP Certificate in MARPOL Annex VI in accordance with the introduction of gas fuels and gas engines to the marine industries		
1 July 2016	1989 MODU Code / 15	15.1	Convention (Retroactive)	Carriage requirement for atmosphere testing instrument for enclosed spaces	Res.MSC.383(94)	<p>Application: 1 July 2016</p> <p>Each unit should carry an appropriate portable atmosphere testing instrument or instruments*. As a minimum, these should be capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide prior to entry into enclosed spaces**. Instruments carried under other requirements may satisfy this regulation. Suitable means should be provided for the calibration of all such instruments.</p> <p>* Refer to the Guidelines to facilitate the selection of portable atmosphere testing instruments for enclosed spaces as required by SOLAS regulation XI-1/7 (MSC.1/Circ.1477).</p> <p>** Refer to the Revised recommendations for entering enclosed spaces aboard ships (resolution A.1050(27)).</p>
1 July 2016	SOLAS / Appendix		Convention	Amendments to the forms of certificates	Res.MSC.380(94)	<p>Application: 1 July 2016</p> <p>Considering the inconsistencies in the Record of Equipment for Cargo Ship Safety Equipment Certificate and Cargo Ship Safety Certificate concerning the lack of an entry for the total number of persons accommodated by freefall lifeboats, the amendments to section 2 of the Record of Equipment for the Cargo Ship Safety Certificate (Form C) and the Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E) were adopted. Regarding the timing of replacement of existing certificates, relevant guidance was provided in</p>

						MSCMEPC. 5/Circ.6.
1 July 2016	SOLAS / II-2	10.5.2	Convention	Amendment to the title of SOLAS regulation II-2/10.5.2 to clarifying its application	Res.MSC.380(94)	Application: 1 July 2016 At MSC 93, the Committee considered document MSC 93/17/1 (IACS), seeking clarification on whether SOLAS chapter II-2 required portable foam equipment to be provided in all machinery spaces with internal combustion machinery or solely in category A machinery spaces, and agreed to amend the title of SOLAS regulation II-2/10.5.2 to specify its application to machinery spaces of category A only.
1 July 2016	SOLAS / VI	2	Convention	Mandatory requirements for the verification of gross mass of cargo containers by shipper before loading	Res.MSC.380(94)	Application: 1 July 2016 For the enhancement of the safety of large container ships, the SOLAS VI/Reg.2 was amended to include the mandatory requirements for verification of the gross mass of containers.
1 July 2016	SOLAS / XI-1		Convention (Retroactive)	Carriage requirement for atmosphere testing instrument for enclosed spaces	Res.MSC.380(94)	Application: 1 July 2016 From 1 July 2016, every ship to which chapter I applies shall carry an appropriate portable atmosphere testing instrument or instruments*. As a minimum, these shall be capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide prior to entry into enclosed spaces**. Instruments carried under other requirements may satisfy this regulation. Suitable means shall be provided for the calibration of all such instruments. * Refer to the Guidelines to facilitate the selection of portable atmosphere testing instruments for enclosed spaces as required by SOLAS regulation XI-1/7 (MSC.1/Circ.1477). ** Refer to the Revised recommendations for entering enclosed spaces aboard ships (resolution A.1050(27))."

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