REGULATION UPDATE

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The increase in the volume of maritime legislation and in its complexity makes it essential for members to keep up to date with new regulations and amendments. The purpose of this section of *Standard Safety* is to give a general overview of existing maritime legislation, which is or will be subject to amendment, and of the introduction of new regulations.

INTERNATIONAL MARITIME ORGANISATION (IMO)

The following information indicates the main amendments to IMO regulations entering into force from 1 January 2011 to 1 January 2012.

Convention	Ref.	Entry into force	New ship	Existing ship	Type of ship	Source
SOLAS	II-1/3-5	01/01/2011	X	X	All	MSC.282(86)
	The following information indicates the main amendments to IMO regulations entering into force from 1 January 2011 to 1 January 2013.					
SOLAS	II-1/35-1	01/01/2011	X	X	All	MSC.282(86)
	Reference and compliance to regulations II-2/20.6.1.4 and II-2/20.6.1.5 (means to prevent blockage of drainage arrangements) is added in reg.II-1/35-1.					
SOLAS	V/19	01/01/2011	X	X	All	MSC.282(86)
	Ships on international voyages shall be fitted with an ECDIS, depending on date of build and tonnage - *passenger ships > 500 gt constructed on or after 1 July 2012 - tankers > 3,000 gt constructed on or after 1 July 2012 - cargo ships, other than tankers, > 10,000 gt constructed on or after 1 July 2013 - cargo ships, other than tankers, > 3,000 gt but < 10,000 gt constructed on or after 1 July 2014 - passenger ships > 500 gt constructed before 1 July 2012, not later than the first survey* on or after 1 July 2014 - tankers > 3,000 gt constructed before 1 July 2012, not later than the first survey* on or after 1 July 2015 - cargo ships, other than tankers, > 50,000 gt constructed before 1 July 2013, not later than the first survey* on or after 1 July 2016 - cargo ships, other than tankers, > 20,000 gt but < 50,000 gt constructed before 1 July 2013, not later than the first survey* on or after 1 July 2017 - cargo ships, other than tankers, > 10,000 gt but < 20,000 gt constructed before 1 July 2013, not later than the first survey* on or after 1 July 2018.*					
SOLAS	V/19	01/01/2011	X	X	All	MSC.282(86)
	Ships shall be fitted with a bridge navigational watch alarm system (BNWAS) as follows: - *cargo ships >150 gt and passenger ships irrespective of size constructed on or after 1 July 2011 - cargo ships >150 gt and passenger ships irrespective of size constructed on or after 1 July 2011 - cargo ships >150 gt and passenger ships irrespective of size constructed on or after 1 July 2011 - passenger ships irrespective of size constructed before 1 July 2011, not later than the first survey* after 1 July 2012 - cargo ships > 3,000 gt constructed before 1 July 2011, not later than the first survey* after 1 July 2012 - cargo ships > 500 gt but < 3,000 gt constructed before 1 July 2011, not later than the first survey* after 1 July 2013, and - cargo ships > 150 gt but < 500 gt constructed before 1 July 2011, not later than the first survey after 1 July 2014.*					
SOLAS	V/18	01/01/2011	X		All	MSC.252(83)
	Integrated Navigation Systems (INS) installed on or after 1 January 2011 should conform to performance standards not inferior to those specified in MSC.252(83).					
SOLAS	II-1/3-10	01/01/2012	X		Bulk carrier / oil tanker length > 150m	MSC.290(87)
	International Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers.					
SOLAS	II-1/3-11	01/01/2012	X		Crude oil tankers	MSC.287(87)
	New regulation 3-11 'Corrosion protection of cargo oil tanks of crude oil tankers'. Applies to tankers of 5,000 dwt and above for which the building contract is placed on or after 1 January 2013 or the delivery of which is on or after 1 January 2016.					
SOLAS	II-1/3-11	01/01/2012	X		Crude oil tankers	MSC.291(87)
	Performance standard for protective coatings - in cargo oil tanks during the construction of new crude oil tankers.					

Convention	Ref.	Entry into force	New ship	Existing ship	Type of ship	Source
SOLAS	II-1/3-11	01/01/2012	X		Crude oil tankers	MSC.288(87)
	Performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers = technical requirements for the minimum standard for means of corrosion protection or utilisation of corrosion-resistant material other than protective coating.					
SOLAS	II-2/1.2.2	01/01/2012		X	Tanker	MSC.289(87)
	Reg II-2/4.5.7.1 is now applicable to ships constructed before 1 July 2002 = tankers shall be equipped with at least one portable instrument for measuring flammable vapour concentrations together with spares and means of calibration.					
SOLAS	II-2/5.7	01/01/2012	X		Tanker > 20,000 dwt	MSC.291(87)
	Paragraph 5.7 is replaced and new 5.7.3 is added = oil tankers > 20,000 dwt, constructed on or after 1 January 2012, shall be provided with a fixed hydrocarbon gas detection system complying with the FSS Code for measuring hydrocarbon gas concentrations in all ballast tanks and void spaces of double-hull and double-bottom spaces adjacent to the cargo tanks, including the forepeak tank and any other tanks and spaces under the bulkhead deck adjacent to cargo tanks. Oil tankers provided with constant operative inerting systems for such spaces need not be equipped with such a system.					
LSA Code	Chapter IV	01/01/2012	X		All	MSC.293(87)
	Carrying capacity of rigid and inflatable life rafts to be calculated with an average mass of 82.5kg (instead of 72kg previously).					
FSS Code	Chapter 10	01/01/2012	X		All	MSC.292(87)
	Revised Chapter 10 – Sample extraction smoke detection systems – applicable to ships constructed on or after 1 January 2012.					
FSS Code	Chapter 16	01/01/2012	X		Tanker	MSC.292(87)
	New Chapter 12 – Specifications for fixed hydrocarbon gas detection systems as required by SOLAS Ch. II-2.					
HSC Code	Ch 7.17	01/01/2011		X	HSC	MSC.271(85)
	Craft constructed on or after 1 July 2002 but before 1 January 2011, with cargo spaces intended for the carriage of packaged dangerous goods, shall comply with 7.13.3.					
MARPOL Annex I	Reg.1	01/01/2011	X	X	All	MEPC.187(59)
	New definitions of oil residue (sludge), oil residue (sludge) tank, oily bilge water, oily bilge water holding tank.					
MARPOL Annex I	Reg.12	01/01/2011	X	X	All	MEPC.187(59)
	Wording has been modified in accordance with new definitions. Oil residue (sludge): to be provided with a designated pump for disposal that is capable of taking suction from the oil residue (sludge) tank(s) and shall have no discharge connections to the bilge system, oily bilge water holding tank(s), tank top or oily water separators except that the tank(s) may be fitted with drains, with manually operated self-closing valves and arrangement for visual monitoring of the settled water, that lead to an oily bilge water holding tank or bilge well, or an alternative arrangement, provided such arrangement does not connect directly to the bilge piping system.					
MARPOL Annex I	International Oil Pollution Prevention (IOPP) Certificate	01/01/2011	X	X	All	(MEPC).187(59)
	Section 3 of the Supplement to the IOPP Certificate, Form A and Form B, is modified.					
MARPOL Annex I	Chapter 8	01/01/2011	X	X	Oil tankers > 150 gt involved in STS operation	MEPC.186(59)
	New Chapter 8 – Prevention of pollution during transfer of oil cargo between tankers at sea. Applies to oil tankers > 150gt engaged in the transfer of oil cargo at sea and their STS operations conducted on or after 1 April 2012.					
MARPOL Annex I	Reg. 41, 42	01/01/2011	X	X	Oil tankers > 150 gt involved in STS operation	MEPC.186(59)
	Any oil tanker involved in STS operations shall carry on-board an STS operations plan, not later than the date of the first annual, intermediate or renewal survey of the ship, to be carried out on or after 1 January 2011. Each STS plan shall be approved by the appropriate administration.					
MARPOL Annex I	Chapter 9	01/08/2011	X	X	All	MEPC.189(60)
	New Chapter 9 – special requirements for the use or carriage of oil in the Antarctic area.					

Convention	Ref.	Entry into force	New ship	Existing ship	Type of ship	Source
MARPOL Annex VI	Reg.13 & 14	01/08/2011	X	X	All	MEPC.190(60)
	The North American area is an emission control area (ECA) for the purpose of Reg.13 (NOx) and Reg.14 (SOx).					
IMSBC Code		01/01/2011	X	X	All	MSC.268(85)
	The new IMSBC Code supersedes the previous BC Code. Mandatory application from 1 January 2011.					
Assembly	A.1024(26)	01/01/2011	X		Polar	A.1024(26)
	Guidelines for ships operating in polar waters – for ships constructed on or after 1 January 2011 and application encouraged for ships constructed before 1 January 2011.					
Code of practice for safe unloading and unloading of bulk carriers (BLU) Code		01/01/2011	X	X	Bulk carrier	MSC.304(87)
	Amendments to the Code of Practice for the Safe Loading and Unloading of Bulk Carriers (incorporated into the supplement of the IMSBC Code).					
Ballast Water Management (BWM)	Section B B-3.1.3	31/12/2011	X		Ships constructed in or after 2009 with ballast capacity of < 5,000m^3	
	Ballast water treatment (D2).					

INTERNATIONAL LABOUR ORGANISATION

THE MARITIME LABOUR CONVENTION 2006 – UPDATE

The Maritime Labour Convention (MLC) 2006 has been described as the 'fourth pillar' of international maritime regulatory conventions, complementing:

- the International Convention for the Safety of Life at Sea (SOLAS)
- the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW)
- the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 (MARPOL)

The Maritime Labour Convention has incorporated 67 previous International Labour Organisation (ILO) legal instruments relating to seafarers' accommodation, rest hours, medical care and repatriation. Shipowners should be aware of the requirements of the convention and prepare for its introduction. Many well operated companies already comply with all or most of the requirements, After ratification, failure to comply could result in fines and detentions.

The convention is due to come into force 12 months after the date on which its ratification has been registered by at least 30 members with a total share of 33% of the worldwide gross tonnage of merchant ships. This tonnage requirement has already been met and it is forecast that the country ratification requirement will be achieved in mid-2012.