

Subject :

IMO Conventions
enter into force
in 1998

NKTECHNICAL INFORMATION

No. : 228

Date : 13 October 1997

The relevant conventions to the work of this Society adopted by the IMO which will enter into force in 1998 are given hereunder.

For NK's response, such as amendments to our Rules and Regulations, please contact our Development Department of the Head Office. (Phone +81-3-5226-2025 / Facsimile +81-3-5226-2024)

1. Amendments to the MARPOL Convention

<u>entry into force</u>	<u>resolution No.</u>	<u>summary</u>
1 Jan 1998	MEPC.68.(38)	Amendment to Protocol 1 of MARPOL 73/78 Article II(1) (reporting at discharge of noxious liquid substances and harmful substances) (application) all ships of 15m in length or above

2. Amendments to the SOLAS Convention (refer to the attachment for details)

<u>entry into force</u>	<u>resolution No.</u>	<u>summary</u>
1 July 1998	MSC.31(63)	II-2/15 & V/22
	1994 Conference	New Chapter IX (Management for safe operations of ships)
	MSC.47(66)	Chapter II-1, Chapter III (total revision), Chapters VI & XI
	MSC.57(67)	Chapters II-1, II-2 and VII

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3. Relevant mandatory codes (including those newly developed) (all enter into force on 1 July 1998)

<u>title</u>	<u>resolution No.</u>	<u>summary</u>
LSA Code	MSC.48(66)	ex. PART C (Life-saving appliance requirement) of SOLAS Chapter III has been separated from the Convention, and re-introduced as a mandatory code referred by SOLAS with some modifications.
	(application)	All new passenger ships, and cargo ships of 500 tons gross tonnage or above engaged on international voyages constructed on or after 1 July 1998
A.744(18)	MSC.49(66)	The resolution on Enhanced Survey Programme (ESP) has been made mandatory as by the reference given in SOLAS. Preparation and reporting of the documented survey programme is newly required.
	(application)	Tankers and bulk carriers to which the SOLAS Convention applies (those of 500 tons gross tonnage or above engaged on international voyages) (including existing ships)
IBC Code	MSC.50(66)/ MEPC.69(38) MSC.58(67)	New substances are added in chapters 17 and 18.
	(application)	The wording "should be a type acceptable to the Administration" has been replaced with "should comply with recognized standards". "recognized standards" are applicable international or national standards acceptable to the Administration or standards laid down and maintained by an organization which comply with the standards adopted by the organizations recognized by the Administration.
		Chemical tankers engaged on international voyages (includes existing ships)
IGC Code	MSC.32(63)	Amendments concerning filling limits for cargo tanks and cargo tank vent systems.
	MSC.59(67)	The wording "should be a type acceptable to the Administration" has been replaced with "should comply with recognized standards". "recognized standards" are applicable international or national standards acceptable to the Administration or standards laid down and maintained by an organization which comply with the standards adopted by the organizations recognized by the Administration. In the minimum requirement for the carriage of Butadiene, toxic vapour detection is added. (GC code is also amended accordingly)
	(application)	Gas carriers engaged on international voyages (includes existing ships)
FTP Code	MSC.61(67)	Code for Application of Fire Test Procedures (FTP Code) has been newly introduced as a mandatory code referred by SOLAS.
	(application)	All new passenger ships, and cargo ships of 500 tons gross tonnage or above engaged on international voyages constructed on or after 1 July 1998
BCH Code	MEPC.70(38)	Amendment correspondence to the amendments to the IBC Code (New substances added in chapters 17 and 18).
	(application)	Existing Chemical tankers (Pre IBC) engaged on international voyages

Attachment; Detail of the amendments to the SOLAS Convention

Amendments to the SOLAS Convention
(Enter into force on 1 July 1998)

(Application) Except where indicated as remarks, these amendments are applicable to all new passenger ships, and cargo ships of 500 ton gross tonnage or above, constructed on or after 1 July 1998 and engaged on international voyages.

Regulation (Resolution No.)

Remarks on application

Chapter II-1

Reg. 3-1 (Compliance with the requirements of classification societies) (MSC.47(66))

In addition to the technical requirements contained in the Convention, compliance with structural, mechanical and electrical requirements of recognized a classification society or equivalent national standards are required.

Reg. 3-2 (Corrosion prevention of seawater ballast tanks) (MSC.47(66))

All dedicated seawater ballast tanks are required to have an efficient corrosion prevention system, such as hard protective coatings or equivalent.

New tankers and bulk carriers only.

Reg. 3-2 (Safe access to tanker bows) (MSC.57(67))

All tankers are required to be provided with the means to enable to crew to gain safe access to the bow in severe weather conditions. Such means shall be approved by the Administration based on the guidelines developed by IMO.

Applies to tankers (including chemical tankers and gas carriers) . For existing ships, compliance is required by the first scheduled dry docking after 1 July 1998 but not later than 1 July 2001.

Regulation (Resolution No.)

Remarks on application

Reg 3-4 (Emergency towing arrangements for tankers) (MSC.57(67))

Ex. Reg. V/15-1 regulation, in relation to Reg II-1/3-3, transferred from chapter V to chapter II-1 with some editorial modification. A Guideline (MSC.62(67)) was also adopted in relation to this.

Applies to tankers (including chemical tankers and gas carriers) of not less than 20,000 tons dead weight. For existing ships, compliance is required by the first scheduled dry docking after 1 January 1996 but not later than 1 January 1999.

Reg 8 (Stability of passenger ships in damaged condition) (additional requirements) (MSC.44(66))

The range of positive residual righting lever curve may be reduced to a minimum of 10 degrees with specified conditions given in the regulation.

Passenger ships constructed on or after 29 April 1990.

Reg 17-1 (Margin line of passenger ships and freeboard deck of cargo ships) (MSC.57(67))

Present requirements regarding openings in the shell plating below the bulkhead deck are expanded to apply to cargo ships. Margin line shall be deemed to mean a reference to bulkhead deck of passenger ships and the freeboard deck of cargo ships.

Reg 25-1 & Reg 25-3 (Damage stability of cargo ships) (MSC.47(66))

Application of damage stability requirements are extended from ships of 100m in length or above to ships of 80m in length or above.

Cargo ships of 80m in length and upward but not exceeding 100m in length constructed on or after 1 July 1998.

Regulation (Resolution No.)

Remarks on application

Reg 26 (General) (MSC.57.(67))

Provision on inspection of Non-metallic expansion joints in piping systems which penetrate a ship's side, operating and maintenance instructions, location and arrangement of vent pipes for fuel oil service tanks, settling and lubrication oil tanks in order to prevent ingress of seawater splashes or rainwater in the event of breakage, and capacity of the fuel oil service tank.

Provision on inspection and instruction applies to existing ships

Reg 31 (Machinery controls) (MSC.57.(67))

Requirements on independence of main and auxiliary machinery essential for propulsion, control and safety of ships to be such that failure of one system does not degrade the performance of another system.

Reg 41 (Main source of electrical power and lighting system) (MSC.57.(67))

Additional requirements for main source of electrical power and lighting systems are introduced.

(Arrangements to maintain or immediately restore the electrical supply to equipment necessary for propulsion and steering etc. in the case of loss of any one of the generators in service, load shedding arrangements to protect the generators, and subdivision of main bus bar to be required by all ships) (presently system uses 3MW or more)

Reg 42/43 (Emergency source of electrical power in passenger/cargo ships) (MSC.57.(67))

Electrical power is required to be sufficient to restore propulsion to the ship from a dead ship condition within 30 minutes after a blackout.

Regulation (Resolution No.)

Remarks on application

Reg 45 (Precautions against shock, fire another hazards of electrical origin) (MSC .47(66))

The voltage which requires earthing for exposed metal parts is revised from 55V to 50 V

Chapter II-2

Reg 3 (Definition) (MSC57.(67))

Amendments to the words relevant to fire-protection construction in conjunction with introduction of the mandatory FTP code. (Requiring compliance with the code)

Reg 12 (Automatic sprinkler etc.) (MSC57.(67))

For cargo ships, indicating units for visual and audible alarm signal for sprinklers at bridge and another place are required. (upgraded to the same level as for passenger ships)

Reg 15 (Arrangements for oil fuel, lubricating oil and other flammable oils)(MSC.31(63))

Requirements for protection for all external high-pressure fuel delivery lines between the high-pressure fuel pumps and fuel injectors with a jacketed piping system capable of containing fuel from a high-pressure line failure. An alarm is also required. To supplement this requirement, MSC/Circular 647 - *Guidelines to minimize leakage from flammable liquid systems* has been adopted.

Applies to all ships including existing ships. For ships constructed before 1 July 1998, a period of grace is granted until 30 June 2003.

Regulation (Resolution No.)

Remarks on application

Reg 16 (Ventilation systems in ships other than passenger ships carrying more than 36 passengers) (MSC.57(67))

Ducts are required to be of a material which has low flame spread characteristics. (Including compliance with the FTP Code)

Ships other than passenger ships carrying more than 36 passengers

Reg 17 (Fireman's outfit) (MSC.57(67))

Stairway closures meeting the condition given in this regulation may be excluded from the spaces requiring additional fireman's outfits.

Passenger ships including existing ships

Reg 18 (Miscellaneous items) (MSC.57(67))

Helicopter facilities are required to comply with the standard developed by the IMO.

Reg 24 (Main vertical zone and horizontal zones) (MSC.57(67))

For a space surrounded by fuel tanks, the requirement of A-60 division may be reduced to A-0, as it is physically impossible.

Passenger ships carrying more than 36 passengers (New ships)

Reg 26 (Fire integrity of bulkheads and decks in ships carrying more than 36 passengers) (MSC.57(67))

Note for table 26.1 (Bulkheads not bounding either main vertical zones or horizontal zones) has been amended to require bulkheads located completely within the outer perimeter of the muster station to be B-0 class integrity.

Passenger ships carrying more than 36 passengers (New ships)

Regulation (Resolution No.)

Remarks on application

Reg28 (Means of Escape) (MSC.57.(67))

Low Location Lighting is required to be installed in crew accommodation areas, in addition to passenger accommodation areas.

All passenger ships carrying more than 36 passengers (including existing ships)

Reg 30 (Opening in "A" class divisions) (MSC.57.(67))

Requirements for fire doors installed onboard passenger ships, including new fire test requirements for control systems of power-operated fire doors are totally revised.

Passenger ships (New Ships)

Reg 32 (Ventilation systems) (MSC.57.(67))

The regulation was amended in accordance with the amendment made to Regulation II-2/16.

Passenger ships carrying more than 36 passengers (New ships)

Reg 34 (Restricted use of combustible materials) (MSC.57.(67))

For the exposed surfaces of materials used for insulation, low flame spread characteristics are required. In addition, paints and other finishes used on exposed interior surfaces as well as primary deck coverings are required to be evaluated in accordance with the FTP Code.

Passenger ships (New ships)

Reg 37 (Protection of special category spaces) (MSC.57(67))

Fire integrity between the deck in-between special category space and fuel oil tanks located below may be reduced to "A-0" standard. In addition, conditions for making permanent openings for ventilation are given in the regulation.

Passenger ships (New ships)

Regulation (Resolution No.)

Remarks on application

Reg 38 (Protection of cargo spaces, other than special category spaces, intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion) (MSC.57(67))

As given in regulation 37, conditions for making permanent openings are inserted.

Passenger ships (New ships)

Reg 38-1 (Protection of closed and open ro-ro cargo spaces, other than special category spaces and ro-ro cargo spaces intended for the carriage of motor vehicles with fuel in their tanks) (MSC.57(67))

As provision for ro-ro cargo spaces other than special category spaces and ro-ro cargo spaces intended for the carriage of motor vehicles with fuel in their tanks was not given, a regulation is added to deal with this.

Passenger ships (New ships)

Reg 49 (Restricted use of combustible materials) (MSC.57(67))

Paints and other finishes used on exposed interior surfaces as well as primary deck coverings are required to be evaluated in accordance with the FTP Code.

Cargo ships (New ships)

Reg 50 (Details of construction) (MSC.57(67))

Exposed surfaces of vapour barriers and adhesives used in conjunction with insulation, as well as the insulation of pipe fittings for cold service systems used for IC, IIC & IIIC methods are required to be non-combustible (Previously required to be qualities of resistance to the propagation of flame)

Cargo ships (New ships)

Reg 53 (Fire protection arrangements in cargo spaces) (MSC.57(67))

In case where fixed fire extinguishing systems for cargo spaces are exempted, Administrations are required to issue an exemption certificate.

Cargo ships (New and existing ships)

Regulation (Resolution No.)

Remarks on application

Reg 54 (Special requirement for ships carrying dangerous goods) (MSC.57(67))

Amendments are made to tables 54.1, 54.2 and 54.3.
(Requirements for class 9 dangerous goods, liquids whose flashing points are 23°C or more but less than 61°C are added)

Reg 56 (Location and separation of spaces) (MSC.57(67))

Exterior boundaries of superstructures and deckhouses enclosing accommodation are required to be constructed of steel, in addition to A-60 standard. A60 standards are also required for windows. Additionally, a watertight door is required to be fitted to a permanent access from the pipe tunnel to the main pump room.

New tankers

(Note: The text adopted at MSC 67 indicates application to the existing tankers, however, at MSC 68, it was rectified to apply only to new tankers)

Reg 59 (Venting, purging, gas-freeing and ventilation) (MSC.57(67))

For all tankers to which Part D of chapter II-2 applies, a secondary means of allowing full flow relief of vapour, air or inert gas mixture to prevent over-pressure or under pressure in the event of failure of the arrangements are required. Alternatively, pressure sensors may be fitted in each tank.

(A Portable instrument for measuring flammable vapour concentrates are also required)

New and existing tanker
(For existing tankers compliance must be made by the first scheduled dry docking after 1 July 1998, except portable instrument for measuring flammable vapour, for which compliance must be made by 1 July 1998)

Reg 62 (Inert gas systems) (MSC.57(67))

The control system used is required to provide positive indication of the operational status of valves.

New tankers

Regulation (Resolution No.)

Remarks on application

Chapter III

The whole chapter is totally revised (MSC.47(66))

Summary is given as follows:

- Introduction of new appliances and arrangements, i.e., MES (Marine Evacuation System), AES (Anti Exposure Suits) and etc.
- Strengthening of training, operation and maintenance requirements

As for structural requirements, (i.e., excluding operational and training requirements), in principle, the new chapter applies to new ships, however, with regard to the lifejacket lights, they are required to be installed by the first periodical survey after 1 July 2002 for existing passenger ships, and by the first periodical survey after 1 July 2001 for existing cargo ships respectively.

Chapter V

Regulation 15-1 is transferred to Chapter II-1, part A-1. (MSC.57(67))

Reg 22 (Navigation bridge visibility)(MSC.31(63))

For the safety of navigation, a set of requirements are introduced for the design and arrangements (especially for windows) of the navigation bridge, from the view point of ensuring good visibility.

Applies to ships of 45m in length or over constructed on or after 1 July 1998. Ships constructed before this date are required to meet some parts of the requirements where practicable, but are not required to make structural alterations.

Regulation (Resolution No.)

Remarks on application

Chapter VI

Reg 2 (Cargo information)

Additional information such as angle of repose is required

New and existing cargo ships

Reg 7 (Stowage of bulk cargo)(MSC.47(66))

In order to prevent excessive stresses in the ship's structure, a booklet is required to be provided for the Master, which includes information on limitations on the most adverse operating conditions during loading, unloading, ballasting operations and during the voyage. In addition, a plan which ensure that the permissible forces and moments on the ship are not exceeded during loading or unloading are required to be submitted to the port authorities, together with other provisions regarding bulk cargo loading/unloading.

New and existing cargo ships.

Chapter VII

Reg 2 (Classification) (MSC.57(67))

Amendments are made to Class 6.1 and Class 9 goods.

New classification of dangerous goods

Reg 7 (Explosives in passenger ships) (MSC.57(67))

Amendments are made regarding explosives allowed to be transported by passenger ships.

New and existing passenger ships

Regulation (Resolution No.)

Remarks on application

Chapter IX (Management for the safe operation of ships) (1994 SOLAS Conference)

The International Safety Management Code (ISM Code) (A.741(18)), which was developed in order to ensure safe operation of ships and prevention of marine pollution, was made mandatory by the reference made in the new SOLAS Chapter IX, and applies to ship management companies and ships. A guideline for implementation was adopted as A.788(19) at the IMO 19th Assembly.

(by 1 July 1998)

- passenger ships including passenger high-speed craft
- oil tankers, chemical tankers, gas carriers, bulk carriers and cargo high-speed craft of 500 gross tonnage and upward.

(by 1 July 2002)

- other cargo ships and mobile offshore drilling units of 500 gross tonnage and upward.

Chapter XI

Reg 1 (Authorization of recognized organizations) (MSC.47(66))

In addition to A. 739(18), A.789(19) is added as a mandatory guideline which recognized organizations (classification societies) are required to comply with

Administrations and recognized organizations (classification societies)