

Subject

Amendments to the SOLAS Convention relating to Maritime Security (Part 1, preliminary notice)

ClassNK

Technical Information

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To whom it may concern

As you may well know, a new comprehensive maritime security regime for international shipping and port facilities was adopted at the IMO Diplomatic Conference on Maritime Security which was held from the 2nd to the 13th of December in London. Please find herewith a summary of this new regime as a preliminary report.

1. SOLAS Chapter V/Regulation 19 (Amendment)
The Amendment to Regulation 19, Chapter V (Safe Navigation) contains a new timetable for the fitting of an Automatic Identification System (AIS). Ships of 300gt and upwards but less than 50,000gt, other than passenger ships and tankers, will be required to install an AIS not later than the first Safety Equipment Survey after 1 July 2004 or by 31 December 2004, whichever is sooner.
2. SOLAS Chapter XI (Amendment)
The existing SOLAS Chapter XI (Special measures to enhance maritime safety) has been re-numbered as Chapter XI-1, and a new Chapter, XI-2 (Special measures to enhance maritime security) has been added.
3. SOLAS Chapter XI-1(Amendment)
Regulation XI-1/3 has been amended to require ships' identification numbers to be permanently marked in a visible place either on the ship's hull or superstructure. Passenger ships should carry the marking on a horizontal surface visible from the air, after 1 July 2004. Ships should also be marked with their ID numbers internally, such as at the end transverse bulkheads of the machinery spaces. And a new regulation XI-1/5, requires ships to be issued with a Continuous Synopsis Record (CSR) which is intended to provide an on-board record of the history of the ship, after 1 July 2004.
4. SOLAS Chapter XI-2
A brand-new Chapter XI-2 (Special measures to enhance maritime security) has been added after the renumbered Chapter XI-1. This chapter applies to passenger ships and cargo ships of 500gt and upwards, including high speed craft, mobile offshore drilling units as well as port facilities serving such ships that are engaged on international voyages. These ships must have an approved Ship Security Plan placed onboard, should comply with the requirements of the ISPS (International Ship and Port Facility Security) Code, and should have an International Ship

(To be continued)

NOTES:

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Security Certificate by 1 July 2004.

Regulation XI-2/5 requires all ships to be provided with a Ship Security Alert System, applicable to the type of ship, and according to a strict timetable that will see most vessels fitted out by 2004 and the remainder by 2006. The systems should be fitted to passenger ships, including high speed craft, tankers, bulk carriers and high speed cargo ships of 500gt and upwards by the first Radio Inspection after 1 July 2004, and for remainder types of ships by the first Radio Inspection after 1 July 2006.

5. Key elements of the ISPS Code

- (1) A ship is required to act upon the security levels set by Contracting Governments.
- (2) Each ship shall carry on board a ship security plan approved by the Administration.
- (3) The Company shall designate a company security officer, and a ship security officer shall be designated on each ship. Those personnel shall have appropriate knowledge and have received training.
- (4) Upon satisfactory completion of an Initial Verification, an International Ship Security Certificate with a validity not exceeding 5 years will be issued.
- (5) This certificate will be valid for 5 years, subject to an Intermediate Verification which shall take place between the 2 and 3 anniversary date of the certificate.
- (6) Also port facilities are required to act upon the security levels set by the Contracting Government within whose territory they are located. A Port Facility Security Plan is to be approved by such Contracting Government.

This information is issued as a preliminary report in order to distribute a short summary to ClassNK clients as quickly as possible. Further details of the requirements of the ISPS Code and the preparation status of the Society will be advised in due course. For your reference, the summary of the outcome from the Diplomatic Conference is available on the IMO web-site (<http://www.imo.org>).

For any questions about the above, please contact:

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