	MARITIME AUTHORITY OF JAMAICA STATUTORY UPDATES ON MARPOL, SOLAS AND CODES - 01 JUL 2014 TO 01 JAN 2016	Circular No.	16-12-03	P
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TO:

(I) ALL OWNERS, MASTERS OF JAMAICAN REGISTERED VESSELS

(II) ALL MANAGERS AND OPERATORS OF JAMAICAN REGISTERED VESSELS

(III) RECOGNIZED ORGANIZATION

SUBJECT: STATUTORY UPDATES ON – MARPOL, SOLAS AND CODES.

References:

MSC.282(86), MSC.317(89), MSC.338(91), MSC.350(92), MSC.351(92), MSC.352(92), MSC.353(92), MSC.354(92), MSC.360(92), MSC.365(93), MSC.366(93), MSC.367(93), MSC.368(93), MSC.369(93), MSC.370(93), MSC.371(93), MSC.372(93), MSC.376(93), MSC.377(93), MSC.378(93), MEPC.176(58), MEPC.200(62), MEPC.249(66), MEPC.250(66), MEPC.251(66),

Summary:

Summary of some of the most important amendments that came into force between 1st July 2014 to 1st January 2016 inclusive are captured here and the information are recommended for the managers of Jamaican registered shipping companies to take note and be guided accordingly to ensure compliance to avoid unnecessary delays and detention through port state control inspections.

Summary of SOLAS Convention amendments entered into force from 01 July 2014 to 01 January 2016:

Ch. II-2, regulation 10.10.1, replaced paragraph 10.1, effective from 01 July 2014, requires all cargo and passenger vessels, keel laid on or after 01 July 2012 to be provided with a low volume alarm on self-contained breathing apparatus for fire-fighter's outfit not later than 01July 2019 in accordance with Ch.3, paragraph 2.1.2.2 of the FSS Code.

Ch. II-2, regulation 1.2, new paragraph 2.5, effective from 01 July 2014 requires all cargo and passenger vessels, keel laid on or before 30 June 2012 to be provided with a low volume alarm on self-contained breathing apparatus for fire-fighter's outfit. i.e.Ch. II-2, regulation 10.10.1.2 to be complied.

– ref. MSC.338(91).

Ch. II-2, regulation 10.10.4 (new), effective from 01 July 2014, applicable to cargo and passenger vessels, keel laid on or before 30 June 2014, provides requirements for the carriage of portable radio telephone apparatus. For ships constructed on or after 1 July 2014, a minimum of two two-way portable radiotelephone apparatus for each fire party for fire-fighter's communication shall be carried on board. Those two-way portable radiotelephone apparatuses shall be of an explosion-proof type or intrinsically safe. Ships constructed before 1 July 2014 shall comply with the requirements of this paragraph not later than the first safety equipment survey after 1 July 2018.

Ch. III, regulation 1, new paragraph 5, effective from 01 July 2014 requires all cargo and passenger vessels, not later than the first scheduled dry-docking after 1 July 2014, but not later than 1 July 2019, lifeboat on-load release mechanisms not complying with paragraphs 4.4.7.6.4 to 4.4.7.6.6 of the Code shall be replaced with equipment that complies with the Code. Guidelines MSC.1 /Circ.1392 for the evaluation and replacement has been developed. -ref.MSC.317(89).

Ch. III, regulation 17-1 (new regulation), effective from 01 July 2014 requires all cargo vessels, HSC, DSC, non ro-ro passenger vessels and ro-ro passenger vessels to have ship specific plans and procedures for recovery of persons from the water. Ships constructed before 01 July 2014 shall comply with this requirement not later than the first periodical or renewal of the safety equipment survey carried out after 01 July 2014, whichever comes first. – ref. MSC.338(91).

Ch. V, regulation 19.2.2.3, new sub paragraph 3.5, effective from 01 July 2014, requires all cargo vessels, keel laid on or before 30 June 2011 with a gross tonnage of 150 gross tonnage and over but below or equal to 499 gross tonnage, to be fitted with the Bridge watch alarm monitoring system (BNWAS) to be operational whenever the vessel is underway at sea not later than the first safety equipment survey after 01 July 2014. – ref. MSC.282(86).

Ch. V, regulation 19.2.10, new sub paragraph 2.10.5, effective from 01 July 2014 requires all Passenger vessels of 500 gross tonnage or more, keel laid on or before 30 June 2012, to be fitted with an Electronic Chart Display and Information System (ECDIS) not later than the first Passenger Ship Safety Certificate (PSSC) survey after 01 July 2014. The requirement is no longer optional. – ref.MSC.282(86).

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Regulation 19.2.10, new sub paragraph 2.10.6, effective from 01 July 2015 requires all chemical and oil tankers and gas carriers of 3000 gross tonnage or more, keel laid 0n or before 30 June 2012, to be fitted with Electronic Chart Display and Information System (ECDIS) not later than the first safety equipment survey after 01 July 2015. The requirement is no longer optional. -ref MSC.282(86).

Ch. III, regulations 19.2.2 & 19.2.3 (replaced texts of existing paragraphs), effective 01 January 2015, requires that on a ship engaged on a voyage where passengers are scheduled to be on board for more than 24 h, musters of newly-embarked passengers shall take place prior to or immediately upon departure. Passengers shall be instructed in the use of the lifejackets and the action to take in an emergency. Whenever new passengers embark, a passenger safety briefing shall be given immediately before departure, or immediately after departure. The briefing shall include the instructions required by regulations 8.2 and 8.4, and shall be made by means of an announcement, in one or more languages likely to be understood by the passengers. The announcement shall be made on the ship's public address system, or by other equivalent means likely to be heard at least by the passengers who have not yet heard it during the voyage. The briefing may be included in the muster required by paragraph 2.2. Information cards or posters or video programs displayed on ships video displays may be used to supplement the briefing, but may not be used to replace the announcement.

Ch. III, new regulation 19.3.3 effective 01 January 2015, requires crew members with enclosed space entry or rescue responsibilities to participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months.

New regulation 19.3.6 describes how the enclosed space entry and rescue drills must be conducted:

Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization.

Each enclosed space entry and rescue drill shall include:

- checking and use of personal protective equipment required for entry;
- checking and use of communication equipment and procedures;
- checking and use of instruments for measuring the atmosphere enclosed spaces;
- checking and use of rescue equipment and procedures; and
- instructions in first aid and resuscitation techniques.

New regulation 19.4.2. 5 requires that risks associated with enclosed spaces and onboard procedures for safe entry into such spaces should consider, as appropriate, the guidance provided in recommendations developed by the Organization.

Regulation 5, has been revised to include a requirement for enclosed space entry drills to be recorded in the ships log book and if a full muster, drill or training session is not held at the appointed time, an entry shall be made in the logbook stating the circumstances and the extent of the muster, drill or training session held. Ref. MSC.350(92).

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Ch. II-1, regulation 29 paragraphs 3.2 and 4.2, new texts has been added at the end of each paragraph and becomes effective from 01 January 2016 and applies to all ships irrespective of date of construction that cannot be ballasted during sea trials so that they are on even keel and rudder fully submerged. Such ships may demonstrate compliance with requirements for main and auxiliary steering gear with alternate methods. – ref. MSC.365(93).

Ch. II-2, regulation 3, new paragraphs 54,55,56 have been added effective 01 January 2016 which defines fire dampers, smoke dampers and vehicle carrier. -ref. MSC.365(93).

Ch. II-2, regulation 4.5.5.1, paragraph 5.5.1.2, effective from 01 January 2016, requires tankers (oil, chemical and gas) 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. Safety Systems Code and with fixed tank washing machines. – ref. MSC.365(93).

Ch. II-2, regulation 4.5.5.4, effective from 01 January 2016, provides requirements for equivalent systems in lieu of fixed installations on tankers (oil, chemical and gas) of 8000 deadweight or more to 19999 deadweight or less. – ref. MSC.365(93).

Ch. II-2, regulation 4, new sub paragraphs 13.4.1.5, 13.4.16, 13.4.2.4,13.4.2.5 & 13.4.2.6, effective from 01 January 2016, applicable to cargo and passenger vessels, keel laid on or after 01 January 2016, provides new requirements for continuous fire shelter for means of escape from machinery spaces and workshops and control rooms within machinery spaces. -ref.MSC.365(93).

Ch. II-2, regulation 9, paragraph 7 has been replaced, effective 01 January 2016, applicable to all cargo and passenger vessels, keel laid on or after 01 January 2016 and addresses the requirements of the new ventilation duct construction and arrangement. – ref.MSC.365(93).

Ch. II-2, regulation 10, new paragraph 7.3 effective from 01 January 2016, applicable to ships (cargo and passenger) constructed on or after 01 January 2016 designed to carry containers on or above weather deck, and provides new requirements to the carriage of water mist lance / mobile water monitors, dependent on number of tiers of containers and ships breadth. -ref. MSC.365(93).

Ch. II-2, regulation 16, new paragraph 3.3, effective from 01 January 2016, provides requirements for the operation of the inert gas system for tankers (Oil, Chemical and gas), keel laid on or after 01 July 2002.
Operation of inert gas system:
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.

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 vapors before gas-freeing. Only nitrogen is acceptable as inert gas under this provision.

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.

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* ref. MSC. 365(93).

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* 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

Ch. II-2, new regulation 20-1.1, effective from 01 January 2016, applicable for vehicle carriers, keel laid on or after 01 January 2016, provides 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 with compressed hydrogen or compressed natural gas in their tanks for their own propulsion as cargo.-ref.MSC.365(93).

Ch. II-2, new regulation 20-1.2.1, effective from 01 January 2016, applicable for vehicle carriers, keel laid on or after 01 January 2016, provides requirements for electrical equipment and wiring, ventilation and other ignition sources, and provision for two portable gas detectors for the detection of the gas fuel and be of a certified safe type for use in the explosive gas and air mixture. -ref.MSC.365(93).

Ch. II-2, new regulation 20-1.2.2, effective from 01 January 2016, requires that 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 be provided with at least 2 portable gas detectors for the detection of the gas fuel and be of a certified safe type for use in the explosive gas and air mixture. -ref.MSC.365(93).

Ch. V, regulation 19.1.2.4, new sub paragraph effective from 01 January 2016, requires all passenger ships irrespective of size and all cargo ships of 3000 gross tonnage or more, keel laid on or before 01 July 2002 to be fitted a bridge navigational watch alarm system not later than the first survey after 01 January 2016. – ref. MSC.350(92).

Ch. XIII, new chapter, effective from 01 January 2016 applicable to all SOLAS contracting governments only and refers to the verification of compliance with the new III Code. Every contracting government shall be subject to periodic audit by the organisation (IMO) in accordance with the audit standards to verify compliance with and implementation of SOLAS. Definition of Audit, Audit scheme, Code for implementation and audit standards are given. – ref.MSC.366(93).

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Summary of MARPOL Convention amendments entering into force from 01 July 2014 to 01 January 2016:

Annex VI, regulation 14.4, effective 01 January 2015, applicable to all cargo vessels, HSC/DSC and passenger vessels irrespective of size, requirement of maximum sulphur content of fuel oil changed inside Emission Control Area (ECA) to 0.10% m/m. ref. MEPC.176(58).

Annex VI, Ch.1, regulation 2, effective 01 September 2015, definition of gas carrier has been amended and new definitions have been added for LNG carrier, cruise passenger ship, conventional propulsion, non-conventional propulsion, cargo ship having ice breaking capability and ship delivered on or after 01 Sep. 2019. ref. MEPC.251(66).

Annex VI, Ch.3, regulation 13, paragraphs 5.1 and 5.2 amended, effective 01 September 2019, applicable to all cargo vessels, HSC/DSC and passenger vessels, keel laid on or after 01 January 2016 trading in American and US Caribbean sea Emission Control Area, tier III for NOx emission is now applicable to ships constructed on or after 01 January 2016 trading in North American/US Caribbean ECA. For future ECAs the application date will be determined when establishing the ECA. Reg.MEPC.251(66).

Annex VI, Chapter 4, regulation 5, in paragraph 4.2, effective 01 September 2015, applicable to cargo and passenger vessels of 400 gross tonnage or more whose contract was placed on or after 01 January 2013, the word “a ship” has been amended to read as “a new ship”. Reference is made to the unified interpretations to MARPOL Annex VI, Circular MEPC.1/Circ.795/Rev.1 for the definition of new ships. Ref.MEPC.251(66).

Annex VI, Ch.4, regulation 19, new sub paragraph 2.2, effective date 01 September 2015, exempts new ships (contract placed on or after 01 January 2013) not propelled by mechanical means, and platforms including FPSOs and FSUs and drilling rigs, regardless of their propulsion from the requirements of Energy Efficient Design Index (EEDI).
-ref. MEPC.251(66).

Annex VI, Ch.4, regulation 19, amended paragraph 3, effective from 01 September 2015, applicable to cruise passenger ships having non-conventional propulsion and LNG carriers having conventional or non-conventional propulsion delivered on or after 1 September 2019 or contract placed on or after 01 January 2013 are required to comply with the requirements of regulations 20 (attained EEDI) and 21 (required EEDI).
Cargo ships with ice breaking capabilities of 400 gross tonnage or more whose contract is placed on or after 01 January 2013 are exempt from the requirements of regulations 20 and 21 (attained and required EEDI). ref. MEPC.351(66).

Annex VI, Ch. IV, regulations 20 and 21 have been amended, effective 01 September 2015, applicable to cargo and passenger vessels of 400 gross tonnage or more contract dated on or after 01 Sep.2015.Energy Efficiency Design Index (EEDI) to be calculated for additional vessel types as described in regulation 20 and regulation 21, table 1.
Table 1 also distinguishes different phases depending on contract date. ref. MEPC.251(66).

Annex IV, regulations 1, 11 & 12 has been amended, effective 01 January 2013, to introduce a new special area - Baltic sea and prohibiting the discharge of sewage in special areas except for ships that have an approved sewage treatment plant type approved to new standard, Res.MEPC.227(64), applicable to new passenger ships on or after 01 January 2016 subject to provisions of paragraph 2 of regulation 12bis and for existing passenger ships on or after 1 January 2018, subject to provisions of paragraph 2 of regulation 12bis except when the following conditions are satisfied: the ship has in operation an approved sewage treatment plant which has been certified by the Administration to meet the operational requirements referred to in regulation 9.2.1 of this Annex, and the effluent shall not produce visible floating solids nor cause discoloration of the surrounding water. – ref. MEPC.200(62).

<u>Summary of ISM Code amendments entered into force from 01 January 2014 to 01 January 2016:</u>

Part A, Section 6- Resources and personnel, new sub paragraph 6.2.2 has been added, effective 01 January 2015, requiring the Company to ensure that the ship is appropriately manned in order to encompass all aspects of maintaining safe operations on board referring to Principles of minimum safe manning as adopted by resolution A. 1047(27).
- ref MSC.353(92).

Part A, section 12- Company verification, review and evaluation, new paragraph 12.2 has been added, effective 01 January 2015, requiring that the Company should periodically verify whether all those undertaking delegated ISM-related tasks are acting in conformity with the Company's responsibilities under the Code. – ref.353(92).

Summary of Fire Safety Systems (FSS) Code amendment entered into force on 01 January 2016:

Chapter 15 has been completed replaced with new requirements, effective 01 January 2016, applicable to oil and chemical tankers and gas carriers, keel laid on or after 01 January 2016. One essential issue is that the inert gas system shall be automatically vented to the atmosphere if the oxygen content exceeds 5% by volume.
-ref.MSC.367(93).

Summary of Life Saving Appliances (LSA) Code amendment entered into force on 01 January 2016:

Chapter II-Personal life saving appliances, section 2.2-Lifejackets, paragraph 2.2 has been amended, effective date 01 January 2016, introducing revised testing requirements for lifejackets with respect to buoyancy and stability.
– ref.MSC.368(93).

NB:

Resolution MSC.378(93), effective date 01 January 2016, amends resolution MSC.81(70)-Revised recommendation on testing of Life saving appliances, Part 1, section 2, appendix 1.- Requirements to prototype tests of lifejackets and to adult reference test device (RTD) design and construction. – ref.MSC.378(93)

Summary of International Maritime Dangerous Goods (IMDG) Code amendment entered into force on 01 January 2016:

Several amendments have been made to the Code, effective date 01 January 2015 for voluntary implementation and 01 January 2016 for mandatory implementation. Mostly minor and some major changes. Some major changes are as follows:

- Annex 1 of the International Convention for Safe Containers,1972 as amended has been incorporated into the Code in Chapter 1.1.2.3
- Reorganization of Column 16 to include column 16a-new stowage codes as listed in Ch.7.1.5 and handling codes as listed in Ch.7.1.6 and column 16b-new segregation codes as listed in ch.7.1.6 as listed in 7.2.8; and
- Amendments to the Emergency schedule (EMS) guide can be found in circular MSC.1/Circ.1476.

-ref. MSC.372(93)

Summary of 2011 Enhanced Survey program (ESP) Code amendment entered into force on 01 January 2016:

The Code is amended to cover corrosion and corrosion protection by coating at relevant surveys, effective date 01 January 2016, applicable to all tankers and bulk carriers on or over 500gross tonnage. – ref.MSC.371(93)

Summary of International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC / BCH) amendments entered into force on 01 January 2016:

IBC Code, Chapters 1, 8, 9,11,15 & 17 have been amended because of the new SOLAS Chapter II-2, regulation 4.5.5 on the inert gas requirements, effective date 01 January 2016, applicable to chemical tankers, keel laid on or after 01 July 1986. -ref. MEPC.250(66) & MSC.369(93)

Chapter 2, section 2.2, new sub paragraphs 2.2.6 &2.2.7, effective date 01 January 2016, applicable to Chemical tankers, keel laid on or after 01 January 2016 and existing Chemical tankers keel laid before 01 January 2016 to which the provisions will be applicable by the first scheduled renewal survey after 01 January 2016 but not later than 01 January 2021. Requirements to fit the ships approved stability instruments to verify intact and damage stability requirements, approved by the Administration. Existing instruments need no replacement if satisfactory to the Administration. There are some conditions for exemption. Paragraph 6 of the certificate of fitness is updated accordingly. -MEPC.250(66) & MSC.369(93)

The BCH code chapter 2, section 2.1 has been amended, effective date 01 January 2016, applicable to existing Chemical tankers keel laid before 01 July 1986 by the first scheduled renewal survey after 01 January 2016 but not later than 01 January 2021. Requirements to fit the ships approved stability instruments to verify intact and damage stability requirements, approved by the Administration. Existing instruments need no replacement if satisfactory to the Administration. There are some conditions for exemption. Paragraph 6 of the certificate of fitness is updated accordingly- ref. MEPC.249(66) & MSC.376(93)

Summary of International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC/ GC) entered into force on 01 January 2016:

The IGC Code has been completely revised, Chapters 1-19 and Appendix 1-5, effective date 01 January 2016, applicable to gas carriers keel laid on or after 01 July 1986. -ref.MSC.370(93).

IGC Code, Chapter 2, new sub paragraph 2.2.6 has been revised, effective date 01 January 2016, applicable to gas carriers, keel laid on or after 01 January 2016.and existing gas carriers keel laid before 01 January 2016 applicable by the first scheduled renewal survey after 01 January 2016 but not later than 01 January 2021. Requirement to fit the ships approved stability instrument to verify intact and damage stability requirements, approved by the Administration. Existing instruments need no replacement if satisfactory to the Administration. There are some conditions for exemption. Paragraph 6 of the certificate of fitness is updated accordingly. – ref.MSC.370(93)

The GC code chapter 2, sections 2.4 & 2.5 have been amended, effective date 01 January 2016, applicable to existing gas carriers keel laid before 01 July 1986 by the first scheduled renewal survey after 01 January 2016 but not later than 01 January 2021. Requirements to fit the ships approved stability instruments to verify intact and damage stability requirements, approved by the Administration. Existing instruments need no replacement if satisfactory to the Administration. There are some conditions for exemption. Paragraph 6 of the certificate of fitness is updated accordingly- ref.MSC.377(93)

Summary of International Maritime Solid Bulk Cargoes (IMSBC) Code amendment entered into force on 01 January 2015:

Texts and paragraphs in the sections of the code have been improved and amended. Some schedules in Appendix 1 have been modified and new schedules have been added. – ref. MSC.354(92)

Summary of NOx Technical Code 2008 amendments entered into force on 01 September 2015:

Table1, Chapters 1, 5 & 6 and Appendix VI of the NOx code has been amended, effective date 01 September 2015, applicable to cargo ships, HSC/DSC and passenger vessels of 400 gross tonnage or more. It applies to diesel and dual fuel engines installed on or after 01 July 2010 with output greater than 130kW and with output greater than 130 kW and where the engine undergoes a major conversion as defined by MARPOL Annex VI, regulation 13, chapter 2.1, after 01 January 2000. Dual fuel engines included in the Code. -ref. MEPC.251(66).

Summary of High Speed Craft (HSC) Code 1994/2000, Dynamically Supported Craft (DSC) amendment entered into force on 01 January 2015:

HSC Code 1994 / 2000, Ch.18, new paragraph 5.4 and the DSC Code, Ch.17, new paragraph 5.4, have been added, effective date 01 January 2015, applicable to all HSC / DSC vessels requiring enclosed space and rescue drills for

crew members to be carried out every two (2) months and recorded in the log book.

Interpretations:

Where the provision of a regulation requires the standard to be applied or a survey to be conducted "to the satisfaction of the Administration", the IACS Unified Interpretation of the relevant provision will be applied.

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CAPT. STEVEN SPENCE

DIRECTORATE OF SAFETY, ENVIRONMENT AND CERTIFICATION

MARITIME AUTHORITY OF JAMAICA

THE OFFICE CENTRE BUILDING

2ND FLOOR, 12 OCEAN BOULEVARD

KINGSTON, JAMAICA

TEL: (876) 967 1060/65 OR 967-1087

FAX: (876) 922-5765

EMAIL: safety@jamaicaships.com

WEBSITE: http://www.jamaicaships.com