



Technical Information

04 April 2009

Kepada : Semua pengguna jasa BKI

Perihal : Update Regulasi IMO yang Mandatory

Informasi

Menyusul sejumlah resolusi yang diadopsi pada beberapa pertemuan IMO, BKI percaya bahwa penyebaran informasi tersebut secara dini akan memberikan keuntungan kepada pengguna jasa dalam hal waktu persiapan yang cukup untuk mengantisipasinya.

Oleh karena itu, BKI telah menyusun tabel Selected Updates on IMO Regulations Yang terdapat pada annex Technical Information ini. Untuk kemudahan penggunaan, update tersebut dibagi dalam dua bagian besar, yaitu update mandatory yang memerlukan penambahan perangkat keras (konstruksi, perlengkapan, peralatan, dan lain-lain) dan update mandatory yang berkaitan dengan aturan operasional baru.

Sebagai catatan bahwa table tersebut tidak mencakup seluruh regulasi IMO terbaru tetapi dipilih berdasarkan regulasi yang memuat kepentingan kebanyakan pengguna jasa BKI.

Info lebih lanjut

Pertanyaan sehubungan dengan Technical Information ini dapat ditujukan ke:

BKI Statutory Division
Yos Sudarso 38-40
Jakarta, 14320
Indonesia
Phone : +62 21 4301017, 4301703
Fax : +62 21 4390 1974
Email : statutory@klasifikasiindonesia.com

Jakarta, 04 April 2009


Haryanto
Direktur Teknik

Selected Updates on IMO Regulations

(incl. regs which have entered into force in previous years but still permitted to be complied within 2009)

A. Selected Mandatory Hardware-related requirements (Construction or installation of Additional Equipment, Device, Apparatus, Arrangement)

- 1 -

Regulation	Subject	Applicability (Object)	Enter into force
SOLAS II-1/23-3 as adopted by Res. MSC.194(80)	Water Level Detectors	General Cargo ship which has size \geq 500 GT and: <ul style="list-style-type: none"> - keel laying date before 1 January 2007 with length < 80 meter (66 Load Line), or - if the keel laying date is before 1 January 1998, length < 100 meter (66 Load Line) 	First intermediate or renewal survey after 1 January 2007 but not later than 31 December 2009
Summary (please refer to original regulation for full text)			
Existing cargo ships (other than bulk carriers), arranged with a single hold unprotected by a double side skin, are to be fitted with water ingress detector/alarms. Performance standards for water level detector and alarm systems are contained in resolution MSC.188(79).			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS V/20 as adopted by Res. MSC.170(79)	VDR and S-VDR	Cargo ship which has size > 3,000 GT but < 20,000 GT with keel laying date before 1 July 2002	First dry docking after 1 July 2007 but not later than 30 June 2010
Summary (please refer to original regulation for full text)			
Ships shall be fitted with a voyage data recorder (VDR) or a simplified VDR (SVDR) of either fixed or float-free type. The S-VDR should meet the standards contained in resolution MSC.163(78) and record and maintain, for a period of at least 2 years following termination, bridge and communication audio, radar, position, speed, heading, date and time and, if radar data is not possible, AIS data. S-VDR's may be combined with an EPIRB, provided the standards for each piece of equipment are met.			

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Regulation	Subject	Applicability (Object)	Enter into force
BCH Code Amendments as adopted by Res. MSC.212(81) and MSC.29(61)	Additional sensors and alarm in pump room	Chemical tanker regardless of the GT with keel laying date before 1 July 1986	First dry docking after 1 August 2007 but not later than 31 July 2010
Summary (please refer to original regulation for full text)			
(1) Bulkhead shaft glands, bearings and casings of cargo, ballast and stripping pumps driven by shafts passing through the pump room bulkhead are to be fitted with temperature sensors (with audible and visual alarms). (2) Continuous monitoring of the pump room's atmosphere shall be provided and automatically setoff a continuous audible and visual alarm locally and in the engine control room, cargo control room and navigation bridge when the flammable vapor concentration exceeds a pre-set level			

which is not to be more than 10% (or 30%, for existing system) of the lower flammability limit.
 (3) Bilge level monitoring with alarms shall also be provided.

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Regulation	Subject	Applicability (Object)	Enter into force
IBC Code as adopted by Res. MSC.219(82)	Additional sensors and alarm in pump room	Chemical tanker which has size \geq 500 GT with keel laying date before 1 January 2009	First dry docking after 1 January 2009 but not later than 31 December 2012
Summary (please refer to original regulation for full text)			
<p>(1) Bulkhead shaft glands, bearings and casings of cargo, ballast and stripping pumps driven by shafts passing through the pump room bulkhead are to be fitted with temperature sensors (with audible and visual alarms).</p> <p>(2) Continuous monitoring of the pump room's atmosphere shall be provided and automatically setoff a continuous audible and visual alarm locally and in the engine control room, cargo control room and navigation bridge when the flammable vapor concentration exceeds a pre-set level which is not to be more than 10% (or 30%, for existing system) of the lower flammability limit.</p> <p>(3) Bilge level monitoring with alarms shall also be provided.</p>			

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Regulation	Subject	Applicability (Object)	Enter into force
IBC Code as adopted by Res. MSC.219(82)	Additional sensors and alarm in pump room and EEBD provision	Chemical tanker which has size \geq 500 GT with keel laying date on or after 1 January 2009	1 January 2009
Summary (please refer to original regulation for full text)			
<p>(1) Bulkhead shaft glands, bearings and casings of cargo, ballast and stripping pumps driven by shafts passing through the pump room bulkhead are to be fitted with temperature sensors (with audible and visual alarms).</p> <p>(2) Continuous monitoring of the pump room's atmosphere shall be provided and automatically setoff a continuous audible and visual alarm locally and in the engine control room, cargo control room and navigation bridge when the flammable vapor concentration exceeds a pre-set level which is not to be more than 10% (or 30%, for existing system) of the lower flammability limit.</p> <p>(3) Bilge level monitoring with alarms shall also be provided.</p> <p>(4) At least two emergency escape breathing devices (EEBDs) within accommodation spaces are to be provided in accordance with SOLAS II-2/13.3.4.</p>			

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Regulation	Subject	Applicability (Object)	Enter into force
IBC Code as adopted by Res. MSC.219(82)	Additional fire fighting system in chemical tanker	Chemical tanker which has size \geq 2,000 GT with keel laying date on or after 1 January 2009	1 January 2009
Summary (please refer to original regulation for full text)			
Any category A machinery space exceeding 500 m ³ in volume must be provided with an approved type of fixed water-based or equivalent local application fire-fighting system, based on MSC/Circ.913 in addition to the required fixed fire-extinguishing system.			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS II-1 as adopted by Res. MSC.216(82) Annex 2	Flooding Detection	Passenger ship which can carry > 36 passengers with keel laying date on or after 1 January 2009	1 January 2009
Summary (please refer to original regulation for full text)			
All tanks and watertight spaces located below the bulkhead deck are to be provided with a flooding detection system.			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS II-1 as adopted by Res. MSC.216(82) Annex 2	Essential System Operation After Flooding	Passenger ship which can carry > 12 passengers with keel laying date on or after 1 January 2009	1 January 2009
Summary (please refer to original regulation for full text)			
Essential systems fitted on passenger ships having a length of 120 m or more or having three or more main vertical zones to remain operational when the ship is subject to any single compartment flooding.			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS II-1/3-2 as adopted by Res. MSC.215(82) MSC.216(82)	Performance Standard of Protective Coatings (PSPC)	Bulk carrier which has length \geq 150 meter (66 Load Line) with keel laying date on or after 1 January 2009	1 January 2009
Summary (please refer to original regulation for full text)			
Double side skin spaces on bulk carriers are to be coated in accordance with the approved Coating Performance Standard as per MSC.215(82).			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS II-1/3-2 as adopted by Res. MSC.215(82) MSC.216(82)	Performance Standard of Protective Coatings (PSPC)	All Ships which have size \geq 500 GT with keel laying date on or after 1 January 2009	1 January 2009
Summary (please refer to original regulation for full text)			
Dedicated seawater ballast tanks are to be coated in accordance with the approved Coating Performance Standard as per MSC.215(82).			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS II-1/35-1 as adopted by Res. MSC.194(80)	Bilge Pumping Arrangements	Passenger ship which can carry > 12 passengers with keel laying date on or after 1 January 2009	1 January 2009
Summary (please refer to original regulation for full text)			
No change to the requirements as contained in II-1/21, SOLAS Consolidated Edition 2004.			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS II-1 Parts B to B-4 as adopted by Res. MSC.194(80)	Subdivision and Stability	Passenger ship which can carry > 12 passengers with keel laying date on or after 1 January 2009	1 January 2009
Summary (please refer to original regulation for full text)			
Passenger ships will now be required to possess the same capability to survive flooding (in terms of a Required Subdivision Index, R, at transient, intermediate and, after progressive flooding, final stages of flooding) based on the probability of flooding its subdivided spaces and surviving such flooding (the Attained Subdivision Index, A) which is determined at three loading conditions using a methodology that has been developed taking into account historical statistics of accidents (grounding and collision).			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS II-1/35-1 as adopted by Res. MSC.194(80)	Bilge Pumping Arrangements	Cargo ship which has size \geq 500 GT with keel laying date on or after 1 January 2009	1 January 2009
Summary (please refer to original regulation for full text)			
Same requirements as contained in II-1/21, SOLAS Consolidated Edition 2004.			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS II-1 Parts B to B-4 (except B-3) as adopted by Res. MSC.194(80)	Subdivision and Stability	Cargo ship which has size \geq 500 GT and length > 80 meter (66 Load Line) with keel laying date on or after 1 January 2009	1 January 2009
Summary (please refer to original regulation for full text)			
Cargo ships will be required to possess the same capability to survive flooding (in terms of a Required Subdivision Index, R, at transient, intermediate and, after progressive flooding, final stages of flooding) based on the probability of flooding its subdivided spaces and surviving such flooding (the Attained Subdivision Index, A) which is determined at three loading conditions using a methodology that has been developed taking into account historical statistics of accidents (grounding and collision).			

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Regulation	Subject	Applicability (Object)	Enter into force
MARPOL Annex I/37.4 as adopted by Res. MEPC.117(52)	Computer Programs	All Oil Tankers regardless of the keel laying date which have size > 5,000 DWT	1 January 2007
Summary (please refer to original regulation for full text)			
Access to computerized shore-based programs that can readily assess damage stability and residual structural strength, is to be provided.			

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Regulation	Subject	Applicability (Object)	Enter into force
MARPOL Annex I/22 as adopted by Res. MEPC.117(52)	Pump Room Protection	Oil Tanker which has size > 5,000 DWT with keel laying date on or after 1 January 2007	1 January 2007
Summary (please refer to original regulation for full text)			
Pump rooms are to be provided with a double bottom with a height above baseline of at least B/15 or 2.0 meters, whichever is the lesser, with a minimum value of 1 meter. If the flooding of the pump room does not render ineffective the cargo and ballast pump capabilities (e.g., submersible deep-well cargo and ballast pumps), then a double bottom need not be fitted.			

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Regulation	Subject	Applicability (Object)	Enter into force
MARPOL Annex I/12A as adopted by Res. MEPC.141(54)	Bunker Tank Protection	All ships regardless of the GT with: <ul style="list-style-type: none"> - keel laying date on or after 1 February 2008, or - have building contract on or after 1 August 2007 	<ul style="list-style-type: none"> - 1 February 2008 for ships with keel laying date on or after 1 February 2008, or - 1 August 2007 for ships having building contract on or after 1 August 2007
Summary (please refer to original regulation for full text)			
Ships having an aggregate FO capacity of 600 m3 and greater are required to "protectively locate" each bunker tank (which excludes tanks that do not normally carry fuel oil such as overflow tanks) having a capacity greater than 30m3 in accordance with the requirements of 12A.			

B. Selected Mandatory Operations-related requirements

- 1 -

Regulation	Subject	Applicability (Object)	Enter into force
SOLAS XI and A.744(18) as adopted by Res. MSC.144(77)	ESP Thickness Measurements and Repair	Oil Tanker regardless of the keel laying date and which has size > 500 GT	1 July 2006
Summary (please refer to original regulation for full text)			
<p>Thickness of longitudinal members required to be gauged should, at a minimum, be measured as follows:</p> <ul style="list-style-type: none"> - two readings for each deck plate and bottom shell plate; - all longitudinal members comprising two girth belts for tankers between 10 and 15 years of age and three girth belts for tankers 15 years of age and older; - one reading for the web and face plate of every longitudinal and girder located within 10% of the molded depth of the main deck and bottom shell plate; and - one reading for web and face plates of the remaining longitudinals and girders. <p>The minimum continuous length of a renewed or reinforced structural member should be at least twice the spacing of the primary members in way thereof.</p> <p>Thickness diminution at the butt joints of joining members forward and aft of the replaced member should not be within the substantial corrosion range (75% of the allowable diminution). A transition taper is to be provided in way of the butt joint where differences in thickness exceed 15% of the lower thickness.</p>			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS XII/7 as adopted by Res. MSC.169(79)	Maintenance of Hatch Covers	Bulk carrier regardless of the keel laying date and which has size \geq 500 GT	1 July 2006
Summary (please refer to original regulation for full text)			
<p>Once per week during voyages (weather permitting) and when the covers are opened (but not more frequently than once per month) covers are to externally examined, particularly covers located within the forward 25% length. A maintenance plan and records are to form part of the ISM Code safety management system. Visible checks on corrosion, cracks and deformation of the coamings, stiffeners and brackets, especially in way of the coaming tops and corners, adjacent deck plating and brackets, are to be made.</p>			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS IV/9 as adopted by Res. MSC.152(78)	EPIRB Testing	All ships regardless of the keel laying date and which has size \geq 500 GT	1 July 2006
Summary (please refer to original regulation for full text)			
<p>EPIRBs fitted on passenger ships (> 12 passengers) and cargo, are to be tested annually on board or by an approved testing station.</p>			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS V/28 as adopted by Res. MSC.142(77)	Daily reporting	All ships regardless of the keel laying date and which has size \geq 500 GT	1 July 2006
Summary (please refer to original regulation for full text)			
Each ship engaged on international voyages exceeding 48 hrs is to submit a daily report (containing position, course and speed and any conditions affecting the normal safe operation of the ship) to its Company.			

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Regulation	Subject	Applicability (Object)	Enter into force
A.744(18) as adopted by Res. MSC.197(80)	Number of assigned surveyors	Bulk carrier regardless of the keel laying date and which has size \geq 500 GT	1 January 2007
Summary (please refer to original regulation for full text)			
Amendments include the requirement, for bulk carriers of 20,000 tons deadweight and above, that two exclusive surveyors jointly carry out the first scheduled renewal survey after the bulk carrier passes 10 years of age, and all subsequent renewal surveys and intermediate surveys.			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS II-1/3-7 as adopted by Res. MSC.194(80)	Ship Construction Drawing	All ships which has size \geq 500 GT with keel laying date on or after 1 January 2007	1 January 2007
Summary (please refer to original regulation for full text)			
A set of as-built construction drawings and other plans showing any subsequent structural alterations is to be kept on board. These plans include a midship section, scantling plan, shell expansion, transverse bulkheads, rudder and rudder stock, cargo hatch covers, when applicable, and bilge ballast and cargo piping diagram.			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS XI-1/3-1 as adopted by Res. MSC.194(80)	Company and Registered Owner ID Number	All ships regardless of the size and keel laying date	1 January 2009
Summary (please refer to original regulation for full text)			
Every Company and registered owner shall be provided with an identification number which conforms to the IMO Unique Company and Registered Owner Identification Number Scheme adopted by the Organization [See MSC.160(78)]. The Company identification number is to be inserted on ISM and ISPS certificates, including Continuous Synopsis Record (CSR).			

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<i>Regulation</i>	<i>Subject</i>	<i>Applicability (Object)</i>	<i>Enter into force</i>
SOLAS VI as adopted by Res. MSC.239(83)	MSDS	All ships regardless of the keel laying date which have size \geq 500 GT	1 July 2009
<i>Summary (please refer to original regulation for full text)</i>			
Ships carrying MARPOL Annex I cargoes, as defined in Appendix I (check and listed!!) and marine fuel oils are to be provided with a material safety data sheet (MSDS) prior to the loading of such cargoes.			

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<i>Regulation</i>	<i>Subject</i>	<i>Applicability (Object)</i>	<i>Enter into force</i>
MARPOL Annex I as adopted by Res. MEPC.167(56)	Special Area Designation	All ships regardless of the size and keel laying date	1 August 2008
<i>Summary (please refer to original regulation for full text)</i>			
Pertaining to restriction of discharge in MARPOL, The Southern South African waters are designated as a Special Area.			

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<i>Regulation</i>	<i>Subject</i>	<i>Applicability (Object)</i>	<i>Enter into force</i>
MARPOL Annex II & IBC Code as adopted by Res. MEPC.166(56)	NLS Revisions	Chemical tanker regardless of the keel laying date which has size \geq 500 GT	1 January 2009
<i>Summary (please refer to original regulation for full text)</i>			
Revised carriage requirements for NLS under the IBC Code Chapters 17, 18 and 19.			

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<i>Regulation</i>	<i>Subject</i>	<i>Applicability (Object)</i>	<i>Enter into force</i>
MARPOL Annex V/5 as adopted by Res. MEPC.172(57)	Special Area Designation	All ships regardless of the size and keel laying date	1 May 2009
<i>Summary (please refer to original regulation for full text)</i>			
Pertaining to restriction of garbage disposal in MARPOL Annex V, The Mediterranean Sea area is designated as a Special Area.			

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<i>Regulation</i>	<i>Subject</i>	<i>Applicability (Object)</i>	<i>Enter into force</i>
STCW Code as adopted by Res. MSC.209(81) MSC.203(81)	SSO Standard of Competence	Officer onboard assuming responsibility as SSO	1 July 2009
<i>Summary (please refer to original regulation for full text)</i>			
New section A-VI/5 is added to the STCW Code addressing knowledge of ship operations and standard of competence for ship security officers (SSO).			

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<i>Regulation</i>	<i>Subject</i>	<i>Applicability (Object)</i>	<i>Enter into force</i>
STCW as adopted by Res. MSC.203(81)	SSO Certificate of Proficiency	Officer onboard assuming responsibility as SSO	1 July 2009
<i>Summary (please refer to original regulation for full text)</i>			
Every ship security officer shall be issued a certificate of proficiency after acquiring approved seagoing service of not less than 12 months or appropriate seagoing service and possessing knowledge of ship operations and meeting the standard of competence as set out in the new section A-VI/5 (items 1 to 4) of the STCW Code.			

Source:

- IMO Meetings Documents
- ABS Regulatory Update

Disclaimer:

While most careful effort has been taken in composing this Technical Information, readers shall consult the full text and the superseding regulations to obtain comprehensive understanding on requirements. BKI disclaims any warranties pertaining interpretations to this Technical Information.