

THE AMERICAN CLUB



R E P O R T F R O M T H E 5 2 N D
S E S S I O N O F T H E I M O M A R I N E
E N V I R O N M E N T A L P R O T E C T I O N
C O M M I T T E E A N D T H E 7 9 T H
S E S S I O N O F T H E
M A R I T I M E C O M M I T T E E



MEPC 52

OCTOBER 11–15, 2004

&

MSC 79

DECEMBER 1–10, 2004



The American Club is committed, along with its Members, to safety and protection of the marine environment. As a result, it provides updates on new and amended maritime regulations related to safety and protection of the marine environment, as they are made available.

PREFACE *News regarding regulatory updates can be found in the American Club publication Currents, and are made available on our website at www.american-club.com.*

In particular, the American Club releases updates from the International Maritime Organization's (IMO) Maritime Safety Committee (MSC) and Marine Environmental Protection Committee (MEPC) as well as other relevant regulatory bodies as the information becomes available.

Please refer to the Table at the end of the report for a summary of important amendments to IMO regulatory instruments, their applications and implementation dates. Important circulars and resolutions that may be relevant to the specified subject areas mentioned in our reports. These Circulars can be found on the IMO website at www.imo.org.

Shipowners Claims Bureau, Inc., Managers for the American Club, is not responsible for any errors or omissions in this report.

REPORT FROM THE 52ND SESSION OF THE MEPC, OCTOBER 11-15, 2004

Introduction

Revised MARPOL 73/78 Annex I (oil pollution)

Revisions to MARPOL annex I adopted at this session of the MEPC will enter into force on January 1, 2007. Annex I has been revised to be user-friendly. It will also take into account the new regulations 13G and 13H (phase-out of pre-MARPOL tankers and carriage of heavy fuel oil as cargo) that will be renumbered regulations 20 and 21 under the new numbering scheme. In addition, the revised annex makes a clearer distinction between requirements for new and existing ships.

Consequently, the MEPC approved revised Unified Interpretations to the revised MARPOL Annex I and a circular that cross references the old and new regulations of MARPOL Annex I to facilitate the transition between the new and old numbering systems.

Annex 1 will also include two new requirements for:

- (1) *pump-room bottom protection* (regulation 22): applies to oil tankers of 5,000 deadweight tons (dwt) and above constructed on or after January 1, 2007; and
- (2) *accidental outflow performance* (regulation 23): applies

*The Marine
Environmental Protection
Committee (MEPC) and
relevant sub-committees
regularly revise the
MARPOL 73/78
Convention and other
mandatory and
non-mandatory codes
and guidance related to
the environment.
This report provides a
summary of important
guidelines, amendments
and other relevant topics
during the 52nd session
of the MEPC.*

to oil tankers delivered on or after January 1, 2010. The new requirements provide adequate protection against oil pollution in the event of a stranding or collision. In addition, explanatory notes have been provided for regulation 23.

Revised MARPOL 73/78 Annex II (noxious liquid substances in bulk)

Noxious liquid substances categorization Annex II to MARPOL 73/78 has been revised to include a new categorization system for noxious liquid substances and is expected to enter into force on January 1, 2007. The new category system is as follows:

- *Category X*: Noxious Liquid Substances which, if discharged into the sea from tank cleaning or de-ballasting operations, are deemed to present a major hazard to either marine resources or human health and, therefore, justify the prohibition of the discharge into the marine environment;
- *Category Y*: Noxious Liquid Substances which, if discharged into the sea from tank cleaning or de-ballasting operations, are deemed to present a hazard to either marine resources or human health or cause harm

REPORT FROM THE 52ND SESSION OF THE MEPC, (CONTINUED)

to amenities or other legitimate uses of the sea and therefore justify a limitation on the quality and quantity of the discharge into the marine environment;

- *Category Z*: Noxious Liquid Substances which, if discharged into the sea from tank cleaning or de-ballasting operations, are deemed to present a minor hazard to either marine resources or human health and therefore justify less stringent restrictions on the quality and quantity of the discharge into the marine environment; and
- *Other Substances*: substances which have been evaluated and found to fall outside Category X, Y or Z because they are considered to present no harm to marine resources, human health, amenities or other legitimate uses of the sea when discharged into the sea from tank cleaning of de-ballasting operations. The discharge of bilge or ballast water or other residues or mixtures containing these substances are not subject to any requirements of MARPOL Annex II.

New residue limits for MARPOL 73/78 Annex II

For ships constructed on or after January 1, 2007 the maximum permitted residue in the tank and its associated piping left after discharge will be 75 litres for products in Categories X, Y and Z. These changes have been the result of significant improvements in technology including stripping techniques. Previously a limit of 100 to 300 litres was permissible depending upon the specified cargo.

GESAMP Hazard Profile

The Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP) has prepared a Hazard Profile which indexes marine pollution hazards of thousands of chemicals according to its bio-accumulation, biodegradability, acute toxicity, chronic toxicity, long term health effects and effects on marine wildlife and on benthic (i.e. bottom of an ocean, estuary, or lake) habitats.

Transportation of vegetable oils

As a result of the hazard evaluation process and the new categorization system, vegetable oils that were once designated as being unrestricted will now be required to be carried in chemical tankers. The revised Annex II includes provisions for Administrations to exempt ships certified to carry individually identified vegetable oils. These exemptions will be subject to certain provisions

relating to the location of the cargo tanks carrying the identified vegetable oil.

At this session of the MEPC, the Committee adopted a resolution entitled *Guidelines for the transport of vegetable oils in deep tanks or in independent tanks specially designed for the carriage of such vegetable oils on board dry cargo ships*. The Guidelines, that take effect on January 1, 2007, have also been developed to allow general dry cargo ships that are currently certified to carry vegetable oil in bulk to continue to do so in specific trades.

Particularly Sensitive Sea Areas (PSSAs)

At this session of the MEPC, the Oman Sea area of the Arabian Sea was designated as a Particularly Sensitive Sea Area (PSSA).

In addition, at the 51st session of the MEPC, there was a significant debate about the criteria used for designating large bodies of water as PSSAs (e.g. the designation of the Baltic Sea as a PSSA). As a result, the Committee agreed to establish a correspondence group to review, with the objective of clarifying and strengthening the existing PSSA Guidelines set forth in resolution A.927(22). The Group will propose revisions to the next session of the MEPC (July 2005) to be agreed and then forwarded to the IMO Assembly for adoption in November 2005.

As a result of the decisions made about the Baltic Sea at MEPC 51, the MSC adopted a new mandatory reporting system for Western European Waters PSSA (WETREP) at its 79th session in December 2004. This was adopted as an associated protective measure in Western European Waters PSSA and will take effect at 0000 hours UTC on July 1, 2005. The details the requirements are set forth in SN/Circ.242, *Mandatory ship reporting systems*.

Amendments to the IBC Code

Amendments were also made to the International Bulk Chemical (IBC) Code that are consistent with the changes made to MARPOL Annex II amendments. These amendments incorporate the categorization scheme of certain products relating to their properties as potential marine pollutants in addition to revisions to ship type and carriage requirements. Ships constructed on or after 1986 carrying substances identified in chapter 17 of



REPORT FROM THE 52ND SESSION OF THE MEPC, (CONTINUED)

the IBC Code must follow the requirements for design, construction, equipment and operation of ships contained in the Code.

Prevention of Air Pollution from Ships

Entry into force of MARPOL 73/78, Annex VI—Prevention of Air Pollution from Ships

Annex VI of MARPOL 73/78, *Regulations for the Prevention of Air Pollution from Ships*, will finally enter into force on May 19, 2005. With this in mind, the Committee was set to adopt amendments related to the designation of the North Sea area as a “SO_x Emission Control Area” and the introduction of the *Harmonized System of Survey and Certification* into MARPOL Annex VI.

Retroactive application of Annex VI

The Managers have been informed by the American Bureau of Shipping (ABS) of the significant impact of the mandatory application of Annex VI on existing ships as follows:

- *Diesel engines* (except emergency diesel engines, engines installed in lifeboats and any device or equipment intended to be used solely in case of emergency) with a power output of more than 130kW installed on ships, irrespective of gross tonnage, built on or after January 1, 2000 must be certified by, or on behalf of, the ship's flag State to the requirements contained in the mandatory NO_x Technical Code. Engines which, after that date, are replaced by ‘new’ engines that were built on or after January 1, 2000, are substantially modified, or have their maximum continuous rating increased by 10% or more, are also subject to the NO_x certification requirements, irrespective of the date of build of the ship into which those engines are installed. In the case of platforms and drilling rigs, diesel engines used solely in connection with the exploration, exploitation or processing functions are exempt from these NO_x controls.
- *Incinerators* installed on board ships after January 1, 2000 must be type-approved based on the guidelines contained in Resolution MEPC.76(40). The Guidelines address electrical and mechanical safeguards, fire protection provisions, emission limits and operational controls. Furthermore, as of May 19, 2005 there will be controls on the types of material that can be incinerated together with operator training requirements.

Greenhouse gas emissions

The current version of MARPOL Annex VI does not take into account the reduction of greenhouse gas (GHG) emissions. MEPC initially gave consideration to the merits of developing emission standards for GHGs emissions from ships as a means of facilitating implementation of the requirements to limit or reduce GHGs emissions from ships of the Kyoto Protocol to the United Nations Framework Convention on Climate Change (UNFCCC). As referred to in Annex A to the Kyoto Protocol, GHGs consist primarily of carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulphur hexafluoride (SF₆). However, carbon dioxide remains the dominant GHG emission in terms of volume for ships. It was decided that the efforts of the initial activities would be focused on carbon dioxide emissions.

It was agreed, that a mechanism or mechanisms are needed to achieve the limitation or reduction of GHG emissions from international shipping. This effort would give priority to the establishment of a GHG emission baseline, the development of a methodology to describe the GHG-efficiency of a ship expressed as a GHG-index for that ship. This scheme would recognize that CO₂ is the main greenhouse gas emitted by ships.

At this session of the MEPC, the Committee made progress in developing draft *Guidelines on the CO₂ Indexing Scheme* by which the GHG emission index may be applied in practice. It was agreed that this scheme should be simple and easy to apply and take into account matters related to the construction and operation of ships, and market-based incentives.

The Managers will provide updates to Members as work progresses in the development of the GHG indexing scheme in future MEPC reports and Currents.

Pollution Preparedness, Response and Co-operation

At this session, the MEPC approved the draft *Guidelines on facilitation of response to pollution incidents* for submission to the 24th IMO Assembly (November 2005) for adoption.



Ballast Water Management

The Committee has made progress in preparing the 13 Ballast Water Management Guidelines as outlined in the American Club Report from the 51st Session of the IMO Marine Environmental Protection Committee. Two of the Guidelines have been finalized and were adopted at this session of the MEPC as follows:

- Guidelines for the approval of ballast water management systems; and
- Procedures for the approval of active systems.



The delivery of remaining guidelines is scheduled for July 2005. The American Club Report from the 51st Session of the IMO Marine Environmental Protection Committee at our website at www.american-club.com or paper copies can be provided by contacting the Managers.



Safety and ballast water exchange

The MSC approved precautionary advice to Masters (MSC/Circ.1145) when undertaking ballast water exchange operations that should be included in the future Guidelines for Ballast Water Exchange currently under development by IMO. This precautionary advice to Masters addresses concerns about ballast water exchange sequences that involve periods when the criteria for propeller immersion, minimum draft and or trim and bridge visibility cannot be met.

Recycling of Ships

General

In the American Club Report from the 51st Session of the IMO Marine Environmental Protection Committee an introductory summary was provided regarding the growing concern surrounding ship recycling (breaking). At this session of the MEPC, the Committee considered a number of important ship recycling issues that include:

- (1) identifying elements of the IMO Guidelines for which a mandatory scheme may be regarded as suitable for implementation;
- (2) continue the development of a Ship Recycling Plan; and
- (3) consider amendments to the Guidelines on Ship Recycling.



REPORT FROM THE 52ND SESSION OF THE MEPC, (CONTINUED)

Future mandatory ship recycling

The Committee considered which parts of the IMO Guidelines on Ship Recycling that may be applicable for mandatory application in the future. These include items related to recycling facilities, the ship recycling plan, the ship recycling contract, potentially hazardous materials, the Green Passport, gas free certificates and details of the Continuous Synopsis Record (CSR).

Guidelines for the development of the Ship Recycling Plan

At this session of the MEPC, the Committee approved the *Guidelines for the development of the ship recycling plan*. These guidelines are developed to provide further technical information and guidance for the preparation of a suitable ship recycling plan (SRP), as recommended by the IMO Guidelines on Ship Recycling (section 8.3.2). The Guidelines include general guidance, health and safety plan, environmental compliance plan, operational plan and supporting documents.

The Managers will provide a progress report on updates to important ship recycling matters after the 53rd session of the MEPC that meets in July 2005.

Ship Recycling Fund

In order to facilitate both safe and environmentally sound ship recycling, the MEPC considered a proposal to establish an International Ship Recycling Fund with the aim of facilitating the Integrated Technical Co-operation Programme (ITCP). The aim of the Fund would be to assist developing nations to improve environment and safety levels in ship recycling operations. As a result, the IMO's Technical Co-operation Committee has been invited to consider further arrangements to establish a dedicated fund.



REPORT FROM THE 79TH SESSION OF THE MSC, DECEMBER 1-10, 2004

Introduction

Maritime Security

At this session of the Committee, it was deemed necessary to address any issues and concerns since the new maritime security measures took effect on July 01, 2004. As a result, the Committee approved the following MSC circulars that have a direct impact on shipowners and vessels:

- *Guidance to masters, companies and duly authorized officers on the requirements relating to the submission of security-related information prior to the entry of a ship into port (MSC/Circ. 1130);* and
- *Guidance relating to the implementation of SOLAS chapter XI-2 and of the ISPS Code (MSC/Circ. 1132).*

A full list of MSC and other important circulars adopted at this session of the Committee can be found at the end of this report.

The MSC will continuously monitor developments related to compliance with maritime security requirements and provide guidance as necessary.

The SOLAS Convention, STCW 95 Convention, International Convention on Maritime Search and Rescue (SAR), and the International Convention on Load Lines (LL) and other safety and related mandatory and non-mandatory instruments are continuously revised. This report provides a summary of important amendments to relevant Conventions adopted during the 79th session of the Maritime Safety Committee.

The Managers will provide any updates as they become available.

Simplified Voyage Data Recorders

At this session, the MSC adopted amendments to SOLAS Chapter V (Safety of Navigation), regulation 20 for the phased-in carriage requirement for a shipborne simplified voyage data recorder (S-VDR). This regulation requires a VDR, which may be an S-VDR, to be fitted on cargo ships as follows:

1. cargo ships of 20,000 GT and upwards constructed before July 1, 2002, at the first scheduled dry docking after July 1, 2006 but no later than July 1, 2009;
2. cargo ships of 3,000 GT and upwards but less than 20,000 GT constructed before July 1, 2002, at the first scheduled dry docking after July 1, 2007 but no later than July 1, 2010; and
3. Administrations may exempt cargo ships that will be taken permanently out of service within the specified above implementation dates.



The S-VDR is not required to store the same level of detailed information as a standard VDR, but should maintain a store of information concerning the vessel's position, movement, physical status and command and control over the period leading up to and following an incident.

Piracy and armed robbery

Piracy and armed robbery continue to plague the maritime industry. This is exemplified by the 252 reported acts of piracy and armed robbery during the first nine months of 2004. On an encouraging note, this is a decrease of 28% in the number of acts over the first nine months of 2003.

Even though the number of incidents has decreased, there has been an increase in the level of violence used during attacks on ships. The MSC urged all Governments and the industry to intensify and coordinate their efforts to eradicate piracy and armed robbery at sea.

In many of the detailed reports of piracy and armed robbery incidents, vessel crews were violently attacked by groups of 5 to 10 people carrying knives or guns. The 252 incidents have led



to 30 crewmembers and passengers reportedly killed, 94 injured and 113 taken hostage. To date, 36 crewmembers are unaccounted for including 17 seafarers thrown overboard.

Also during this time period, 6 ships were hijacked, two ships were sunk/capsized and seven ships were damaged by gunfire. Most of the affected areas were in Asia, in particular, the South China Sea, Malacca Strait, South America and the Caribbean, the Indian Ocean and West and East Africa. Most of the attacks were in a coastal

State's territorial waters while the ship was at anchor or berth.

The Managers strongly encourage Members to be diligent and consider and properly prepare for piracy and armed robbery in company and ship security plans.

NUMAST publication on piracy, armed robbery and terrorism

NUMAST has produced a report that provides the seafarer's perspective of the threat to merchant ships and how seafarers perceive the problem can be addressed. This report provides valuable statistics and information regarding piracy, armed robbery and terrorism. For more information on this publication, please contact NUMAST at Oceanair House, 750-760 High Road, Leytonstone, London, E11 3BB, ph: +44 208 989 6677, fax: +44 208 530 1015, email: info@numast.org, website: www.numast.org.

Bulk carriers—accidents involving bulk cargoes

As a result of safety concerns related to the carriage of hot briquetted iron and direct reduced iron (HBI/DRI) fines, zinc ingot and recycled aluminum, the MSC approved MSC/Circ. 1149, *Accidents involving bulk cargoes not specifically listed in the code of safe practice for solid bulk cargoes (BC Code)*. The Managers recommend that any Member considering carrying such cargoes should review this circular in advance.

Large passenger ships

As reported in the Club's *Report from the 78th session of the IMO's Maritime Safety Committee* in June 2004, work has continued to address safety-related questions unforeseen by existing regulations for safety of large passenger ships.

After a long debate over a number of sessions of



the MSC, it was decided that the focus of attention should not only be on 'large' passenger ships but on all passenger ships regardless of size. To date, the definition of what constitutes a large passenger ship had yet to be defined.

It was agreed at this session of the Committee that the guiding philosophy, strategic goals and objectives of the work should be directed at preventing casualties in the first place and survivability so that if an event or casualty should occur, persons can stay safety on board the ship as the vessel proceeds to port.

Consequently, the Committee agreed to three important definitions: (1) 'time to recover', (2) 'time to rescue', and (3) 'place of safety'. For 'time to recover', the maximum duration for which persons should be expected to stay in a survival craft is 5 days taking into account humanitarian needs of those onboard, hazards to life and health that people might be expected to face on such craft.

Work on passenger ship safety will continue in relevant sub-committees with a final target completion date of 2006. The Managers will continue to provide updates on any relevant mandatory requirements or non-mandatory guidance related to safety of passenger ships as the information becomes available.

Goal-based new ship construction standards

In November 2003, the Organisation adopted Resolution A.944(23), Strategic plan for the organization. In the plan, it was established that IMO should develop goal-based standards for the design and construction of new ships.

Fundamentally, IMO would state the safety level to be achieved. Thereby leaving the classification societies, ship designers, naval architects, marine engineers and ship builders to apply their expertise by developing the specific solutions to meet the overall standard.

At this session of the Committee, a five-tier approach was agreed to in principle as part of the development of the goal based standards. The five tiers are as follows:

- (1) Tier I—Goals;
- (2) Tier II—Functional requirements;
- (3) Tier III—Verification of compliance criteria;
- (4) Tier IV—Technical procedures and guidelines, classification rules, and industry standards; and
- (5) Tier V—Codes of practice and safety and quality systems for shipbuilding, ship operation; maintenance training, manning, etc.

Tiers I through III are to be developed by IMO and Tiers IV and V are to be developed by the classification societies and other relevant industry organisations. There is a strong movement within IMO to further pursue goal-based standards as a long-term framework to enhance the safety, security and environmental protection of ships. The Managers will keep Members informed of any future development of goal-based standards at IMO.



List of important MSC Resolutions and safety related circulars

Listed below are the MSC resolutions and important safety related circulars that were approved at MSC 79. Shipowners and ship managers should pay particular attention to the resolutions and circulars relevant to their particular shipping operations. Many of the circulars can be found on the IMO website at <http://www.imo.org>.

MSC Resolutions

Resolution MSC.168(79)
Standards and criteria for side structures of bulk carriers of single-side skin construction

Resolution MSC.169(79)
Standards for owners' inspection and maintenance of bulk carrier hatch covers

Resolution MSC.170(79)
Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974, as amended

Resolution MSC.171(79)
Adoption of amendments to the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974

Resolution MSC.172(79)
Adoption of amendments to the Protocol of 1988 Relating to the International Convention on Load Lines, 1966

Resolution MSC.173(79)
Adoption of amendments to the International Code for Application of Fire Test Procedures (FTP Code)

Resolution MSC.174(79)
Adoption of amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code)

Resolution MSC.175(79)
Adoption of amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code)

Resolution MSC.176(79)
Adoption of amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)

Resolution MSC.177(79)
Adoption of amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)

Resolution MSC.178(79)
Adoption of amendments to the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (INF Code)

Resolution MSC.179(79)
Adoption of amendments to the International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code)

Resolution MSC.180(79)
Adoption of amendments to the Seafarers' Training, Certification and Watchkeeping (STCW) Code

Resolution MSC.181(79)
Adoption of amendments to the Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (BCH Code)

Resolution MSC.182(79)
Adoption of amendments to the Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (GC Code)

Resolution MSC.183(79)
Adoption of amendments to the Code of Safety for Special Purpose Ships (SPS Code)

Resolution MSC.184(79)
Adoption of amendments to the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on off-shore support vessels (LHNS Guidelines)

Resolution MSC.185(79)
Adoption of amendments to the Code of Safety for Diving Systems

Resolution MSC.186(79)
Adoption of amendments to the Code of Safety for Dynamically Supported Craft (DSC Code)

Resolution MSC.187(79)
Adoption of amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units (MODU Code)

Resolution MSC.188(79)
Performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers

Resolution MSC.189 (79)
Adoption of amendments to the Guidelines and Criteria for Ship Reporting Systems (Resolution MSC.43(64), as amended by Resolution MSC.111(73))

Resolution MSC.190(79)
Adoption of mandatory ship reporting system in the Western European Particularly Sensitive Sea Area

Resolution MSC.191(79)
Performance standards for the presentation of navigation-related information on shipborne navigational displays

Resolution MSC.192(79)
Adoption of the revised performance standards for radar equipment

Resolution MSC.193(79)
Adoption of the Code of Safe Practice for Solid Bulk Cargoes, 2004

MSC Circulars

MSC/Circ.1109/Rev.1
False security alerts and distress/security double alerts

MSC/Circ.1125
Amendments to the Guidelines for the design, construction and operation of passenger submersible craft

MSC/Circ.1126
Amendments to the Interim Guidelines for wing-in-ground craft

MSC/Circ.1127
Early implementation of amendment to SOLAS regulation III/19.3.3.3 adopted by resolution MSC.152(78)

MSC/Circ.1128 - MEPC/Circ.423
List of products that have been omitted from either chapter 17 or 18 of the IBC Code due to missing safety data, pollution data or both

MSC/Circ.1129
Guidance on the establishment of medical and sanitation related programmes for passenger ships

MSC/Circ.1130
Guidance to masters, companies and duly authorized officers on the requirements relating to the submission of security-related information prior to the entry of a ship into port

MSC/Circ.1131
Interim Guidance on voluntary self-assessment by SOLAS Contracting Governments and by port facilities

MSC/Circ.1132
Guidance relating to the implementation of SOLAS chapter XI-2 and of the ISPS Code

MSC/Circ.1133
Reminder of the obligation to notify flag States when exercising control and compliance measures

MSC/Circ.1134
Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, confirmed by the Maritime Safety Committee to have communicated information which demonstrates that full and complete effect is given to the relevant provisions of the Convention

MSC/Circ.1135
As-built construction drawings to be maintained on board the ship and ashore

MSC/Circ.1136
Guidance on safety during abandon ship drills using lifeboats

MSC/Circ.1137
Guidelines for simulated launching of free-fall lifeboats

MSC/Circ.1138
Interpretations to the Guidelines for design, construction and operation of passenger submersible craft

MSC/Circ.1139
Conditions applicable to propulsion control automation systems of ships built after 1 July 1986, but before 1 July 2004 (SOLAS regulation II-1/31)

MSC/Circ.1140 - MEPC/Circ.424
Transfer of ships between States

MSC/Circ.1141
Unified interpretation of the term "first survey" referred to in SOLAS regulations II-2/1.2.2.2, V/19.1.2.2, V/19.2.4.2.2 and V/20.1.2

MSC/Circ.1142 - MEPC/Circ.425
Marking the ship's plans, manuals and other documents with the IMO ship identification number

MSC/Circ.1143
Guidelines on early assessment of hull damage and possible need for abandonment of bulk carriers

MSC/Circ.1144
Additional guidance for the uniform application of rule 1(e) of the International Regulations for Preventing Collisions at Sea, 1972, as amended

MSC/Circ.1145
Precautionary advice to masters when undertaking ballast water exchange operations

MSC/Circ.1146
Lists of solid bulk cargoes for which a fixed gas fire extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective

MSC/Circ.1147
Questionnaire on inspections of containers/vehicles carrying packaged dangerous goods

MSC/Circ.1148
Issuing and renewal of document of compliance with the special requirements applicable to ships carrying dangerous goods

MSC/Circ.1149
Accidents involving bulk cargoes not specifically listed in the Code of safe practice for solid bulk cargoes (BC Code)

MSC/Circ.1150
Provision of information on the implementation of codes, recommendations, guidelines and other non-mandatory instruments

MSC/Circ.1151 - MEPC/Circ.426 - FAL/Circ.105
Revised list of certificates and documents required to be carried on board ships

MSC/Circ.1152
Helicopter facilities on board ships - Amendments to Annex 14 (Aerodromes) Volume II (Heliports), to the Convention on International Civil Aviation

Other circulars

COLREG.2/Circ.54/Add.2
Traffic separation schemes - Postponed date of implementation of the amended traffic separation scheme "In the Singapore Strait"

COLREG.2/Circ.55
New and amended traffic separation schemes and associated routing measures

SN/Circ.240
Routing measures other than traffic separation schemes

SN/Circ.241
Amendments to the General provisions on ships' routing

SN/Circ.242
Mandatory ship reporting systems

SN/Circ.243
Guidelines for the presentation of navigation-related symbols, terms and abbreviations

SN/Circ.244
Guidance on the use of UN/LOCODE in the destination field in AIS messages

SN/Circ.245
Amendments to the Guidelines for the installation of a shipborne automatic identification system (AIS) (SN/Circ.227)

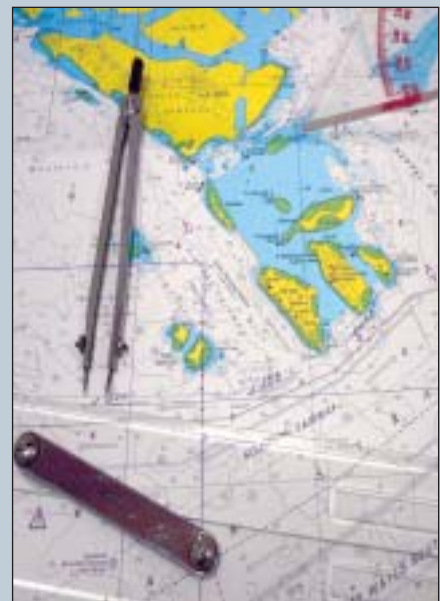


Table: Important amendments to IMO regulatory instruments, their applications and implementation dates

Regulatory requirement	IMO instrument	Application	Date of required implementation
Simplified Voyage Data Recorders (S-VDR)	SOLAS chapter V, regulation 20	Cargo ships 3,000 GT and above built before July 1, 2002	<ul style="list-style-type: none"> • cargo ships of 20,000 GT and upwards constructed before July 1, 2002, at the first scheduled dry docking after July 1, 2006 but no later than July 1, 2009; • cargo ships of 3,000 GT and upwards but less than 20,000 GT constructed before July 1, 2002, at the first scheduled dry docking after July 1, 2007 but no later than July 1, 2010; and • Administrations may exempt cargo ships that will be taken permanently out of service within the specified above implementation dates.
Pump room bottom protection	MARPOL 73/78, annex I, regulation 22	Tankers of 5,000 dwt or greater	January 1, 2007
Accidental outflow performance	MARPOL 73/78, annex I, regulation 23	Tankers of 5,000 dwt or greater	January 1, 2010
Residual limits fro vessels carrying substances under MARPOL 73/78, annex II—noxious substances	MARPOL 73/78, annex II	Ships constructed on or after January 1, 2007 carrying noxious substances having to comply with MARPOL annex II	1 July 04 unless otherwise specified
Mandatory reporting system for Western European Waters PSSA (WETREP)	Resolution MSC. 190(79)	Western European waters	July 1, 2005
Air pollution		All ships as specified to comply with MARPOL 73/78, annex VI, regulation 1	May 19, 2005



THE AMERICAN CLUB

Shipowners Claims Bureau, Inc.,
Manager

60 Broad Street – 37th floor
New York, New York 10004 U.S.A.

Tel: +1-212-847-4500

Fax: +1-212-847-4599

E-mail: info@american-club.net

Website: www.american-club.com

London Liaison Office:

Shipowners Claims Bureau Inc.,
Manager

3rd Floor, Latham House
16 Minories

London EC3N 1AX, U.K.

Tel: +44-20-7709-1390

Fax: +44-20-7709-1399

Pacific Marine Associates, Inc.
100 Webster Street - Suite 300
Oakland, California 94607 U.S.A.

Tel: +1-510-452-1186

Fax: +1-510-452-1267

After Hours: +1-510-654-1867

