

New year – new regulations



Safety: Eddie Janson

Captain Eddie Janson of MariTrain AB, instructor and consultant in maritime safety, points the Shipgaz spotlight at safety related matters.

A new year is coming up; a new year means new regulations. Here we will look at some of the new regulations that are coming into force in 2012.

The Manila Amendments to the STCW code were discussed in Shipgaz No 1, 2011. These amendments are supposed to come into force on the 1st of January, however it is not yet clear how all flag states will deal with this and I guess that we can see a delay on the implementation from at least some flag states.

Emergency towing procedures on ships shall be in place on all ships from the 1st of January. For passenger ships and for ships constructed after 2010, this has already been required for two years.

The procedures shall be ship specific and must include drawings of fore and aft deck showing possible emergency towing arrangements, in-

»The average seafarer has become heavier during the past several years«

IMO has decided that the assumed average weight of a person now is 82.5 kg instead of 77 kg.

procedure to facilitate the preparation for, and conducting of, emergency towing operations.

Gas measurement and detection. Previously, only one portable instrument has been required to be carried onboard for measuring flammable vapour concentrations. From the New Year there shall also be at least one portable oxygen detector. This rule applies to all tankers. On tankers of 20,000 DWT or more, there must be a fixed hydrocarbon gas detection system for measuring hydrocarbon gas concentrations in all ballast tanks and void spaces adjacent to the cargo tanks. The average seafarer

has become heavier during the past several years. As a result of this, IMO has decided that the assumed average weight of a person now is 82.5 kg instead of 77 kg. The new weight shall be used for determining carrying capacity when designing and testing life rafts and their launching appliances.

The international Convention for Safe Containers will be updated with requirements for testing, inspection, approval and maintenance of containers.

The International Maritime Dangerous Goods (IMDG) code has a lot of updates, mostly on the classification of dangerous goods in containers, new substances and training of shore side personnel.

The International Maritime Solid Bulk Cargoes (IMSBC) Code is also amended mostly with new regulations for solid bulk cargoes which can be dangerous to handle with regards to fire.

The form for the Supplement to International Air Pollution Prevention Certificate is updated to reflect the previous changes to MARPOL Annex VI. However, the certificate does not need to be updated until the next scheduled survey.

On the first of July 2012, a revised

ventory of equipment on board that can be used for emergency towing, means and methods of communication and a sample

New Rules 2012

1 January 2012

- STCW Manila Amendments
- Emergency Towing Procedures
- Gas detection in ballast tanks on tankers
- Increased mass of average seafarer from 77.0 kg to 82.5kg
- New classifications in the IMDG code
- New amendments to the IMSBC code

1 July 2012

- New fire testing procedures
- New form of Safety Construction and Safety Equipment certificates
- Annual test of the AIS
- Mechanical Pilot hoists prohibited
- Fixed fire detection systems for incinerators
- ECDIS mandatory on tankers ships 3000 GT and up
- BWNSA mandatory on cargo ships 3000 GT and up

1 August 2012

- Annex VI of MARPOL will be revised

PHOTO: FRANK-HEINRICH SLOSTRONIA

The North American Emission Control Area will be implemented in MARPOL in August 2012.



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International Code for the Application of Fire Test Procedures will enter into force. The major changes are implementation of all relevant resolutions and circulars on fire test procedures, two new chapters on Fire Testing of material on high-speed craft and an expiry period for fire test certificates of 15 years. This revision will mostly affect Fire Test Laboratories.

The Forms of Safety Certificate for Passenger Ship, Safety Construction Certificate and Safety Equipment Certificate will be updated to include information if the ship has been subjected to an alternative design. The new forms are supposed to enter into force on the first of July 2012, but the flag states have to implement the new certificates.

From the first of July, the automatic identification system (AIS) shall be subjected to an annual test. The test shall be conducted by an approved surveyor or an approved testing or servicing facility. A copy of the test report shall be retained on board the ship. It is up to the flag state to approve surveyors and testing or service facilities.

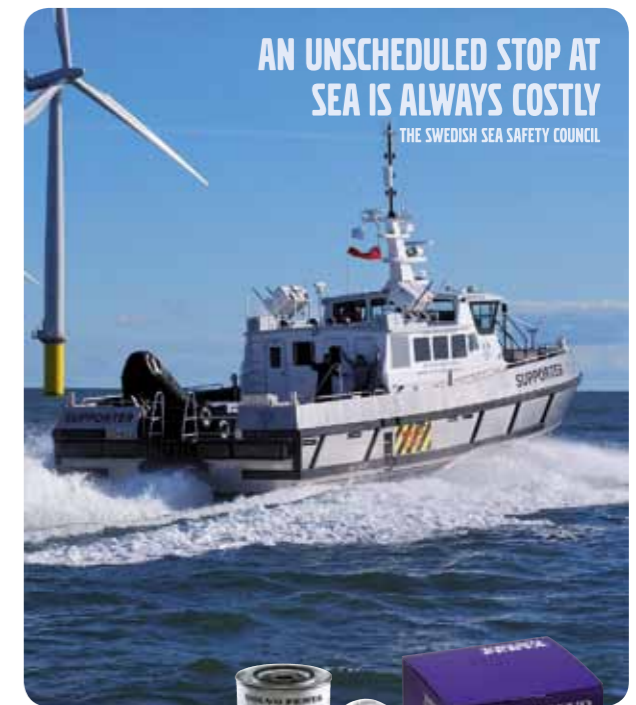
Mechanical pilot hoists will be prohibited to use after the 1st of July 2012. There are still discussions on exemptions to this rule. Fixed fire detection and fire alarm systems will be required in enclosed spaces containing incinerators.

All passenger ships of 500 gross tonnage or more and tankers of 3,000 GT and more shall be fitted with an approved ECDIS before the first of July 2012. All passenger ships and all cargo ships of 3,000 GT or more shall be fitted with a bridge navigational watch alarm system (BNWAS)

On the first of August 2012, a new North American Emission Control Area (ECA) will be implemented in MARPOL which will require low sulphur fuel for vessels trading in North America. *

ECA

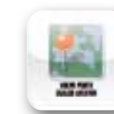
Taking effect on 1 August 2012, amendments to MARPOL Annex VI (Prevention of air pollution from ships) will formally establish a North American Emission Control Area, in which emissions of sulphur oxides (SOx), nitrogen oxides (NOx) and particulate matter from ships will be subject to more stringent controls than the limits that apply globally.



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