



# БЪЛГАРСКИ КОРАБЕН РЕГИСТЪР

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## BULGARIAN REGISTER OF SHIPPING

**BRS CIRCULAR**

**No 07 / 11**

Date	11.11.2011	Regarding: <b>New Amendments Entering into Force in 2012</b>
Replaces	-	
In addition to	-	
Issued by: "Classification Department"		Sign: M. Dyankov
Approved by: Executive Director		Sign: V. Feldmanov

To: **ALL BRS SURVEYORS; SHIPOWNERS/MANAGERS**

Please find attached amendments to the IMO International Conventions that enter into force in 2012 (File 1, pages 1-3) and Explanatory notes for application of some mandatory requirements with effective dates, applicable for category of ships (File 1, pages 4-6) for your information and observation during the surveys of ships under BRS Class.

ATTACHMENTS:

- File 1 (Amendments entering into force in 2012)

-END-

## Amendments that enter into force in 2012

Convention/ Code	Regulation	Date of entry into force	Applicable to	Subject
SOLAS	II-1/3-4.2 (new para.2)	2012-01-01 (expected)	Cargo vessels, keel-laid <= 2009-12-31, GT >= 500. Applicable to all vessels other than Tankers, which need a emergency towing arrangement as specified in SOLAS II-1 Reg 3-4 para. 1	Within this date ships to be provided with an emergency towing procedure. This procedure may use existing arrangement, equipment and fittings.
SOLAS	II-2/1.2.2.6 (new sub. para. .6) and II-2/5.7.1	2012-01-01 (expected)	All chemical tankers and oil tankers.	To be equipped with at least one portable instrument for measuring oxygen in addition to the one for measuring flammable vapour concentrates. Spares required.
SOLAS	II-2/4.5.7.2.1	2012-01-01 (expected)	Chemical tankers and oil tankers, keel-laid >= 2002-07-01.	Editorial changes underlining that this subparagraph refers to gas and vapour measuring in double-hull spaces and double-bottom spaces.
SOLAS	II-2/4.5.7.3 (new sub-para. .3)	2012-01-01 (expected)	Oil tankers, keel-laid >= 2012-01-01, DWT >= 20000.	To be fitted with a fixed hydrocarbon gas detection system complying with the FSS Code for measuring hydrocarbon gas concentrations in ballast and void spaces of double-hull and double-bottom.
FSS Code	Ch.10	2012-01-01 (expected)	Cargo vessels, HSC/ DSC and passenger vessels, keel-laid >= 2012-01-01.	The existing text of Ch.10 is replaced. More detailed requirements for sample extraction smoke detection systems for cargo spaces. New requirement: The control panel for the smoke detection system shall be tested according to standards EN 54-2 (1997), EN 54-4 (1997) and IEC 60092-504 (2001). Alternative standards may be used as determined by the Administration. New requirement: After installation, the system shall be functionally tested using smoke generating machines or equivalent as a smoke source. An alarm shall be received at the control unit in not more than 180 s for vehicle decks, and not more than 300 s for container and general cargo holds, after smoke is introduced at the most remote accumulator.
FSS Code	Ch.16 (new Ch.)	2012-01-01 (expected)	Oil tankers, keel-laid >= 2012-01-01.	New chapter specifying details for fixed hydrocarbon gas detection systems required by SOLAS Ch. II-2.
LSA Code	4.2.2.1, 4.2.3.3 and 4.3.3.3	2012-01-01 (expected)	Vessels, keel-laid >= 2012-01-01.	Average (design) mass of persons in inflatable and rigid liferafts increased from 75 kg to 82.5 kg.
IMDG Code		2012-01-01 (expected)	Cargo vessels, HSC/ DSC and passenger vessels, keel-laid >= 2012-01-01. Ships carrying dangerous goods.	Minor changes in general throughout the Code: Technical and editorial changes. Major changes: Ch.1.2: New definitions added. Ch.3.2: New entries added in the Dangerous Goods (DG) List. Ch.3.3: Special provisions amended or replaced. Ch.3.4.5: New marking for DG in limited quantities and for packages containing DG consigned for Air Transport. Ch.4.1.4: Packing instructions amended or replaced.

Convention/ Code	Regulation	Date of entry into force	Applicable to	Subject
Res. MSC.81(70)	Part 1 & Part 2	2012-01-01 (expected)	Cargo vessels, HSC/ DSC and passenger vessels, keel-laid $\geq$ 2012-01-01. Liferafts.	Changes to reflect that the average (design) mass of persons in inflatable and rigid liferafts increased from 75 kg to 82.5 kg.
SOLAS	V/19.2.2.3.2 (new sub-para.3.2)	2012-07-01 (expected) First PSSC survey after.	Passenger vessels, keel-laid $\leq$ 2011-06-30.	Bridge navigational watch alarm system (BNWAS) required and shall be in operation whenever the ship is underway at sea.
SOLAS	V/19.2.2.3.3 (new sub-para.3.3)	2012-07-01 (expected) First safety equipment survey after.	Cargo vessels, keel-laid $\leq$ 2011-06-30, GT $\geq$ 3000.	Bridge navigational watch alarm system (BNWAS) required and shall be in operation whenever the ship is underway at sea.
SOLAS	V/19.2.10.1 (new sub-para.10.1)	2012-07-01 (expected)	Passenger vessels, keel-laid $\geq$ 2012-07-01, GT $\geq$ 500.	Electronic Chart Display and Information System (ECDIS) required, i.e. no longer only an option, it has become mandatory.
SOLAS	V/19.2.10.2 (new sub-para.10.2)	2012-07-01 (expected)	Chemical tankers and oil tankers, keel-laid $\geq$ 2012-07-01, GT $\geq$ 3000.	Electronic Chart Display and Information System (ECDIS) required, i.e. no longer only an option, it has become mandatory.
2010 FTP Code		2012-07-01 (expected)	Cargo vessels, HSC/ DSC and passenger vessels, keel-laid $\geq$ 2012-07-01.	Adoption of the 2010 FTP Code superseding the FTP Code of 1996 (Res. MSC.61(67)).
SOLAS	II-1/41.6	2012-07-01 (expected)	Passenger vessels, keel-laid $\geq$ 2010-07-01.	Editorial change to clarify that emergency lighting in all cabins on board passenger vessels, as required by the Dec. 2006 Am., Res. MSC.216(82), is applicable to ships constructed on or after 2010-07-01.
SOLAS	II-2/3.23	2012-07-01 (expected)	Cargo vessels and passenger vessels, keel-laid $\geq$ 2012-07-01.	Text replaced giving reference to the 2010 FTP code as adopted by resolution MSC.307(88), i.e. the 2010 FTP Code superseding the existing FTP Code of 1996.
SOLAS	II-2/7.4.1.3 (new sub-para. .3)	2012-07-01 (expected)	Cargo vessels and passenger vessels, keel-laid $\geq$ 2012-07-01.	A fixed fire detection and fire alarm system also required in enclosed spaces containing incinerators.
SOLAS	V/18.9 (new para. .9)	2012-07-01 (expected)	All cargo vessels and passenger vessels.	The Automatic Identification System (AIS) shall be tested annually by an approved surveyor or an approved testing or servicing facility verifying the functionality of the AIS as specified in the new paragraph. A copy of the test report shall be retained on board the ship.

Convention/ Code	Regulation	Date of entry into force	Applicable to	Subject
SOLAS	V/23	2012-07-01 (expected)	Cargo vessels and passenger vessels, keel-laid >= 2012-07-01.	Reg. 23 replaced with a new text applicable for equipment and arrangements for pilot transfer installed on or after 1 July 2012. In the new text the description of the use of combination arrangements (i.e. accommodation ladder in conjunction with pilot ladder) is more extensive, and the use of mechanical hoist is abandoned. Certification of pilot ladders by manufacturer introduced together with requirement for inspection at annual / periodical surveys, identification and record keeping. Footnotes are also changed, giving references to MSC.1 / Circ's and ISO 799:2004 amongst others.
SOLAS	V/23.1.6 & V/23.6	2012-07-01 (expected)	Cargo vessels and passenger vessels, keel-laid <= 2012-06-30.	Mechanical pilot hoist shall no longer be used.
FSS Code	Ch. 9	2012-07-01 (expected)	Cargo vessels, HSC/ DSC and passenger vessels, keel-laid >= 2012-07-01.	The existing text of Ch. 9 (Fixed fire detection and alarm systems) is replaced. The main concept of the fire detection requirements is not changed, however, several clarifications and interpretations have now been implemented as part of the FSS Code. Highlighted here are: Approval standards for essential components such as control panels, detectors, manual call points, and cables have been defined; clarification of which other fire safety systems (previously only fire doors) may receive output signals from the fire detection system; acceptable arrangements for power supply have been defined including required capacity in case back-up power is provided from batteries; protection of staircases have been clarified (detector at top level and every second level below); and acceptable temporary disconnection of detectors for particular spaces.
FSS Code	Ch. 9, para. 2.1.7	2012-07-01 (expected)	Passenger vessels, keel-laid >= 2012-07-01.	Detectors and manual call points shall be remotely and individually identifiable.
SOLAS	V/23.1.5 & V/23.5	2012-07-01 (expected) First survey after.	Cargo vessels and passenger vessels, keel-laid <= 1993-12-31.	Shipside doors used for pilot transfer shall not open outwards.

SOLAS Ch.V Reg.19 as amended by resolution MSC.282(86), adopted on 2009-06-05, makes the carriage of ECDIS mandatory (SOLAS Ch. V Reg. 19.2.10).Effective dates for the following category of ship:

1. passenger ships of 500 GRT and upwards constructed on or after 1 July 2012;
2. tankers of 3000 GRT and upwards constructed on or after 1 July 2012;
3. cargo ships, other than tankers, of 10000 GRT and upwards constructed on or after 1 July 2013;
4. cargo ships, other than tankers, of 3000 GRT and upwards but less than 10000 GRT constructed on or after 1 July 2014;
5. passenger ships of 500 GRT and upwards constructed before 1 July 2012, not later than the first survey on or after 1 July 2014;
6. tankers of 3000 GRT and upwards constructed before 1 July 2012, not later than the first survey on or after 1 July 2015;
7. cargo ships, other than tankers, of 50000 GRT and upwards constructed before 1 July 2013, not later than the first survey on or after 1 July 2016;
8. cargo ships, other than tankers, of 20000 GRT and upwards but less than 50000 GRT constructed before 1 July 2013, not later than the first survey on or after 1 July 2017;  
and
9. Cargo ships, other than tankers, of 10000 GRT and upwards but less than 20,000 GRT constructed before 1 July 2013, not later than the first survey on or after 1 July 2018.

An approved type Bridge navigational watch alarm system (BNWAS) in compliance with MSC.128(75) to be installed on board. Existing systems may be exempted from full compliance. Effective dates for the following category of ships (SOLAS Chapter V Reg. 19.2.2.3):

.1 cargo ships of 150 GRT and upwards and passenger ships irrespective of size constructed on or after 1 July 2011;

.2 passenger ships irrespective of size constructed before 1 July 2011, not later than the first Passenger Ship Safety survey after 1 July 2012;

.3 cargo ships of 3000 GRT and upwards constructed before 1 July 2011, not later than the first Cargo ship Safety Equipment survey after 1 July 2012;

.4 cargo ships of 500 GRT and upwards but less than 3000 GRT constructed before 1 July 2011, not later than the first Cargo ship Safety Equipment Survey after 1 July 2013; and

.5 cargo ships of 150 GRT and upwards but less than 500 GRT constructed before 1 July 2011, not later than the first Cargo ship Safety Equipment survey after 1 July 2014.

All ships above 500GT are to be provided with a ship-specific emergency towing procedure.

Effective date as follows:

1. All passenger ships, not later than 1 January 2010
2. Cargo ships constructed on or after 1 January 2010, and
3. Cargo ships constructed before 1 January 2010, not later than 1 January 2012.
4. Tankers above 20,000DWT also need to comply with this new requirement as the existing emergency towing requirement does not necessarily include a proper procedure.