

Sept., 2014

IMO: General Information to Masters and Owners – New Requirements, applicable to existing ships from 1 January and 1 July 2015

I Safety and rescue drills

By Resolution MSC.350(92) the existing text of SOLAS Reg. III/19.2.2 requiring that the passengers shall muster within 24 hours after embarkation has been replaced with “*muster of newly embarked passengers shall take place prior to or immediately upon departure*”.

Additionally by that same resolution, a new SOLAS Reg. III/19.3.3 and 19.3.6 have been added related to *enclosed space entry and rescue drills*. Such drills are to be held on board the ship at least once every two months and cover:

- 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 in enclosed spaces;
- checking and use of rescue equipment and procedures; and
- instructions in first aid and resuscitation techniques.

The regulations becomes applicable as of 1 January 2015.

II Correction of application clause of Bridge Navigation Watch Alarm System (BNAWS) requirements

By Resolution MSC.350(92) the existing text of SOLAS Reg. V/19 with a requirement to ships to carry BNAWS has been amended to comprise also ships constructed prior to 1 July 2002. For ships which would be taken permanently out of service within two years after the implementation date, exemption rules have been made. The regulations becomes applicable as of 1 January 2015.

Phase in period is between 1st survey after 1 January 2016 and 1 January 2018, depending on ship type and size.

III Amendments to the IMSBC Code

By Resolution MSC.354(92) a routine amendment to the code has been resolved. FMA has advised of the voluntary application since 1 January 2014 as well as in a recent newsletter of the mandatory application as of 1 January 2015. For the latter please see [FMA Technical Newsletter 10/2014](#).

Related MSC circulars are MSC.1/Circ.1453, MSC.1/Circ.1454, MSC.1/Circ.1395/Rev.1. Please see [FMA Technical Newsletters 01/2013 and 02/2013](#).

IV Amendments to the International Safety Management (ISM) Code

Following a review of the ISM Code, Resolution MSC.353(92) enforces a more effective implementation of the ISM Code. Elements such as “major non-conformity”, safe manning, incl. a new requirement for the Company to ensure that the ship is appropriately manned have been addressed.

The change will require update to various documents/manuals to meet the requirements of the ISM Code.

Ref. to [FMA Operational Newsletter No. 12/2014](#).

V Revised MARPOL Annex VI

From 1 January 2015 the sulphur control in the emission control area is reduced to 0.1%. Please see [FMA Operational Newsletters No. 13/2014 and 16/2014](#).

VI SOLAS, Ch. V Regulation 19 – Carriage requirements of ECDIS

From 1 July 2015 this requirement becomes mandatory to new cargo ships larger than 3,000GT and **existing** passenger ships larger than 500GT.

Please revert to [FMA Nautical Newsletter 01/2012](#) for a full overview of the dates of enforcement for the various sizes of vessels.