



Flag State Administration Advisory

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TO : All Shipowners, Shipmanagers, Masters and Officers of Philippine Registered Ships engaged in the overseas trade, Recognized Organizations and other entities.

SUBJECT : 2011 Entry Into Force of the Amendments to the International Convention for the Safety of Life at Sea (SOLAS 74), as amended and International Conventions for the Prevention of Pollution from Ships (MARPOL) 73/74.

Notice is hereby given that the amendments adopted by the Maritime Safety Committee (MSC) in its 85th and 86th Sessions held on 26 November – 5 December 2008 and 27 May - 5 June 2009 and the Marine Environment Protection Committee (MEPC) in its 59th Session held on 13-17 July 2009 of the International Maritime Organization to the Resolutions and Code listed below have entered into force on 1 January 2011. The following Resolutions and Code shall be observed by ships engaged in international voyages.

Convention	Regulation/ Resolution	Subject	Amendments
SOLAS 74 Amendments	Chapter II-1, Part A-1, Regulation 3-5 – “New installation of materials containing asbestos” Res. MSC.282(86) – “Adoption of Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended”	New installations of material containing asbestos are prohibited without exception	The existing text of paragraph 2 is replaced by the following: “From 1 January 2011, for all ships, new installation of materials which contain asbestos shall be prohibited.”
	Chapter II-1, Part C, Regulation 35-1 – “Bilge pumping arrangements” Res. MSC.282(86) – “Adoption of Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended”	Close vehicle and ro-ro spaces and special category spaces fitted with fixed pressure water-spraying systems on all ships, regardless of the date of construction, are required to provide means to prevent the blockage of drainage arrangements	The following new paragraph 2.6.3 is added after the existing paragraph 2.6.2: “2.6.3 Provisions for the drainage of closed vehicle and ro-ro spaces and special category spaces shall also comply with the Regulations II-2/20.6.1.4 and II-2/20.6.1.5.”
	Chapter V, Regulation 19 – Carriage requirements for shipborne navigational systems and equipment Paragraphs 2.1, 2.10 and 2.11 Res. MSC.282(86) – “Adoption of	Electronic Chart Display and Information system (ECDIS) is now acceptable in lieu of paper charts and will become mandatory for passenger ships of 500 gross tonnage and upwards and cargo ships of 3,000 gross tonnage and upwards over a	In paragraph 2.1, a sentence was added to the existing subparagraph .4 which read as follows : “4 Ships to which paragraph 2.10 applies shall comply with the carriage requirements for ECDIS detailed therein.” After the existing paragraph 2.9, new paragraphs 2.10 and 2.11 are added. Paragraph 2.10 requires that ECDIS requirements

<p>Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended”</p>	<p>phased-in compliance period from 1 July 2012 to 1 July 2018.</p>	<p>shall become mandatory for passenger ships of 500 gross tonnage and upwards and cargo ships of 3,000 gross tonnage and upwards over a phased-in compliance period from 1 July 2012 to 1 July 2018 (details of the phase-in compliance is listed under paragraph 2.10), while paragraph 2.11 covers the condition to which a ship may be exempted from such requirements.</p> <p>Note: Should be read in conjunction with the following Circulars:</p> <ol style="list-style-type: none"> 1. Appendix 6 of MSC.232 (82) – “Back-up Requirements”, 2. SN.1/Circ.276 – “Transitioning from Paper Chart to electronic Chart Display and Information Systems (ECDIS) Navigation”, 3. MSC.1/ Circ.1290 – “Unified Interpretation of the Term “First Survey” referred to SOLAS Regulation”, SN.1/Circ.266/Rev.1 – “Maintenance of Electronic Chart Display and Information Systems (ECDIS) software”. 5. MSC.1/Circ. 1389 – “Guidelines on procedures for updating shipborne navigation and communication equipment” <p>Remarks: Shipowners should require and take note of the following:</p> <ol style="list-style-type: none"> 1. All navigating officers on ships fitted with an approved ECDIS shall have completed an approved training on the use of ECDIS (IMO Model Course 1.27 - “<i>The Operational Use of Electronic Chart Display and Information Systems (ECDIS)</i>” or equivalent as contained in the STCW Convention and Code); 2. The navigating officers should also be provided training on the specific make and model installed on their ships. This equipment-specific training can be provided by the shipping company itself as part of ship familiarization, using services of trainers appointed by the manufacturer or manufacturer’s agent; and 3. Shipowners should be aware of their responsibility under the ISM Code to ensure that their ship officers are competent in the use of the ECDIS to maintain safety of navigation, which may be expected to demonstrate their competence to Port State Control officers.
<p>Chapter V, Regulation 19 – Carriage requirements for shipborne navigational systems and equipment Paragraphs 2.2</p> <p>Res. MSC.282(86) – “Adoption of Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended”</p>	<p>Mandatory requirement of a Bridge Navigational Watch Alarm System (BNWAS) over a phased-in compliance period of 1 July 2011 to 1 July 2014.</p>	<p>adding “subparagraph .3” after the existing “subparagraph .2” which requires that passenger ships irrespective of their gross tonnage and cargo ships of 150 gross tonnage and upwards, regardless of their construction to be fitted with a Bridge Navigational Watch Alarm Systems (BNWAS) over a phased-in compliance period of 1 July 2011 to 1 July 2014 (details of the phased-in compliance is listed under this subparagraph).</p> <p>Further, “subparagraph .4” is added providing the exemption from such requirements.</p> <p>Note: Should be read in conjunction with MSC.128(75) – “Performance Standards for a Bridge Navigational Watch Alarm System (BNWAS) and SOLAS Regulation V/18.2 – Performance standard for BNWAS.</p>

	Parts A and B of Chapter VI and Part A-1 of Chapter VII Res. 268(85) – “Adoption of the International Maritime Solid Bulk Cargoes (IMSBC) Code”	The International Maritime Solid Bulk Cargoes (IMSBC) Code, which superseded the Code of Safe Practice for Solid Bulk Cargoes (BC Code) is made mandatory for ships carrying solid bulk cargoes other than grain.	Parts A and B of Chapter VI and Part A-1 of Chapter VII of the SOLAS 74, as amended, regarding the carriage of solid bulk cargoes and the carriage of dangerous goods in solid form in bulk, respectively are being amended and are reproduced in full. Note: Should be read in conjunction with MSC.269(55) – “Adoption of amendments to the International Convention for Safety of Life at Sea, 1974, as amended”. Remarks: Shipowners should secure their CoC from the ROs.
Amendments to International Convention for the Prevention of Pollution From Ships (MARPOL) 73/74	Annex 1, Chapter 8 Regulations 40, 41 and 42 Resolution MEPC.186(59) – “Amendments to the Annex of the Protocol of 1978 Relating to the International Convention for the Prevention of Pollution from Ships, 1973”	Prevention of Pollution During transfer of Oil Cargo Between Oil Tankers (Ship to Ship Transfer Operations)	These amendments require that oil tankers of 150 gross tonnage and above engaged in transfer of oil cargo between oil tankers at sea (STS operations) to implement a STS Operation Plan on board the ship. Note: Should be read in conjunction with IMO’s Manual on Oil Pollution Section 1, Prevention” as amended and the ICS and OCIMF “Ship to Ship Transfer guide, Petroleum” 4 th Edition, as amended from time to time. Remarks: Shipowners should have their STS plan approved by the ROs.

All Philippine overseas shipping companies and other maritime entities are required to comply with these Resolutions and Codes.

Copies of the IMO Circulars/Resolutions may be downloaded from www.imo.org.

Any queries relating to this Advisory should be directed to the MARINA Administrator at Telephone Nos. 523-9078 and 526-0971 with address at Parkview Plaza, 984 Taft Avenue corner T.M. Kalaw Avenue, Ermita, Manila, Philippines or at MARINA website www.marina.gov.ph.

For compliance.

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(signed) **EMERSON M. LORENZO, CESO V**
Administrator

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