

CCS

Circular

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Attain: Relevant departments of the Headquarters of CCS, the Society's surveyors, Plan Approval Centers, related shipowners, ship management companies, shipyards and designers.

Notice on Implementation of Annex 2 of Resolution MSC.269(85) Relating to the Amendments to SOLAS Chapter II-2 (effective from 1 January 2011)

1 Foreword

Amendments to the International Convention for the Safety of Life At Sea, 1974, as amended was adopted by the resolution MSC.269(85) at the 85th session of IMO Maritime Safety Committee on 4 December 2008. The Amendment covers the amendments to Chapters II-2, VI and VII, which is effective from 1 January 2011.

This Circular covers instructions for implementation of the revisions to SOLAS Chapter II-2 as set out in the Annex 2 to the resolution MSC.269(85).

The original English version of Annex 2 to MSC.269(85) are given in the Annex to this Circular.

2 Instructions for Implementation

2.1 Resolution MSC.269(85) includes the revisions of SOLAS regulations 1, 16 and 19.

2.2 Revisions of Reg.II-2/1—Application include: New addition of paragraph 2.4, which is a retroactive requirement. For the existing ships with cargo spaces intended for the carriage of packaged dangerous goods, constructed in different periods before 1 January 2011, shall comply with regulation 19.3, except when carrying dangerous goods specified as classes 6.2 and 7 and dangerous goods in limited quantities and excepted quantities in accordance with tables 19.1 and 19.3. Attention shall be paid to the above requirements in certifying the certificate of fitness for dangerous goods during surveys in service.

2.3 Revisions of Reg.II-2/16: In paragraph 2.1, the reference to “the Code of Safe Practice for Solid Bulk Cargoes” is replaced by the reference to “the International Maritime Solid Bulk Cargoes (IMSBC) Code”.

2.4 Revisions of Reg.II-2/19 include:

- .1 New additions to the existing note 1 of Table 19.1: “For classes 4 and 5.1 liquids when carried in closed freight containers, the ventilation rate may be reduced to not less than two air changes per hour.”
- .2 Revisions of Table 19.3 are as follows:

- a) class 2.3 is divided as flammable and non-flammable;
 - b) class 4.3 is divided as liquids and solids;
 - c) new addition of notes 13 to 18;
 - d) the amended items in Table 19.3 are marked with shadows, others remain unchanged.
- .3 In paragraphs 19.2.1 and 19.4, the words “and excepted quantities” are added after the words “limited quantities”.
- .4 The existing title of paragraph 19.3.4 is replaced as “Ventilation arrangement”.
- .5 The following text is added in paragraph 19.3.6.1: “and shall be selected taking into account the hazards associated with the chemicals being transported and the standards developed by the Organization according to the class and physical state.”
- 2.5 Revisions of Reg.II-2/16 and Reg.II-2/19 by resolution MSC.269(85) are applicable to the plan approval, survey and certification of the ships constructed on and after 1 January 2011 with cargo spaces intended for the carriage of packaged dangerous goods or solid dangerous goods in bulk.

Should you have any question during the implementation of the Circulars, please contact:
Technical Management Dept. of the Headquarters.

ANNEX 4**RESOLUTION MSC.269(85)
(adopted on 4 December 2008)****ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR
THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as “the Convention”), concerning the amendment procedure applicable to the Annex to the Convention, other than to the provisions of chapter I thereof,

HAVING CONSIDERED, at its eighty-fifth session, amendments to the Convention, proposed and circulated in accordance with article VIII(b)(i) thereof,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in Annexes 1 and 2 to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that:
 - (a) the said amendments, set out in Annex 1, shall be deemed to have been accepted on 1 January 2010; and
 - (b) the said amendments, set out in Annex 2, shall be deemed to have been accepted on 1 July 2010,

unless, prior to those dates, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world’s merchant fleet, have notified their objections to the amendments;

3. INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention:
 - (a) the amendments, set out in Annex 1, shall enter into force on 1 July 2010; and
 - (b) the amendments, set out in Annex 2, shall enter into force on 1 January 2011,

upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in Annexes 1 and 2 to all Contracting Governments to the Convention;

5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annexes 1 and 2 to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX 2

**AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF
LIFE AT SEA, 1974, AS AMENDED**

**CHAPTER II-2
CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND
FIRE EXTINCTION**

**Part A
General**

Regulation 1 – Application

1 The following new paragraph 2.4 is added after the existing paragraph 2.3:

“2.4 The following ships, with cargo spaces intended for the carriage of packaged dangerous goods, shall comply with regulation 19.3, except when carrying dangerous goods specified as classes 6.2 and 7 and dangerous goods in limited quantities* and excepted quantities** in accordance with tables 19.1 and 19.3, not later than the date of the first renewal survey on or after the 1 January 2011:

- .1 cargo ships of 500 gross tonnage and upwards and passenger ships constructed on or after 1 September 1984 but before 1 January 2011; and
- .2 cargo ships of less than 500 gross tonnage constructed on or after 1 February 1992 but before 1 January 2011,

and notwithstanding these provisions:

- .3 cargo ships of 500 gross tonnage and upwards and passenger ships constructed on or after 1 September 1984 but before 1 July 1986 need not comply with regulation 19.3.3 provided that they comply with regulation 54.2.3 as adopted by resolution MSC.1(XLV);
- .4 cargo ships of 500 gross tonnage and upwards and passenger ships constructed on or after 1 July 1986 but before 1 February 1992 need not comply with regulation 19.3.3 provided that they comply with regulation 54.2.3 as adopted by resolution MSC.6(48);
- .5 cargo ships of 500 gross tonnage and upwards and passenger ships constructed on or after 1 September 1984 but before 1 July 1998 need not comply with regulations 19.3.10.1 and 19.3.10.2; and
- .6 cargo ships of less than 500 gross tonnage constructed on or after 1 February 1992 but before 1 July 1998 need not comply with regulations 19.3.10.1 and 19.3.10.2.”

* Refer to chapter 3.4 of the IMDG Code.

** Refer to chapter 3.5 of the IMDG Code.

Part E
Operational requirements

Regulation 16 – Operations

2 In paragraph 2.1, the reference to “the Code of Safe Practice for Solid Bulk Cargoes” is replaced by the reference to “the International Maritime Solid Bulk Cargoes (IMSBC) Code”.

Part G
Special requirements

Regulation 19 – Carriage of dangerous goods

3 The existing note 1 to table 19.1 is replaced by the following:

“¹ For classes 4 and 5.1 solids not applicable to closed freight containers. For classes 2, 3, 6.1 and 8 when carried in closed freight containers, the ventilation rate may be reduced to not less than two air changes per hour. For classes 4 and 5.1 liquids when carried in closed freight containers, the ventilation rate may be reduced to not less than two air changes per hour. For the purpose of this requirement, a portable tank is a closed freight container.”

4 In note 10 to table 19.2, the words “the Code of Safe Practice for Solid Bulk Cargoes, adopted by resolution A.434(XI)” are replaced by the words “the International Maritime Solid Bulk Cargoes (IMSBC) Code”.

5 The existing table 19.3 is replaced by the following table:

“Table 19.3 – Application of the requirements to different classes of dangerous goods except solid dangerous goods in bulk

Class	Regulation 19																						
	1.1 to 1.6	1.4S	2.1	2.2	2.3 flammable ²⁰	2.3 non-flammable	3 FP ¹⁵ < 23°C	3 FP ¹⁵ ≥ 23°C to ≤ 60°C	4.1	4.2	4.3 liquids ²¹	4.3 solids	5.1	5.2 ¹⁶	6.1 liquids FP ¹⁵ < 23°C	6.1 liquids FP ¹⁵ ≥ 23°C to ≤ 60°C	6.1 liquids	6.1 solids	8 liquids FP ¹⁵ < 23°C	8 liquids FP ¹⁵ ≥ 23°C to ≤ 60°C	8 liquids	8 solids	9
3.1.1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3.1.2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	-
3.1.3	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3.1.4	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3.2	X	-	X	-	X	-	X	-	-	-	X ¹⁸	-	-	-	X	-	-	-	X	-	-	-	X ¹⁷
3.3	X	X	X	X	-	X	X	X	X	X	X	X	X	-	X	X	X	X	X	X	X	X	-
3.4.1	-	-	X	-	-	X	X	-	X ¹¹	X ¹¹	X	X	X ¹¹	-	X	X	-	X ¹¹	X	X	-	-	X ¹¹
3.4.2	-	-	X	-	-	-	X	-	-	-	-	-	-	X	-	-	-	X	-	-	-	X ¹⁷	
3.5	-	-	-	-	-	-	X	-	-	-	-	-	-	X	X	X	X	-	X	X ¹⁹	X ¹⁹	-	-
3.6	-	-	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X ¹⁴
3.7	-	-	-	-	-	-	X	X	X	X	X	X	X	-	X	X	-	-	X	X	-	-	-
3.8	X ¹²	-	X	X	X	X	X	X	X	X	X	X	X ¹³	X	X	X	-	-	X	X	-	-	-
3.9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3.10.1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3.10.2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

¹¹ When “mechanically-ventilated spaces” are required by the IMDG Code.

¹² Stow 3 m horizontally away from the machinery space boundaries in all cases.

¹³ Refer to the IMDG Code.

¹⁴ As appropriate for the goods to be carried.

¹⁵ FP means flashpoint.

¹⁶ Under the provisions of the IMDG Code, stowage of class 5.2 dangerous goods under deck or in enclosed ro-ro spaces is prohibited.

¹⁷ Only applicable to dangerous goods evolving flammable vapour listed in the IMDG Code.

- 18 Only applicable to dangerous goods having a flashpoint less than 23°C listed in the IMDG Code.
- 19 Only applicable to dangerous goods having a subsidiary risk class 6.1.
- 20 Under the provisions of the IMDG Code, stowage of class 2.3 having subsidiary risk class 2.1 under deck or in enclosed ro-ro spaces is prohibited.
- 21 Under the provisions of the IMDG Code, stowage of class 4.3 liquids having a flashpoint less than 23°C under deck or in enclosed ro-ro spaces is prohibited.”

6 In paragraph 2.1, after the words “except when carrying dangerous goods in limited quantities”, the following words are added:

“and excepted quantities*”.

* Refer to chapter 3.5 of the IMDG Code.

7 In paragraph 3.4, the existing title is replaced as follows:

“3.4 *Ventilation arrangement*”.

8 The following text is added at the end of the first sentence of paragraph 3.6.1:

“and shall be selected taking into account the hazards associated with the chemicals being transported and the standards developed by the Organization according to the class and physical state*.”

* For solid bulk cargoes, the protective clothing should satisfy the equipment provisions specified in the respective schedules of the IMSBC Code for the individual substances. For packaged goods, the protective clothing should satisfy the equipment provisions specified in emergency procedures (EmS) of the Supplement to the IMDG Code for the individual substances.

9 At the end of paragraph 4, the words “and excepted quantities” are added.

CHAPTER VI CARRIAGE OF CARGOES

Part A General provisions

10 The following new regulations 1-1 and 1-2 are added after the existing regulation 1:

“Regulation 1-1 Definitions

For the purpose of this chapter, unless expressly provided otherwise, the following definitions shall apply: