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Số thông báo: 035TI/10TB

Nội dung: Thông báo về việc thay mẫu giấy chứng nhận phù hợp vận chuyển hàng nguy hiểm và sửa đổi bổ sung các yêu cầu đối với các loại hàng nguy hiểm khác nhau ngoại trừ các hàng nguy hiểm rắn chở xô theo quy định II-2/19 của SOLAS 1974.

Kính gửi: Các Chủ tàu/ Công ty quản lý tàu
Các Đơn vị thiết kế tàu biển
Các Nhà máy đóng, sửa chữa tàu
Các Chi cục Đăng kiểm tàu biển

Sửa đổi, bổ sung đối với Quy định II-2/19 của Công ước quốc tế về an toàn sinh mạng con người trên biển năm 1974 (SOLAS), được thông qua bởi Nghị quyết MSC.269(85), sẽ có hiệu lực áp dụng từ ngày 01 tháng 01 năm 2011. Theo sửa đổi, bổ sung này, giấy chứng nhận phù hợp để vận chuyển hàng nguy hiểm cấp cho tàu biển sẽ được thay thế như sau:

1. Mẫu giấy chứng nhận phù hợp để vận chuyển hàng nguy hiểm sửa đổi theo Thông tư MSC.1/Circ.1266 (đề nghị xem phần đính kèm) sẽ được cấp cho tàu như sau:

- Tàu mới (được đóng vào hoặc sau ngày 01 tháng 01 năm 2011): trước khi tàu bàn giao đưa vào hoạt động;
- Tàu hiện có (được đóng vào hoặc sau ngày 01 tháng 09 năm 1984 nhưng trước ngày 01 tháng 01 năm 2011): không muộn hơn đợt kiểm tra định kỳ (cấp mới) đầu tiên vào hoặc sau ngày 01 tháng 01 năm 2011.

2. Đối với các tàu được đóng trước ngày 01/01/2011, việc áp dụng các yêu cầu của Nghị quyết MSC.269(85) phải được thực hiện tại đợt kiểm tra cấp mới (Renewal survey) đầu tiên sau ngày 1/1/2011 để xác nhận sự phù hợp với các yêu cầu mới như sau:

1/ Các tàu được liệt kê dưới đây có không gian chở hàng dự định chuyên chở hàng nguy hiểm ở dạng đóng gói phải thỏa mãn quy định 19.3, ngoại trừ khi chở hàng nguy hiểm cấp 6.2, cấp 7, hàng nguy hiểm số lượng hạn chế và số lượng ngoại lệ phù hợp với bảng 19.1 và 19.3 :

- a/ tàu hàng từ 500 GT trở lên và tàu khách được đóng vào hoặc sau ngày 1/9/1984 nhưng trước ngày 1/1/2011; và
- b/ tàu hàng dưới 500 GT được đóng vào hoặc sau ngày 1/2/1992 nhưng trước ngày 1/1/2011,
- 2/ và bất kể các yêu cầu 1/ ở trên:
- a/ tàu hàng từ 500 GT trở lên và tàu khách được đóng vào hoặc sau ngày 1/9/1984 nhưng trước 1/7/1986 không cần phải thỏa mãn quy định 19.3.3 với điều kiện thỏa mãn quy định 54.2.3 được thông qua bởi nghị quyết MSC.1(XLV);
- b/ tàu hàng từ 500 GT trở lên và tàu khách được đóng vào hoặc sau ngày 1/7/1986 nhưng trước ngày 1/2/1992 không cần phải thỏa mãn quy định 19.3.3 với điều kiện thỏa mãn quy định 54.2.3 được thông qua bởi nghị quyết MSC.6(48);
- c/ tàu hàng từ 500 GT trở lên và tàu khách được đóng vào hoặc sau ngày 1/9/1984 nhưng trước ngày 1/7/1998 không cần phải thỏa mãn các quy định 19.3.10.1 và 19.3.10.2; và
- d/ tàu hàng dưới 500 GT được đóng vào hoặc sau ngày 1/2/1992 nhưng trước ngày 1/7/1998 không cần phải thỏa mãn các quy định 19.3.10.1 và 19.3.10.2.”

3. So sánh mẫu giấy chứng nhận phù hợp để vận chuyển hàng nguy hiểm hiện có và mẫu sửa đổi theo Thông tư MSC.1/Circ.1266:

Cấp hàng	Giấy chứng nhận phù hợp hiện có	Giấy chứng nhận phù hợp sửa đổi
2.3 (Khí độc - Toxic gases)	2.3	(2.3 được chia làm 2 loại) 2.3 Dễ cháy (Flammable) -Bổ sung việc áp dụng Quy định II-2/19.3.2 của SOLAS về nguồn gây cháy. -Bổ việc áp dụng Quy định II-2/19.3.3 của SOLAS hệ thống phát hiện cháy và Quy định II-2/19.3.4.1 về thông gió cưỡng bức trong khoang hàng kín). 2.3 Không cháy (Non-flammable): như cấp 2.3 hiện có.
3 (Chất lỏng dễ cháy - Flammable liquids)	3 Chất lỏng $\leq 23^{\circ}\text{C}^{15}$ (Liquids $\leq 23^{\circ}\text{C}^{15}$) 3 Chất lỏng $> 23^{\circ}\text{C}^{15} \leq 61^{\circ}\text{C}$ (Liquids $> 23^{\circ}\text{C}^{15} \leq 61^{\circ}\text{C}$)	3 FP ¹⁵ < 23 ⁰ C 3 FP ¹⁵ ≥ 23 ⁰ C đến ≤ 60 ⁰ C
4.3 (Chất tiếp xúc với nước tạo ra khí dễ cháy - Substances which, in contact with water, emit flammable)	4.3	(4.3 được chia làm 2 loại) 4.3 Chất lỏng (Liquids) -Bổ sung việc áp dụng Quy định II-2/19.3.2 của SOLAS về nguồn gây cháy: chỉ đối với điểm chớp cháy nhỏ hơn 23 ⁰ C. -Cấm việc xếp chất lỏng cấp 4.3 với điểm

gases)		chớp cháy nhỏ hơn 23 ⁰ C ở dưới boong hoặc trong khoang ro-ro kín. 4.3 Chất rắn (Solids): như cấp 4.3 hiện có.
5.2 (Peroxyt hữu cơ - Organic peroxides)	5.2 -Quy định II-2/19.3.10.1 của SOLAS (Cách li khoang ro-ro kín và khoang ro-ro hở liền kề), và Quy định II-2/19.3.10.2 (cách li khoang ro-ro kín và boong thời tiết liền kề): cấm việc xếp hàng ở dưới boong hoặc trong khoang ro-ro kín. -Chất thuộc cấp 5.2 không được xếp trong hầm ở dưới boong trong bất kỳ trường hợp nào.	5.2 -Theo quy định của Bộ luật IMDG, cấp việc xếp hàng cấp 5.2 ở dưới boong hoặc trong khoang ro-ro kín. -Bổ sung việc áp dụng Quy định II-2/19.3.8 của SOLAS về bọc cách nhiệt đối với các biên của buồng máy.
6.1 (Chất độc - Toxic substances)	6.1 Chất lỏng $\leq 23^{\circ}\text{C}^{15}$ (Liquids $\leq 23^{\circ}\text{C}^{15}$) 6.1 Chất lỏng $> 23^{\circ}\text{C}^{15} \leq 61^{\circ}\text{C}$ (Liquids $> 23^{\circ}\text{C}^{15} \leq 61^{\circ}\text{C}$)	6.1 Chất lỏng $\text{FP}^{15} < 23^{\circ}\text{C}$ (Liquids $\text{FP}^{15} < 23^{\circ}\text{C}^{15}$) 6.1 Chất lỏng $\text{FP}^{15} \geq 23^{\circ}\text{C}^{15} \leq 60^{\circ}\text{C}$ (Liquids $\text{FP}^{15} \geq 23^{\circ}\text{C}^{15} \leq 60^{\circ}\text{C}$)
8 (Chất ăn mòn - Corrosive substances)	8 Chất lỏng $\leq 23^{\circ}\text{C}^{15}$ (Liquids $\leq 23^{\circ}\text{C}^{15}$) 8 Chất lỏng $> 23^{\circ}\text{C}^{15} \leq 61^{\circ}\text{C}$ (Liquids $> 23^{\circ}\text{C}^{15} \leq 61^{\circ}\text{C}$) -Quy định II-2/19.3.5 của SOLAS (Bố trí hút khô) 8 Chất lỏng (Liquids)	8 Chất lỏng $\text{FP}^{15} < 23^{\circ}\text{C}$ (Liquids $\text{FP}^{15} < 23^{\circ}\text{C}^{15}$) 8 Chất lỏng $\text{FP}^{15} \geq 23^{\circ}\text{C}^{15} \leq 60^{\circ}\text{C}$ (Liquids $\text{FP}^{15} \geq 23^{\circ}\text{C}^{15} \leq 60^{\circ}\text{C}$) -Quy định II-2/19.3.5 của SOLAS (Bố trí hút khô): chỉ áp dụng cho các loại hàng nguy hiểm có rủi ro phụ cấp 6.1. 8 Chất lỏng (Liquids) -Quy định II-2/19.3.5 của SOLAS (Bố trí hút khô): chỉ áp dụng cho các loại hàng nguy hiểm có rủi ro phụ cấp 6.1.
9 (Các chất và hạng mục nguy hiểm hỗn hợp - Miscellaneous dangerous substances and articles)	9	9 -Quy định II-2/19.3.2 của SOLAS (Nguồn gây cháy) và Quy định II-2/19.3.4.2 của SOLAS (Quạt gió và lưới bảo vệ) : chỉ áp dụng cho hàng nguy hiểm liên quan đến hơi dễ cháy)

Liên quan đến vấn đề nêu trên, chúng tôi xin gửi kèm theo Thông báo kỹ thuật này:

1/ Bảng 19.3 thuộc Quy định II-2/19 của Công ước SOLAS đã được sửa đổi, bổ sung bởi Nghị quyết MSC.217(85); và:

2/ Thông tư MSC.1/Circ.1266;

3/ Nghị quyết MSC.269(85).

Và đề nghị các Quý Cơ quan lưu ý áp dụng theo đúng quy định.

Thông báo kỹ thuật này được nêu trong mục: *Thông báo của VR/ Thông báo kỹ thuật TB* của trang tin điện tử của Cục Đăng kiểm Việt Nam: <http://www.vr.org.vn>

Nếu Quý cơ quan cần thêm thông tin về vấn đề nêu trên, đề nghị vui lòng liên hệ:

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Thư điện tử: bangph@vr.org.vn*

Xin gửi đến các Quý Cơ quan lời chào trân trọng./.

KT. TRƯỞNG PHÒNG TÀU BIÊN
PHÓ TRƯỞNG PHÒNG

Nơi nhận:

- Nhu trên;
- QP, CN, CTB, VRQC, TTTH;
- Lưu TB./.

Phạm Hải Bằng

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 ²	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.”



IMO

E

Ref. T3/1.01

MSC.1/Circ.1266
18 December 2008

CARRIAGE OF DANGEROUS GOODS

Document of compliance with the special requirements for ships carrying dangerous goods under the provisions of regulation II-2/19 of the 1974 SOLAS Convention, as amended, and of paragraph 7.17 of the 2000 HSC Code, as amended

1 The Maritime Safety Committee, at its sixty-third session (16 to 25 May 1994), approved a standard format for the document of compliance required by regulation II-2/54.3 of the 1974 SOLAS Convention, as amended. The Committee further agreed that the period of validity of the document of compliance should not exceed 5 years and should not be extended beyond the expiry date of the valid Cargo Ship Safety Construction Certificate issued to the ship concerned under the provisions of SOLAS regulation I/12.

2 The Committee, at its seventy-fifth session (15 to 24 May 2002), in view of the amendments to SOLAS chapter II-2, adopted by resolution MSC.99(73), approved a revised standard format for the document of compliance required by regulation II-2/19.4 of the 1974 SOLAS Convention, as amended, applicable as from 1 July 2002. This format is reproduced in MSC/Circ.1027.

3 The Committee, at its seventy-ninth session (1 to 10 December 2004), recognizing the need to take into account the amendments to table 19.3 of SOLAS regulation II-2/19 which had been adopted by resolution MSC.134(76), decided that it was necessary to highlight the prohibition on stowage of class 5.2 dangerous goods under deck or in enclosed ro-ro spaces in documents of compliance required by regulation II-2/19 of the 1974 SOLAS Convention, as amended, for any ship built on or after 1 July 2004 when issuing or renewing the said documents.

4 The Committee, recognizing also that this prohibition on stowage under the IMDG Code also applies to all ships built before 1 July 2004 and subject to regulation II-2/19 (or II-2/54) of the 1974 SOLAS Convention, as amended, also decided that the prohibition on stowage should be taken into account when renewing documents of compliance for:

- .1 any passenger ship built on or after 1 September 1984 and before 1 July 2004;
- .2 any cargo ship of 500 gross tonnage or above built on or after 1 September 1984 and before 1 July 2004; and
- .3 any cargo ship of less than 500 gross tonnage built on or after 1 February 1992 and before 1 July 2004.

5 Furthermore, the Committee, at the same session, agreed that the standard document of compliance format set out in MSC/Circ.1027 should be used when renewing documents of ships subject to SOLAS regulation II-2/54 applicable before 1 July 2002, and that in such cases the references to regulations II-2/19 and II-2/19.4 appearing in the standard format should be replaced by references to regulations II-2/54 and II-2/54.3 respectively.

6 The Committee, at its eighty-first session (10 to 19 May 2006), agreed the inclusion of a standard format for a document of compliance with special requirements for high-speed craft carrying dangerous goods as required by paragraph 7.17.4 of the 2000 HSC Code, although the draft amendments to the Code were not adopted.

7 The Committee, at its eighty-fourth session (7 to 16 May 2008), in view of the envisaged adoption of the amendments to table 19.3 in SOLAS chapter II-2 and table 7.17-3 in the 2000 HSC Code, subsequently adopted by the Committee at its eighty-fifth session (26 November to 5 December 2008) by means of resolutions MSC.269(85) and MSC.271(85), respectively, approved revised standard formats for the document of compliance required by regulation II-2/19.4 of the 1974 SOLAS Convention, as amended, and by paragraph 7.17.4 of the 2000 HSC Code, as amended.

8 The Committee, at its eighty-fourth session, confirmed that the period of validity of the document of compliance should not exceed:

- .1 five years for cargo ships and should not be extended beyond the expiry date of the valid Cargo Ship Safety Construction Certificate issued to cargo ships concerned under the provisions of SOLAS regulation I/12; and
- .2 one year for passenger ships and should not be extended beyond the expiry date of the valid Passenger Ship Safety Certificate issued to passenger ships concerned under the provisions of SOLAS regulation I/12.

9 The Committee, at its eighty-fourth session, further agreed that:

- .1 it is still necessary to highlight the prohibition on stowage of class 5.2 dangerous goods under deck or in closed ro-ro spaces when issuing or renewing documents of compliance according to the revised standard formats; and
- .2 the revised standard formats should be used when renewing documents of compliance for existing ships subject to SOLAS regulation II-2/1.2.3 and that, in such cases, the reference to regulation II-2/19 appearing in the revised standard format should be replaced by "II-2/19.3 as applicable according to II-2/1.2.3".

10 The revised standard formats of the document of compliance recommended for use and acceptance by Member Governments and Contracting Governments to the 1974 SOLAS Convention and the 2000 HSC Code are set out in annex 1 and annex 2, respectively.

11 Member Governments are invited to draw this circular to the attention of authorities responsible for issuing and renewing documents of compliance, bodies acting on behalf of these governments, and shipowners, ship operators and masters, with a view to harmonizing the practices of the various Administrations.

12 Member Governments are also invited to draw this circular to the attention of authorities tasked by the port State with carrying out inspections of ships, and to recommend them to take the above into account when discharging their responsibilities.

13 This circular supersedes MSC/Circ.1027 and MSC/Circ.1148.

ANNEX 1**STANDARD FORMAT OF THE DOCUMENT OF COMPLIANCE**

Special Requirements for Ships carrying Dangerous Goods

Issued in pursuance of the requirement of regulation II-2/19.4
of the International Convention for Safety of Life at Sea, 1974,
as amended, under the authority of

the Government of _____

Name of ship: _____

Distinctive number or letters: _____

Port of registry: _____

Ship type: _____

IMO Number (if applicable): _____

THIS IS TO CERTIFY:

- .1 that the construction and equipment of the above-mentioned ship have been found to comply with the provisions of regulation II-2/19 of the International Convention for the Safety of Life at Sea, 1974, as amended; and
- .2 that the ship is suitable for the carriage of those classes of dangerous goods as specified in the appendix hereto, subject to any provisions in the International Maritime Dangerous Goods (IMDG) Code and the Code of Safe Practice for Solid Bulk Cargoes (BC) Code* for individual substances, materials or articles also being complied with.

This document is valid until _____

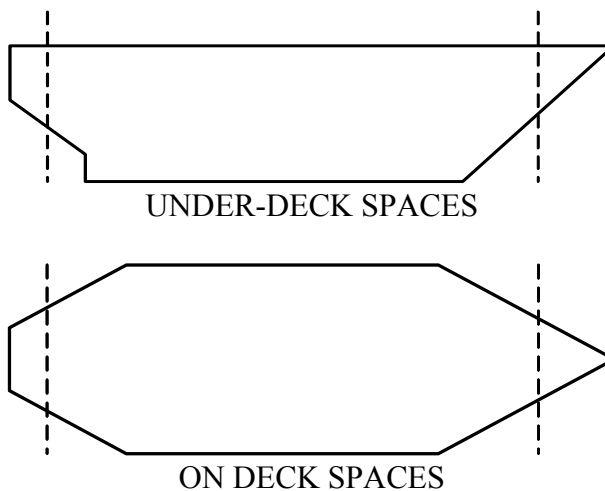
Issued at _____
(Signature of authorized official issuing the certificate)

NOTE: There are no special requirements in the above-mentioned regulation II-2/19 for the carriage of dangerous goods of classes 6.2 and 7, and for the carriage of dangerous goods in limited quantities, as required in chapter 3.4 of the IMDG Code, and excepted quantities, as required in chapter 3.5 of the IMDG Code.

* Also refer to resolution MSC.268(85) on Adoption of the International Maritime Solid Bulk Cargoes (IMSBC) Code.

APPENDIX

Spaces to be indicated in the plans with numbers corresponding with the table below



Class	Hold	1	2	3
1.1 to 1.6								
1.4S								
2.1								
2.2								
2.3 flammable								
2.3 non-flammable								
3 FP < 23°C								
3 FP ≥ 23°C to ≤ 60°C								
4.1								
4.2								
4.3 liquids								
4.3 solid								
5.1								
5.2								
6.1 liquids FP < 23°C								
6.1 liquids FP ≥ 23°C to ≤ 60°C								
6.1 liquids								
6.1 solid								
8 liquids FP < 23°C								
8 liquids FP ≥ 23°C to ≤ 60°C								
8 liquids								
8 solid								
9								

“P” indicates
 PACKAGED GOODS
 PERMITTED.

“A” indicates
 PACKAGED AND
 BULK GOODS
 ALLOWED.

“X” indicates NOT
 ALLOWED.

Remarks related to the information in the table above as applicable:

NOTE: Cargoes in bulk may be listed individually by name and class

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 1

**AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF
LIFE AT SEA, 1974, AS AMENDED****CHAPTER II-1
CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY
AND ELECTRICAL INSTALLATIONS****Part A
General****Regulation 2 – Definitions**

1 The following new paragraph 27 is added after the existing paragraph 26:

“27 *2008 IS Code* means the International Code on Intact Stability, 2008, consisting of an introduction, part A (the provisions of which shall be treated as mandatory) and part B (the provisions of which shall be treated as recommendatory), as adopted by resolution MSC.267(85), provided that:

- .1 amendments to the introduction and part A of the Code are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I thereof; and
- .2 amendments to part B of the Code are adopted by the Maritime Safety Committee in accordance with its Rules of Procedure.”

**Part B-1
Stability****Regulation 5 – Intact stability information**

2 In the existing title of the regulation, the word “information” is deleted.

3 In paragraph 1, the following new sentence is added after the existing sentence:

“In addition to any other applicable requirements of the present regulations, ships having a length of 24 m and upwards constructed on or after 1 July 2010 shall as a minimum comply with the requirements of part A of the 2008 IS Code.”

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

**Part A
General**

Regulation 1 – Application

4 The following new paragraph 2.3 is added:

“2.3 Ships constructed on or after 1 July 2002 and before 1 July 2010 shall comply with paragraphs 7.1.1, 7.4.4.2, 7.4.4.3 and 7.5.2.1.2 of regulation 9, as adopted by resolution MSC.99(73).”

**Part C
Suppression of fire**

Regulation 9 – Containment of fire

5 The last sentence of paragraph 4.1.1.2 is moved to a new separate paragraph 4.1.1.3 and the existing following paragraphs are renumbered accordingly.

6 The following text is added at the end of paragraph 4.1.1.2:

“Doors approved without the sill being part of the frame, which are installed on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 12 mm. A non-combustible sill shall be installed under the door such that floor coverings do not extend beneath the closed door.”

7 The following text is added at the end of paragraph 4.1.2.1:

“Doors approved without the sill being part of the frame, which are installed on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 25 mm.”

8 In paragraph 4.2.1, the following text is added after the first sentence:

“Doors approved as “A” class without the sill being part of the frame, which are installed on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 12 mm and a non-combustible sill shall be installed under the door such that floor coverings do not extend beneath the closed door. Doors approved as “B” class without the sill being part of the frame, which are installed on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 25 mm.”

9 In paragraph 7.1.1, in the first and second sentences, the words “non-combustible” are replaced by the words “steel or equivalent”.

10 At the beginning of paragraph 7.1.1.1, the words “subject to paragraph 7.1.1.2” are added and the word “a” before the word “material” is replaced by the word “any”.

11 The following new paragraph 7.1.1.2 is added after the existing paragraph 7.1.1.1 and the existing subsequent paragraphs are renumbered accordingly:

“2 on ships constructed on or after 1 July 2010, the ducts shall be made of heat resisting non-combustible material, which may be faced internally and externally with membranes having low flame-spread characteristics and, in each case, a calorific value** not exceeding 45 MJ/m² of their surface area for the thickness used;”

** Refer to the recommendations published by the International Organization for Standardization, in particular publication ISO 1716:2002, *Determination of calorific potential*.

12 In paragraph 7.4.4.2, the words “non-combustible” are replaced by the words “steel or equivalent”.

13 In paragraph 7.4.4.3, the words “non-combustible” are replaced by the words “steel or equivalent”.

14 At the beginning of paragraph 7.4.4.3.1, the words “subject to paragraph 7.4.4.3.2” are added and the word “a” before the word “material” is replaced by the word “any”.

15 The following new paragraph 7.4.4.3.2 is added after the existing paragraph 7.4.4.3.1 and the existing subsequent paragraphs are renumbered accordingly:

“3.2 on ships constructed on or after 1 July 2010, the ducts shall be made of heat resisting non-combustible material, which may be faced internally and externally with membranes having low flame-spread characteristics and, in each case, a calorific value* not exceeding 45 MJ/m² of their surface area for the thickness used;”

* Refer to the recommendations published by the International Organization for Standardization, in particular publication ISO 1716:2002, *Determination of calorific potential*.

16 At the end of paragraph 7.5.2.1.2, the words “and, in addition, a fire damper in the upper end of the duct” are added.

Regulation 10 – Fire fighting

17 The following new paragraph 10.2.6 is inserted after the existing paragraph 10.2.5:

“10.2.6 Passenger ships carrying more than 36 passengers constructed on or after 1 July 2010 shall be fitted with a suitably located means for fully recharging breathing air cylinders, free from contamination. The means for recharging shall be either:

- .1 breathing air compressors supplied from the main and emergency switchboard, or independently driven, with a minimum capacity of 60 l/min per required breathing apparatus, not to exceed 420 l/min; or
- .2 self-contained high-pressure storage systems of suitable pressure to recharge the breathing apparatus used on board, with a capacity of at least 1,200 l per required breathing apparatus, not to exceed 50,000 l of free air.”

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:

1 *IMSBC Code* means the International Maritime Solid Bulk Cargoes (IMSBC) Code adopted by the Maritime Safety Committee of the Organization by resolution MSC.268(85), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I.

2 *Solid bulk cargo* means any cargo, other than liquid or gas, consisting of a combination of particles, granules or any larger pieces of material generally uniform in composition, which is loaded directly into the cargo spaces of a ship without any intermediate form of containment.

Regulation 1-2
Requirements for the carriage of solid bulk cargoes other than grain

The carriage of solid bulk cargoes other than grain shall be in compliance with the relevant provisions of the IMSBC Code.”

Regulation 2 – Cargo information

11 The existing subparagraph .2 of paragraph 2 is replaced by the following:

“.2 in the case of solid bulk cargo, information as required by section 4 of the IMSBC Code.”

12 The existing paragraph 2.3 is deleted.

Regulation 3 – Oxygen analysis and gas detection equipment

13 In paragraph 1, the word “solid” is inserted in the first sentence, after the words “When transporting a”.

Part B
Special provisions for bulk cargoes other than grain

14 The title of part B is replaced as follows:

“Special provisions for solid bulk cargoes”

Regulation 6 – Acceptability for shipment

15 In existing paragraph 1, the word “solid” is inserted in the first sentence after the words “Prior to loading a”.

16 The existing paragraphs 2 and 3 are deleted.

Regulation 7 – Loading, unloading and stowage of bulk cargoes

17 In the heading of the regulation, the word “solid” is inserted after the words “stowage of”.

18 The existing paragraphs 4 and 5 are deleted and the subsequent paragraphs are renumbered accordingly.

**CHAPTER VII
CARRIAGE OF DANGEROUS GOODS****Part A-1****Carriage of dangerous goods in solid form in bulk****Regulation 7-1 – Application**

19 In paragraph 3 of the regulation, the words “detailed instructions on the safe carriage of dangerous goods in solid form in bulk which shall include” are deleted.

20 The following new regulation 7-5 is inserted after regulation 7-4:

“Regulation 7-5**Requirements for the carriage of dangerous goods in solid form in bulk**

The carriage of dangerous goods in solid form in bulk shall be in compliance with the relevant provisions of the IMSBC Code, as defined in regulation VI/1-1.1.”
