



ALL SHIPS

Amendments entering into force on 1st January 2011

Convention	Reference	Summary	Origin	
SOLAS	II-1/3-5	From 1 January 2011, for all ships, new installation of materials which contain asbestos shall be prohibited.	MSC 282(86)	NE
	II-1/35-1	Bilge pumping arrangements: Provisions for the drainage of closed vehicle and ro-ro spaces and special category spaces shall also comply with regulations II-2/20.6.1.4 and II-2/20.6.1.5.	MSC 282(86)	NE
	II-2/1	Cargo ships of 500 gt and over and passenger ships constructed on or after 1/09/1984 but before 1/01/ 2011; and cargo ships < 500 gt constructed on or after 1/02/1992 but before 1/01/2011 with cargo spaces intended for the carriage of packaged dangerous goods, shall comply with regulation 19.3 (except 19.3.10.1 and 19.3.10.2 in some cases).	MSC 269(85)	E
	V/18	Integrated Navigation Systems (INS) installed on or after 1 January 2011 should conform to performance standards not inferior to those specified in MSC.252(83).	MSC 252(83)	NE
	V/19	Ships engaged on international voyages shall be fitted with an ECDIS as follows: - 1 passenger ships > 500 GT constructed on or after 1/07/2012; - 2 tankers > 3,000 GT constructed on or after 1/07/2012; - 3 cargo ships, other than tankers, >10,000 GT constructed on or after 1/07/2013; - 4 cargo ships, other than tankers, 3000 to 10 000 GT constructed on or after 1/07/2014; - 5 passenger ships > 500 GT constructed before 1 /07/ 2012, not later than the first survey on or after 1/07/2014; - 6 tankers of > 3,000 GT constructed before 1/07/2012, not later than the first survey on or after 1/07/2015; - 7 cargo ships, other than tankers, > 50,000 GT constructed before 1/07/2013, not later than the first survey on or after 1/07/2016; - 8 cargo ships, other than tankers,>20,000 GT but less than 50,000 GT constructed before 1/07/2013, not later than the first survey on or after 1/07/2017; and - 9 cargo ships, other than tankers, >10,000 GT but < 20,000 GT constructed before 1/07/2013, not later than the first survey on or after 1/07/2018.	MSC 282(86)	NE
	V/19	A bridge navigational watch alarm system (BNWAS) is required as follows: - 1 cargo ships >150 GT 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 survey after 1 July 2012; - 3 cargo ships >3,000 GT constructed before 1 July 2011, not later than the first survey after 1 July 2012; - 4 cargo ships >500 GT but <3,000 GT constructed before 1/07/2011, not later than the first survey after 1/07/2013; and - 5 cargo ships >150 GT but < 500 GT constructed before 1/07/2011, not later than the first survey after 1/07/2014.	MSC 282(86)	NE

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Convention	Reference	Summary	Origin	
MARPOL Annex I	Reg.1	New definitions of Oil residue (sludge), Oil residue (sludge) tank, Oily bilge water, Oily bilge water holding tank.	MEPC 187(59)	NE
	Reg.12	Wording has been modified in accordance with new definitions. Specifications (as given before in Unified Interpretation) for oil residue (sludge) tanks are : to be provided with a designated pump for disposal that is capable of taking suction from the oil residue (sludge) tank(s); and shall have no discharge connections to the bilge system, oily bilge water holding tank(s), tank top or oily water separators except that the tank(s) may be fitted with drains, with manually operated self-closing valves and arrangements for subsequent visual monitoring of the settled water, that lead to an oily bilge water holding tank or bilge well, or an alternative arrangement, provided such arrangement does not connect directly to the bilge piping system.	MEPC 187(59)	N
	IOPP Certificate	Section 3 of the Supplement to the IOPP Certificate, Form A and Form B, is modified.	MEPC 187(59)	NE
IMSBC Code		The new IMSBC Code supersedes BC Code. Voluntary application from 01/01/2009 and mandatory application fm 01/01/2011.	MSC 268(85)	NE