

ИНФОРМАЦИОННЫЙ БЮЛЛЕТЕНЬ

№ ИБ 2018-002 от 10.01.2018

Куда: Ваша судоходная компания

Кому: Руководителю и специалистам Вашей судоходной компании

Тема: Изменения, вступающие в силу в 2018 году
Amendments that will enter into force in 2018



Уважаемый клиент компании ИБИКОН!

С целью обеспечения соответствия Ваших судов требованиям национальных и международных нормативных документов, относящихся к безопасности судоходства и мореплавания, Компания ИБИКОН предлагает Вашему вниманию обзор положений основных международных конвенций и кодексов, вступающих в силу **с 1 января 2018 года.**



Предлагаемая Вашему вниманию информация представляет Вам основные новые требования национального и международного морского законодательства, принятые морской индустрией.

Новые требования приведены в возрастающем календарном по дате порядке для удобства поиска.

Судоходным компаниям рекомендуется ознакомиться с новыми требованиями и провести анализ соответствия им Ваших судов. На основании проведенного анализа судоходным компаниям необходимо выполнить необходимые мероприятия самостоятельно или с привлечением внешних консультантов.

Консалтинговая компания ИБИКОН работает на рынке консультационных услуг уже более 20 лет. Мы специализируемся на разработке судовой документации, в соответствии с требованиями международного и национального законодательства в области судоходства.

Основной целью нашей компании является обеспечения соответствия Ваших судов морскому законодательству и повышение эффективности Вашего бизнеса.

Индивидуальный подход к нашим клиентам и оказание услуг под ключ позволяет нам:

- предоставлять услуги высочайшего качества;
- решать нестандартные задачи;
- оптимизировать сроки выполнения работ;
- снижать Ваши финансовые затраты.



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ТРАНСПОРТНАЯ БЕЗОПАСНОСТЬ, СУБ ВВТ, ОЦЕНКА РИСКОВ, ЭНЕРГОЭФФЕКТИВНОСТЬ, СТРАХОВАНИЕ

ISM Code, ISPS, SOLAS, MARPOL, MLC, STCW, TMSA, ISO-9001, ISO-14001, OHSAS-18001, ISO 50001

№	Конвенция кодекс Convention, Code	Правило Regulation	Дата вступления в силу Date of entry into force	Область применения Applicable to	Требование Subject
1	2	3	4	5	6
1.	MARPOL IV Prevention of Sewage Pollution	MEPC.200(62)	01.01.2018	Passenger	Passenger ships are prohibited from discharging sewage within a special area (currently limited to the Baltic Sea), unless: (1) the passenger ship is en route at not less than 4 knots and not less than 3 nm from the nearest land; (2) the passenger ship has in operation an approved sewage treatment plant which has been certified under standards that are currently under development; and (3) the effluent does not produce visible floating solids nor cause discoloration of surrounding water.
2.	MARPOL IV Prevention of Sewage Pollution	MEPC.200(62)	01.01.2018	Passenger	Passenger ships are prohibited from discharging sewage within a special area (currently limited to the Baltic Sea), unless: (1) the passenger ship is en route at not less than 4 knots and not less than 3 nm from the nearest land; (2) the passenger ship has in operation an approved sewage treatment plant which has been certified under resolution MEPC.159(55); and (3) the effluent does not produce visible floating solids nor cause discoloration of surrounding water.
3.	MARPOL IV Prevention of Sewage Pollution	MEPC.218(63)	01.01.2018	Passenger	The resolution urges the development of standards for sewage treatment plants for passenger ships operating within a special area (currently limited to the Baltic Sea).
4.	SOLAS XI-1/2 ESP Code (2011) Revision	MSC.405(96)	01.01.2018	Bulk carrier Oil tanker	The amendments to the 2011 ESP Code refer to recommendations for entering enclosed spaces aboard ships, set forth under resolution A.1050(27), so as to promote safe access by surveyors carrying out the surveys on oil tankers and bulk carriers on/after 1 January 2018.
5.	SOLAS XIV Polar Code	MSC.386(94)	01.01.2018	Passenger Cargo ship	New chapter XIV of SOLAS which requires all SOLAS-certified ships operating in Polar Waters to comply with the safety-related provision of the introduction and with part I-A of the Polar Code (set forth in Resolution MSC.385(94)).
6.	Polar Code	MSC.385(94)	01.01.2018	Passenger Cargo ship	SOLAS-certified ships operating in Polar Waters should comply with the safety related provision of the introduction and with part I-A of the Polar Code.
7.	SOLAS VII IMDG Code Amendments	MSC.406(96)	01.01.2018	All ships	2016 edition of the IMDG Code incorporating numerous changes such as changes to the classification of substances in Part 2, new packing instructions added for certain items, updates to the DGL and special provisions added, revised or removed for certain common items. NOTE: the amendments may be applied (in whole or in part) on a voluntary basis as from 1 January 2017.

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8.	FAL Convention Dangerous Goods Manifest	Resolution FAL.12(40)	01.01.2018	All ships	Amendments to the Dangerous Goods Manifest, Standard 2.8.1 and the relevant Form 7 of the FAL Convention were adopted by FAL 40 to align the Convention with the IMDG Code consignment documentation requirements. Among others, the request for the Master's personal information has now been deleted, since this is not required by the IMDG Code or SOLAS. Additional information related to FAL Form 7 in order to assist users is under development and will be found in the Explanatory Manual to the FAL Convention (non-mandatory part).
9.	MARPOL Annex V, Regulation 10.3	MEPC.277(70) MEPC.295(71)	01.03.2018	All ships	Amendments to MARPOL Annex V are adopted and include the following: – Clarification of the term "Estimated amount of Discharged or Incinerated", whether into the sea or to reception facilities in the Garbage Record Book (GRB) – A new garbage category for E-waste (such as gadgets, computers, printer cartridges, etc.(for a definition of E-waste please see the amended 2017 Guidelines for the implementation of MARPOL Annex V (Resolution MEPC.295(71)) – Splitting the GRB into two parts (one part for all operations related to garbage other than cargo residues and a second part for all operations related to cargo residues) – Additional space in the GRB to record exceptional discharge or loss of garbage under regulation V/7 – Alignment of the regulation V/10.3 with the above amendments.
10.	MARPOL I Appendix II Form B of Supp. to IOPP Certificate	MEPC.276(70)	01.03.2018	Oil tanker	A revised template of Form B of the Supplement to the IOPP Certificate "Record of Construction and Equipment for Oil Tankers" is to be used. Amendments have been made to Sections 1.11 "Particulars of Ship" and 5 "Construction" to eliminate unnecessary sections and simplify its use for oil tankers.
11.	SOLAS I/19.2 ECDIS	MSC.282(86)	01.07.2018	Cargo ship	Electronic Chart Display and Information System (ECDIS) is to be fitted onboard unless the ship is to be decommissioned within two years of the compliance date. Cargo ships excluded tankers.
12.	SOLAS II-2 Means of communication	MSC.338(91)	01.07.2018	All ships	At least two (2) two-way portable radiotelephones are to be provided for each fire party designated onboard tankers and those intended to be used in hazardous areas of all ships which are to be of an explosion-proof or intrinsically safe type.

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13.	SOLAS II-1/13-2 Noise Code	MSC.338(91) MSC.337(91)	01.07.2018	All ships	Ships (except MODUs) need to comply with the new Noise Code as per MSC.337(91). The Code has mandatory and recommendatory provisions which sets out to prevent the occurrence of potentially hazardous noise levels on board ships and to provide standards for an acceptable environment for seafarers. Compliance with the Code requires measurement of noise levels in work, navigation, accommodation and service spaces under simulated port conditions and at normal service speed at no less than 80% of the maximum continuous rating (MCR). Deviation from this normal service condition may be permitted for ships with special propulsion and power configurations, such as diesel-electric systems.
14.	SOLAS V/19.2 Bridge Navigational Watch Alarm System (BNWAS)	MSC.350(92)	01.07.2018	Cargo ship	A bridge navigational watch alarm system (a system to monitor bridge activity and detect operator disability which could lead to marine accidents) complying with the standards contained in MSC.128(75) is required to be installed onboard and shall be in operation whenever the ship is underway at sea. A BNWAS installed prior to 1 July 2011 to monitor bridge activity and detect operator disability which could lead to marine accidents may subsequently be exempted from full compliance with the standards contained in MSC.128(75).
15.	ESP Code	MSC.412(97)	01.07.2018	Bulk carrier Tanker	Revisions to the Enhanced Survey Program (ESP) Code to clarify how close-up surveys and thickness measurements are to be performed for oil tankers and bulk carriers.
16.	STCW Code Training for Polar Waters	MSC.416(97)	01.07.2018	All ships	In support of the IMO Polar Code, amendments to the STCW Code have been adopted which revise the training and certification requirements for masters, chief mates, and officers onboard vessels operating in polar waters. Transitional provisions are also made to allow seafarers, who commenced approved seagoing service in polar waters prior to 1 July 2018, to meet alternative basic training or advanced requirements by 1 July 2020.
17.	STCW Code Training for Polar Waters Part A	MSC.417(97)	01.07.2018	All ships	In support of the IMO Polar Code, amendments to the STCW Code Part A have been adopted which revise the training and certification requirements for masters, chief mates, and officers onboard vessels operating in polar waters. Transitional provisions are also made to allow seafarers, who commenced approved seagoing service in polar waters prior to 1 July 2018, to meet alternative basic training or advanced requirements by 1 July 2020.

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18.	MARPOL VI Data Collection System for Fuel Oil Consumption	MEPC.278(70)	31.12.2018	All ships	New Regulation 22A is introduced into MARPOL VI, requiring fuel oil consumption reporting to the Administration on an annual basis, and supporting the development of an IMO Ship Fuel Oil Consumption Database. MEPC.1/Circ.795 exempts fixed and floating platforms (including floating production and/or storage units) and drilling rigs, regardless if self propelled or non-self propelled. New MARPOL VI/ Appendices IX and X are also introduced to provide forms to be used for this reporting. *Requirements of Chapter 4 do not apply to self-propelled MODUs and platforms including FPSOs and FSUs in accordance with Regulation 19.2.2 of MARPOL Annex VI.

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