

**Subject: Circ. 2011-17**

**Statutory amendments entering into force from  
January 1, 2012**

Number: CL/90/2771

Date: 2011.Nov.05

موضوع: بخشنامه ۱۷-۲۰۱۱

اصلاحات قانونی که از ابتدای سال ۲۰۱۲

لازم الاجرا می شوند

شماره: ۹۰/۲۷۷۱/ق م

تاریخ: ۱۳۹۰/۰۸/۱۴



### Respectful ICS Customers & Surveyors

With my gratitude, respectfully,  
Based on the fact that the current Christian year will be ended within next 2 months, in this circular a brief overview of Amendments on statutory regulations which will enter into force from the beginning of the new Christian year 2012 are presented for awareness and any further required actions.

The electronic file of this document could be found at the following address:

<\\server\ICS Organization\Convention and Legislation Department\Publications\Circ\2011>

Also this Electronic File will be sent via email to all respectful ICS Customers and Surveyors.

**A. Jamaly**

**Manager of Convention & Legislation  
Department  
Iranian Classification Society – ICS**

### مشتریان و بازرسان محترم ICS

با سلام

با عنایت به آنکه کمتر از دو ماه تا پایان سال میلادی جاری باقیمانده است، در بخشنامه پیش رو شرح مختصری از اصلاحات قانونی که از ابتدای سال آتی میلادی ۲۰۱۲ لازم الاجرا می شوند، جهت آگاهی و انجام اقدامات مقتضی ارائه شده است.

نسخه الکترونیکی بخشنامه مذکور در شبکه داخلی موسسه با آدرس ذیل قابل دسترسی می باشد:

<\\server\ICS Organization\Convention and Legislation Department\Publications\Circ\2011>

همچنین نسخه الکترونیکی این سند از طریق پست الکترونیکی به کلیه مشتریان و بازرسان محترم موسسه ارسال می گردد.

عبدالله جمالی

مدیریت واحد کنوانسیون ها و مقررات دریایی  
موسسه رده بندی ایرانیان

## 1. Introduction

### 1.1 General

This circular presents the list of latest amendments on statutory regulations which will enter into force from January 1, 2012. The list of the above mentioned amendments and an overview related to each item are submitted in the table 1.

### 1.2 Changes

This edition has been prepared on October 29, 2011 and any other necessary changes related to this document or any other new amendments on statutory regulations will be announced in following circulars after this date. Moreover further technical publications will deal with more detailed explanation on each topic.

**Table 1: List of Amendments on Statutory Regulations effective from January 1, 2012**

#	Convention / Code	Regulation	Character	Application	Subject	Relevant Documents
01	CSC 1972	Annex I Annex II Annex III	Convention (Retroactive)	New and existing container ships	Amendments to the International Convention for Safe Containers, 1972 (CSC 1972): 1. Annex I: Regulations 1 <b>"Safety Approval Plate"</b> & 2 <b>"Maintenance and Examination"</b> are amended 2. Appendix ( <b>Safety Approval Plate</b> ) is amended. 3. Annex II: New section 8 <b>"One Door off Operation"</b> is added after the existing Section 7. 4. New Annex III <b>"Control and Verification"</b> is added after the existing Annex II <b>Overview:</b> Specifications are provided to limit container stacking or racking capacity including such capacities which are reduced for one-door-off operation which is to be indicated on plate.	Res.MSC.310(88)
02	FSS Code/ Ch. 1	Para. 1.2	Convention (Retroactive)	All ships	Amendments to the International Code for Fire Safety Systems (FSS Code): <b>Chapter 1- General</b> Para. 1.2 <b>"Application"</b> - A requirement regarding application of amendments to FSS Code is amended. <b>Overview:</b> paragraph 1.2 clarifying that amendments to the FSS Code adopted after 1 July 2002 shall apply only to ships the keels of which are laid or which are at a similar stage of construction, on or after the date on which the amendments enter into force, unless expressly provided otherwise.	Res.MSC.292(87)
03	FSS Code/ Ch. 10		Convention	Ships constructed on or after January 1, 2012	<b>Chapter 10 - Sample extraction smoke detection systems</b> The existing text of chapter 10, Para. 1 <b>"Application"</b> and Para. 2 <b>"Engineering Specifications"</b> are completely revised and replaced. <b>Overview:</b> detailed additional technical requirements are provided for sample extraction smoke detection systems, which, inter alia, include: - Description of the main components of the sample extraction smoke detection system (i.e. Smoke accumulators; sampling pipes; three-way valves and control panel) (para. 2.1.1.1); - Formula to calculate the interval for scanning of the sample extraction smoke detection system operating on a sequential scanning (para. 2.1.2); - Requirements for fan suction capacity and means to monitor airflow, which shall be provided in each sampling line (para. 2.2.2); - Testing of the control panel in accordance with standards en 54-2 (1997), en 54-4 (1997) and iec 60092-504 (2001) (para.2.2.6); - Installation requirements for smoke accumulators (e.g. Location, sampling pipe networks, number of accumulators connected to each sampling pipe) (para. 2.3.1); - Requirements for the control panel in relation to the alarms and fault signals (para. 2.4.1.5); and - Testing requirements after installation (para. 2.4.2.2).	Res.MSC.292(87)

Table 1: List of Amendments on Statutory Regulations effective from January 1, 2012 (Continued)

#	Convention / Code	Regulation	Character	Application	Subject	Relevant Documents
04	FSS Code/ Ch. 16		Convention	Oil tankers of 20,000 tonnes deadweight and above, constructed on or after January 1, 2012	<b>Chapter 16 - Fixed Hydrocarbon Gas Detection Systems</b> New chapter 16 is added after the existing Chapter 15. <b>Overview:</b> detailed specifications for fixed hydrocarbon gas detection systems, required by SOLAS Regulation II-2/4.5.7.3 are provided. The requirements of this chapter are applicable to oil tankers of 20,000 tones deadweight and above, constructed on or after 1 January 2012 which has not provided constant operative inerting systems for ballast tanks and void spaces of double-hull and double-bottom spaces adjacent to the cargo tank.	Res.MSC.292(87)
05	IMDG Code		Convention	Ships carrying dangerous goods as defined in SOLAS Reg.VII/1	A. Amendments to the International Maritime Dangerous Goods (IMDG) Code: <b>Part 1 to 7 are amended by various modifications.</b> <b>Overview:</b> Minor and major changes in following are applied. Some of them are noted in the following items: - Providing special provisions for fumigated units - Changes to the "Dangerous Goods List" (Chapter 3.2) - Changes to "Special provisions applicable to certain substances, materials and articles" (Chapter 3.3). - Providing minimum safety requirements for the design and installation of tracking and monitoring equipment by referring to the Recommendations of the International Electro technical Commission (IEC).	Res.MSC.294(87)
06	LSA Code/ Ch. IV	Paras.4.2.2.1 , 4.2.3.3 and 4.3.3.3	Convention	Inflatable liferaft and rigid liferaft installed on or after January 1, 2012	Amendments to the International Life-Saving Appliance (LSA) Code: <b>Chapter IV - Survival Craft</b> In Paras.4.2.2.1 "Construction of inflatable liferafts", 4.2.3.3 "Carrying capacity of inflatable liferafts" and Para. 4.3.3.3 "Carrying capacity of rigid liferafts": An average mass of persons which a life raft (inflatable life raft and rigid life raft) shall be permitted to accommodate is changed from 75 kg to 82.5 kg.	Res.MSC.293(87)
07	MSC Circular / MSC.1/Circ.1343		Other	Oil tankers and bulk carriers of 150 m in length and above, New	<b>Guidelines for the information to be included in a Ship Construction File</b> <b>Overview:</b> The aim of these Guidelines is to provide additional guidance on the content of the Ship Construction File (SCF) to be provided upon delivery of new bulk carriers and oil tankers in accordance with SOLAS regulation II-1/3-10.4, kept on board the ship and/or ashore and updated as appropriate throughout the ship's life in order to facilitate safe operation, maintenance, survey, repair and emergency measures. The SCF should remain with the ship and, in addition, be available to its classification society and flag State throughout the ship's life. Where information not considered necessary to be on board is stored ashore, procedures to access this information should be specified in the onboard SCF.	MSC.1/Circ.1343
08	MSC Circular / MSC.1/Circ.1347		UI	Inflatable liferaft and rigid liferaft (on passenger ships) installed on or after January 1, 2012	Amendments to the LSA Code- Determination of the required safe working load of life raft launching appliances on passenger ships: According to Res.MSC.295(87), average mass of person related to lowering test (in installation tests of liferaft launching appliances) is increased from 75kg to 82.5kg. ( <b>Paragraph 6.2.5 of Part 2</b> ) MSC 87 agreed that, for <b>liferaft launching appliances on passenger ships</b> , the load for the installation " <b>lowering test</b> " in <b>paragraph 6.2.5</b> above should continue to be based on an assumed occupant weight of 75 kg.	MSC.1/Circ.1347

**Table 1: List of Amendments on Statutory Regulations effective from January 1, 2012 (Continued)**

#	Convention / Code	Regulation	Character	Application	Subject	Relevant Documents
09	MSC Circular / MSC.1/Circ.1364		Other		<p><b>Revised International Safety NET Manual</b>  This Circular is the third revision of the International SafetyNET Manual and supersedes MSC/Circ.1064 and replaces the existing text of the International SafetyNET Manual.  <i><b>Overview:</b> SafetyNET is an international automatic direct-printing satellite-based service for the promulgation of navigational and meteorological warnings, meteorological forecasts, Search and Rescue (SAR) information and other urgent safety-related messages – maritime safety information (MSI) – to ships.</i>  <i>This Manual describes the structure and operation of the International SafetyNET Service. It is intended primarily for national Administrations and registered information providers, but may also be useful to the mariner who requires more operational information than is found in manufacturers' equipment manuals..</i></p>	MSC.1/Circ.1364
10	MSC Circular / MSC.1/Circ.1370		Other	Oil tankers of 20,000 tonnes deadweight and above, constructed on or after January 1, 2012	<p><b>Guidelines for the design, construction and testing of fixed hydrocarbon gas detection systems</b>  <i><b>Overview:</b> These Guidelines apply to fixed hydrocarbon gas detection systems required for oil tankers by SOLAS regulation II-2/4.5.7 and chapter 16 of the International Code for Fire Safety Systems (FSS Code).</i></p>	MSC.1/Circ.1370
11	MSC Resolution / Res.MSC.287(87)		Convention	bulk carriers and oil tankers in unrestricted navigation, New	<p><b>International Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers</b>  <i><b>Overview:</b> The International Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers' describe the goals (Tier I) and establish the functional requirements (Tier II) that the rules for the design and construction of bulk carriers and oil tankers of an organization recognized by the Administration, or the national rules of an Administration, shall conform to, as defined in SOLAS regulations II-1/2.28 and II-1/3-10. Additionally, the Standards establish that the above mentioned rules shall be verified as conforming to the goals and functional requirements (Tier III).</i></p>	Res.MSC.287(87)
12	MSC Resolution / Res.MSC.288(87)		Convention	Crude oil tankers of 5,000 tonnes deadweight and above, New	<p><b>Performance Standard for Protective Coatings for Cargo Oil Tanks of Crude Oil Tankers</b>  <i><b>Overview:</b> In relation to the application of SOLAS Reg.II-1/3-11, this resolution provides technical requirements for the minimum standard for protective coatings to be applied in cargo oil tanks during the construction of new crude oil tankers.</i></p>	Res.MSC.288(87)
13	MSC Resolution / Res.MSC.289(87)		Convention	Crude oil tankers of 5,000 tonnes deadweight and above, New	<p><b>Performance Standard for Alternative Means of Corrosion Protection for Cargo Oil Tanks of Oil Tankers</b>  <i><b>Overview:</b> In relation to the application of SOLAS Reg.II-1/3-11, this resolution provides technical requirements for the minimum standard for alternative means of corrosion protection (utilization of corrosion resistant material) other than protective coating to be used for cargo oil tanks during construction of crude oil tankers.</i></p>	Res.MSC.289(87)

Table 1: List of Amendments on Statutory Regulations effective from January 1, 2012 (Continued)

#	Convention / Code	Regulation	Character	Application	Subject	Relevant Documents
14	MSC Resolution / Res.MSC.295(87)		Convention (Retroactive)	Inflatable liferaft and rigid liferaft installed on or after January 1, 2012	Amendments to the Revised recommendation on testing of life-saving appliances (Res.MSC.81(70), as amended): 1. <b>Part 1 – Prototype tests for life-saving appliances</b> - Mass of the test subject in jump test: not less than 75kg replaced by not less than 82.5kg ( <b>Para.5.2.1</b> ) - Average mass of person related to measurement of the freeboard of liferaft: 75kg replaced by 82.5kg ( <b>Para.5.7</b> ) - Average mass of person related to davit-launched liferaft boarding test: 75kg replaced by 82.5kg ( <b>Para.5.16.4</b> ) - In additional tests applicable to inflatable liferafts only ( <b>Para.5.17</b> ), the average mass of person related to following tests is increased from 75kg to 82.5kg <b>i) Paragraph 5.17.1 (Damage test)</b> <b>ii) Paragraph 5.17.2.3 (Righting test)</b> <b>iii) Paragraphs .5.17.10.4 and 5.17.12 (Davit-launched inflatable liferafts - strength test)</b> 2. <b>Part 2 – Production and installation tests</b> - Average mass of person related to 10% overload suspension test: 75kg is replaced by 82.5kg ( <b>Paragraph 5.2.4</b> ) - Average mass of person related to lowering test (in installation tests of liferaft launching appliances): 75kg is replaced by 82.5kg ( <b>Paragraph 6.2.5</b> )	Res.MSC.295(87)
15	SOLAS / Ch.II-1	Reg.2.28	Convention	Oil tankers and bulk carriers of 150 m in length and above, New	Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended: In chapter II-1: construction – structure, subdivision and stability, machinery and electrical installations/ part A: general, <b>definition of "Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers"</b> in new <b>paragraph 28</b> is added after the existing paragraph 27.	Res.MSC.290(87)
16	SOLAS / Ch.II-1	Reg.3-10	Convention	Oil tankers and bulk carriers of 150 m in length and above, New	Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended: In chapter II-1: construction – structure, subdivision and stability, machinery and electrical installations/ part A-1: structure of ships, new regulation <b>3-10 "Goal-based ship construction standards for bulk carriers and oil tankers"</b> is added after regulation 3-9. <b>Overview:</b> <i>New regulation 3-10 specifying the scope of application MSC 290(87) of the Goal Based Standards - oil tankers of 150 m in length and above and to bulk carriers of 150 m in length and above, constructed with single deck, top-side tanks and hopper side tanks in cargo spaces, excluding ore carriers and combination carriers, for which the building contract is placed on or after 1 July 2016, or in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 July 2017 or the delivery of which is on or after 1 July 2020.</i>	Res.MSC.290(87)
17	SOLAS / Ch.II-1	Reg.3-11	Convention	Crude oil tankers of 5,000 tonnes deadweight and above, New	Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended: In chapter II-1: construction – structure, subdivision and stability, machinery and electrical installations/ part A-1: structure of ships, new regulation <b>3-11 "Corrosion protection of cargo oil tanks of crude oil tankers"</b> is added after regulation 3-10. <b>Overview:</b> <i>All cargo oil tanks of crude oil tankers shall be: coated during the construction of the ship in accordance with 'the Performance standard for protective coatings for cargo oil tanks of crude oil tankers (Res.MSC.288(87)) or protected by alternative means of corrosion protection or utilization of corrosion resistance material to maintain required structural integrity for 25 years in accordance with 'the Performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers (Res.MSC.289(87)).</i>	Res.MSC.291(87)

Table 1: List of Amendments on Statutory Regulations effective from January 1, 2012 (Continued)

#	Convention / Code	Regulation	Character	Application	Subject	Relevant Documents
18	SOLAS / Ch.II-2	Regs.1.2.2.6 and 4.5.7.1	Convention (Retroactive)	All tankers regardless of their construction date	<p>Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended:</p> <ol style="list-style-type: none"> <li>In chapter II-2: construction – fire protection, fire detection and fire extinction/ part A: general/ regulation 1: application/ paragraph 2.2:                             <ul style="list-style-type: none"> <li>In <b>subparagraph .4</b>, the word "and" is deleted.</li> <li>In <b>subparagraph .5</b>, the word "and" is added at the end.</li> <li>The following new <b>subparagraph .6</b> is added after the existing subparagraph .5: "<b>.6 regulation 4.5.7.1.</b>"</li> </ul> </li> <li>In chapter II-2: construction – fire protection, fire detection and fire extinction/ part B: Prevention of fire and explosion / regulation 4: Probability of ignition:                             <ul style="list-style-type: none"> <li>The existing paragraph 5.7 is replaced by new one <b>5.7 Gas measurement and detection</b>.</li> </ul> <p><b>Overview: Gas measurement and detection (portable instrument)</b>  <i>Tankers shall be equipped with following portable instruments. Suitable means shall be provided for the calibration of such instruments.</i></p> <ul style="list-style-type: none"> <li>At least one portable instrument for measuring oxygen;</li> <li>At least one for measuring flammable vapor concentrations; and</li> <li>A sufficient set of spares.</li> </ul> </li> </ol>	Res.MSC.291(87)
19	SOLAS / Ch.II-2	Reg.4.5.7.3	Convention	Oil tankers of 20,000 tonnes deadweight and above, constructed on or after January 1, 2012	<p>Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended:</p> <p>In chapter II-2: construction – fire protection, fire detection and fire extinction/ part B: Prevention of fire and explosion / regulation 4: Probability of ignition:</p> <p>In Para. 5.7 "Gas measurement and detection", the <b>subparagraph 5.7.3 "Arrangements for fixed hydrocarbon gas detection systems in double-hull and double-bottom spaces of oil tankers"</b> is replaced.</p> <p><b>Overview: The applicable oil tankers shall be provided with a fixed hydrocarbon gas detection system complying with the Fire Safety Systems Code for measuring hydrocarbon gas concentrations in all ballast tanks and void spaces of double-hull and double-bottom spaces adjacent to the cargo tanks, including the forepeak tank and any other tanks and spaces under the bulkhead deck adjacent to cargo tanks. Oil tankers provided with constant operative inerting systems for such spaces need not be equipped with fixed hydrocarbon gas detection equipment. In addition, cargo pump-rooms subject to the provisions of Reg.II-2/4.5.10 need not comply with Reg.II-2/4.5.7.3.</b></p>	Res.MSC.291(87)

## 2. References

- ✓ [IMO Website](#)
- ✓ [KR-Con Website](#)