



## TECHNICAL CIRCULAR No. 117 of 18<sup>th</sup> March 2013

To:	All Surveyors/Auditors
Applicable to flag:	All Flags
Subject:	<b>Amendments to Annex II, MARPOL 73/78 Chemical Code Surveys</b>
Reference:	<b>Annex II, MARPOL 73/78 Chemical Code</b>

### Amendments to Annex II, MARPOL 73/78 Chemical Code Surveys

- .1 1992 Amendments to MARPOL 73/78, Annex II, IBC and BCH Codes came into effect on 1 July 1994 and are included in the MARPOL 73/78 1997 edition, IBC 1998 edition and BCH 1993 edition, respectively.
- .2 Resolution MEPC.62 (35) "Amendments to the Standards for procedures and arrangements for the discharge of Noxious Liquid Substances" as amended is included in 1997 edition of MARPOL 73/78.
- .3 1996 Amendments (MSC.51(66)/MEPC.70(38)) to BCH Code go into effect on 1 July 1998. Following are highlights of those amendments:
  - a. Chapter IV: New paragraph 4.18.4 is added for cargoes not to be exposed to excessive heat: "In order to avoid elevated temperatures, this cargo should not be carried in deck tanks."
  - b. The cross-reference between paragraphs 16.6 of the IBC Code and 4.18 of the BCH Code is replaced by the following:

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<u>IBC Code reference</u>	<u>BCH Code reference</u>
16.6.1	4.18.1
16.6.2	4.18.2
16.6.3	4.18.3
16.6.4	4.18.4

- .4 1996 Amendments (MSC.50 (66)/MEPC.69 (38)) and 1997 Amendments (MSC. 58(67)/MEPC. 73(39)) to the IBC Code came into effect on 1 July 1998 and are included in the 1998 IBC Code edition.
- .5 SOLAS Protocol 1988 **Harmonized System of Survey (HSSC)** and MEPC Resolutions 39(29), 40(29) and 41(29) came into effect 3 February 2000. HSSC revises Survey intervals and certificate forms.
- .6 Resolution MEPC.78(43) include amendments that come into force on 1 January 2001. In addition to the changes to the supplements form A and form B, the resolution includes a new regulation 16 for Annex II. As noted in Section 4.8.8 below, regulation 16 has been renumbered as 17.

### **Regulation 17–Shipboard Marine Pollution Emergency Plan for Noxious Liquid Substances**

- (1) Every ship of 150 gross tons tonnage and above certified to carry noxious liquid substances in bulk shall carry onboard a shipboard marine pollution emergency plan for noxious liquid substances (SMPEP-NLS) approved by the Administration. This requirement shall apply to all such ships not later than 1 January 2003.
- (2) Such a plan shall be in accordance with the “Guidelines for the Development of Shipboard Marine Pollution Emergency Plans for Oil and/or Noxious Liquid Substances,” MEPC.85(44) and, if submitted for review on/after 1 January 2007, in accordance with MEPC.85(44) as amended by MEPC.137(53).
- (3) In the case of ships to which regulation 26 of Annex I of the Convention also apply, such a plan may be combined with the shipboard oil pollution

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emergency plan required under regulation 26 of Annex I of the Convention. In this case, the title of such a plan shall be "Shipboard Marine Pollution Emergency Plan (SMPEP)."

- (4) With regard to an existing approved SMPEP onboard a vessel which is no longer permitted to carry NLS or ABS has been informed that NLS will no longer be carried, the surveyor needs to take no actions. Be reminded that the NLS or CoF are the documents that control which substances can be loaded.

Note: After 1 January 2007, the attending surveyor needs to verify that the form B has been re-issued in accordance with the revised MARPOL Annex I, i.e., the form B has no provisions to carry Oil-Like Substances onboard an oil tanker.

- .7 Resolution MSC.102(73) includes amendments for Chapter 5 "Cargo Transfer," Chapter 8 "Cargo-Tank Venting and Gas-Freeing Arrangements," Chapter 14 "Personnel Protection," Chapter 15 "Special Requirements," and Chapter 16 "Operational Requirements." The Amendments come into force on 1 July 2002 and are applicable to new vessels only, except for the new paragraph 8.3.3 dealing with secondary cargo tank venting arrangements, which must be applied retroactively as described in the new paragraph 8.1.6. The new requirement for secondary cargo tank venting arrangements is also applicable to vessels certified under the BCH Code in accordance with Resolution MSC.106(73).

#### IBC Chapter 8 – Cargo-Tank Venting and Gas-Freeing Arrangements

New paragraph 8.1.6:

"8.1.6 Ships constructed on or after 1 July 1986, but before 1 July 2002 should comply with the requirements of paragraph 8.3.3 by the date of the first scheduled dry-docking after 1 July 2002, but not later than 1 July 2005. However, the Administration may approve relaxation of paragraph 8.3.3 for ships of less than 500 gross tonnage which were constructed on or after 1 July 1986, but before 1 July 2002."

New paragraph 8.3.3:

"8.3.3 On ships constructed on or after 1 July 2002, controlled tank venting systems should consist of a primary and a secondary means of allowing full flow relief of vapor to prevent over-pressure or under-pressure in the event of failure of one means. Alternatively, the secondary means may

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consist of pressure sensors fitted in each tank with a monitoring system in the ship's cargo control room or position from which cargo operations are normally carried out. Such monitoring equipment should also provide an alarm facility which is activated by detection of over-pressure or under-pressure conditions within a tank."

## BCH Chapter 2 Part E – Tank Vent Systems

New paragraph 2.14.3:

"2.14.3 The controlled tank venting systems, as provided in paragraph 2.14.2, above should consist of a primary and a secondary means of allowing full flow relief of vapor to prevent over-pressure or under-pressure in the event of failure of one means. Alternatively, the secondary means may consist of pressure sensors fitted in each tank with a monitoring system in the ship's cargo control room or position from which cargo operations are normally carried out. Such monitoring equipment should also provide an alarm facility which is activated by detection of over-pressure or under-pressure conditions within a tank. Ships should comply with these requirements by the date of the first scheduled dry-docking survey after 1 July 2002, but not later than 1 July 2005. However, the Administration may accept relaxation from the application of this paragraph for ships of less than 500 gross tonnage."

.8 As mentioned above, the Revised MARPOL Annex II, MEPC.118(52), and the 2004 amendments to the IBC Code, MSC.176(79), enter into force on 1 January 2007.

(a) MARPOL Annex II: The entire annex has been re-written. New regulations have been added and existing ones renumbered. Some of the more relevant changes are:

- Type of ship: NLS Tanker
- Pollution Categories: X, Y and Z
- No provisions to carry Oil-Like Substances
- More stringent stripping requirements. See also attachment D.
- Exemption provisions for the carriage of certain vegetable oils that are annotated with "2k" in IBC Code/Ch.17 provided the ship is IBC Code-certified as Type 3 chemical carrier and is arranged with double hulls as per MARPOL II/4.1.3 and agreed by the flag Administration.

(b) IBC Code: The substantial changes occurred in chapters 17 and 18 of the

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code. Most of the substances have been re-categorized into a more stringent category requiring Procedures and Arrangements Manuals to be re-approved (Instructions in Section 4.2). The broad product name "Vegetable Oil" is now categorized into specific product names. Some vegetable oils are annotated with the footnote "2k" which allows the carriage of this Type 2 product in Type 3 double hull chemical carriers as per MARPOL II/4.1.3.

- .9 The amendments to the BCH Code come into force on 1 August 2007 as per MSC.212(81). However, for consistency purposes IMO, through MSC.212 (81), has urged all parties to the Convention to apply them from 1 January 2007. Some of the more relevant changes are:
- All chemical tankers of 500 gross tons and over need to comply with SOLAS II-2/4.5.10.1.1 (temperature sensing devices for bulkhead shaft glands/bearings/pump casings) and 4.5.10.1.4 (bilge level monitoring devices) and a system for continuous monitoring of the concentration of flammable vapors by the first scheduled dry-docking after 1 August 2007 but not later than 1 August 2010.
  - Regulations in Chapter II-2 Part E (Operational requirements) except for 16.3.2.2 and 16.3.2.3 (vent outlets requirements) apply to chemical tankers regardless of their sizes.
  - Newly installed deep-fat cooking equipment should comply with SOLAS II-2/10.6.4.
  - Newly installed fire extinguishing systems using Halon are prohibited in accordance with SOLAS II-2/10.4.1.3.

4.8.10 The amendments to the IBC Code come into force on 1 January 2009 as per MSC.219(82).

- All new IBC Code chemical tankers (tankers constructed on or after 1 January 2009) of 500 gross tons and over need to comply with SOLAS II-2/4.5.10 "Protection of Cargo Pump-Rooms" (flammable vapors replace hydrocarbon gases in the regulation).
- All existing IBC Code chemical tankers of 500 gross tons and over need to comply with SOLAS II-2/4.5.10.1.1 (temperature sensing devices for bulkhead shaft glands/bearings/pump casings) and 4.5.10.1.4 (bilge level monitoring devices), and a system for continuous monitoring of the concentration of flammable vapors by the first scheduled dry-docking after 1 January 2009 but not later than 1 January 2012.
- IBC Code chapters 17, 18 and 19.

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4.8.11 The 2007 amendments to the IBC Code come into force on 1 January 2009 as per MEPC.166(56).

- In order to maintain identical the provisions of the IBC Code, which are mandatory under both MARPOL 73/78 and the 1974 SOLAS Convention, Resolution MEPC.166(56) "2007 Amendments to the IBC Code" was adopted and the amendments are identical to those listed in section 4.8.10.

**REFERENCES:**

- **Annex II, MARPOL 73/78 Chemical Code**

**ATTACHMENTS:** No.

Kindest Regards,  
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