	Information Notice 2014-007
	DEPARTMENT OF MARINE SERVICES AND MERCHANT SHIPPING (ADOMS)
	MARPOL & SOLAS AMENDMENTS JANUARY 2015

Information regarding the most significant MARPOL and SOLAS amendments applicable for existing ships and which will enter into force on 1 January 2015:

1 – ECA Sulphur Content: IMO Resolution MEPC 176(58) gives guidelines on the reduction of maximum sulphur content of fuel oils in Emission Control Areas (ECA) to 0.10 %. MARPOL Annex VI Reg 14.4 is modified accordingly. Further details can be found at;
http://www.imo.org/OurWork/Environment/PollutionPrevention/AirPollution/Pages/Sulphur-oxides-(SOx)-%E2%80%93-Regulation-14.aspx

This also an opportune time to refresh memories on the other MARPOL special areas

http://www.imo.org/OurWork/Environment/PollutionPrevention/SpecialAreasUnderMARPOL/Pages/Default.aspx

and another important environmental area is that of Particularly Sensitive Sea Areas (PSSA)

http://www.imo.org/OurWork/Environment/PollutionPrevention/PSSAs/Pages/Default.aspx

2 – Enclosed Space Entry Drills: IMO Resolution MSC 350(92) gives details of changes to SOLAS Chapter III regulation 19. Essentially the main requirements are;

Crew members with enclosed space entry or rescue responsibilities shall participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months

Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization as per resolution A 1050(27)
Each enclosed space entry and rescue drill shall include:
.1 checking and use of personal protective equipment required for entry;
.2 checking and use of communication equipment and procedures;
.3 checking and use of instruments for measuring the atmosphere in enclosed spaces;
.4 checking and use of rescue equipment and procedures; and
.5 instructions in first aid and resuscitation techniques."

Antigua and Barbuda encourages the early implementation of new SOLAS regulation XI-1/7 on Atmosphere testing instrument for enclosed spaces, which requires ships to carry an appropriate portable atmosphere testing instrument or instruments, capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide, prior to entry into enclosed spaces. Guidelines to facilitate the selection of these instruments is contained in MSC.1 Circ. 1477. (see Annex)

3 – ISM Code: In accordance with IMO Resolution MSC 353(92) there are some updates to the ISM code which are covered in ADOMS Circular 2014-006.

4 – IMSBCCode: In accordance with IMO Resolution MSC 354(92) amendment 02-13 officialy comes into force.

4 – IMDG Code: In accordance with IMO Resolution MSC 372(93) the IMDG code has been updated and Antigua and Barbuda encourages the early voluntery implimentation of these ammendments.
Issued December 22nd 2014

ANNEX

GUIDELINES TO FACILITATE THE SELECTION OF PORTABLE ATMOSPHERE TESTING INSTRUMENTS FOR ENCLOSED SPACES AS REQUIRED BY SOLAS REGULATION XI-1/7

Introduction

1 These Guidelines are to facilitate the selection of a portable atmosphere testing instrument for enclosed spaces as required by SOLAS regulation XI-1/7. They are intended to be read in conjunction with this SOLAS regulation and the *Revised recommendations for entering enclosed spaces aboard ships* (resolution A.1050(27)). They are not intended to constitute a performance standard for such equipment.

2 It should be noted that, given a ship's specific characteristics and operations, additional atmospheric hazards in enclosed spaces may be present that may not be detected by the instrument recommended to be selected by these Guidelines, and in such cases, if known, additional appropriate instruments should be carried.

General

3 These Guidelines refer to the instrument that is used to test the atmosphere in an enclosed space before entry and at appropriate intervals thereafter until all work is completed. They do not refer to a personal gas detector that is intended to be carried by an individual whilst inside the enclosed space.

4 The instrument should be capable of remote sampling and detection for all gases that it is designed for, without interference from the atmosphere or other characteristics of the intervening space.

5 Upon activation, the instrument should perform a "self-test" which indicates that the instrument is functioning correctly.

6 Training requirements should be considered when selecting the instrument. Any atmosphere testing should be performed by trained personnel.

Gases and vapours to be measured

7 The instrument should be capable of measuring and displaying concentrations of:

.1 oxygen;
.2 flammable gases or vapours (% of LFL);
.3 carbon monoxide; and
.4 hydrogen sulphide,

8 The instrument should clearly and unambiguously show which gas or vapour it is measuring (noting that the display may be switchable or menu accessible).

9 If the instrument is fitted with an alarm function, it should activate at the appropriate level as determined by the flag State Administration. (In the case of Antigua and Barbuda we currently accept the manufacturer’s recommendations)

Use of the instrument for atmosphere testing of enclosed spaces on board ships

10 The instrument should be suitably protected, having due regard for the environment and temperatures in which it is expected to operate.

11 The instrument should be capable of being easily carried.

12 The instrument should be suitably protected from the ingress of dust and water.

13 The minimum battery life of the instrument (with fresh batteries of recommended type) should be 10 hours.

14 The instrument should be intrinsically safe.

15 The instrument display should be readable in all lighting conditions.

Calibration

16 The manufacturers' instructions should have clearly defined calibration requirements.

17 If the instrument is fitted with an alarm or shutdown function that activates if the manufacture's calibration interval is exceeded, this should not stop the instrument from functioning during actual use and the unit should not restart once the alarm or function has been activated.

Instruction manual

18 The instrument should be provided with a manual that describes its features and alarms and explains how to calibrate, operate and maintain it. The information in this manual should be available in the working language of the ship.