

Imo Ibc Code

The International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention), is concerned with preventing, minimizing and ultimately eliminating the risks to the

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environment, human health, property and resources arising from the transfer of harmful aquatic organisms and pathogens, through the control and management of ships' ballast water and sediments. The BWM Convention also aims to avoid unwanted side-effects from that control and

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encourages developments in related knowledge and technology. The 2018 consolidated edition aims to provide an easy and comprehensive reference to the up-to-date provisions and unified interpretation of articles and annex of the BWM Convention Amendment to 2015 consolidated ed.

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(ISBN 9780115534027). Amendment consists of loose-leaf pages that replace select pages from the main edition binder

Includes amendments adopted by both the MSC and the MEPC in 1989, 1992/3 and 1996/7, also the index of dangerous chemicals carried in bulk

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Guide to Maritime Security and the ISPS Code

IBC Code: International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk
International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk

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International Code on Intact Stability,
2008

BLU Manual

**IBC = International code for the
construction and equipment of ships
carrying dangerous chemicals in
bulk**

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The purpose of the IGC Code is to provide an international standard for the safe carriage by sea of liquefied gases (and other substances listed in the Code) in bulk. To minimize risks to the ships, their crews and the environment,

prescribes the design and constructional standards of such ships and the equipment they should carry. The 1993 edition incorporates amendments adopted in 1992 by resolution MSC.30(61).

On cover: IPCS International

**Programme on Chemical Safety.
Published under the joint
sponsorship of the United Nations
Environment Programme, the
International Labour Organization
and the World Health Organization,
and produced within the framework**

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**of the Inter-organization
Programme for the Sound
Management of Chemicals (IOMC)
International Code for the
Construction and Equipment of
Ships Carrying Dangerous
Chemicals in Bulk (IBC Code)**

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**Rules and Regulations for the
Construction and Classification of
Ships for the Carriage of Liquid
Chemicals in Bulk
International Aeronautical and
Maritime Search and Rescue
Manual**

**Incorporating the IMO International
Code for the Construction and
Equipment of Ships Carrying
Dangerous Chemical in Bulk (IBC
Code).**

Coal Tar Creosote

The International Code on Intact

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Stability 2008 (2008 IS Code), presents mandatory and recommendatory stability criteria and other measures for ensuring the safe operation of ships, to minimize the risk to such ships, to the personnel on board and to the

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environment. The 2008 IS Code took effect on 1 July 2010. The 2008 IS Code features: a full update of the previous IS Code; criteria based on the best state-of-the-art concepts available at the time they were developed, taking

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into account sound design and engineering principles and experience gained from operating ships; influences on intact stability such as the dead ship condition, wind on ships with large windage area, rolling characteristics and

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severe seas. This publication also presents Explanatory Notes to the 2008 IS Code, intended to provide administrations and the shipping industry with specific guidance to assist in the uniform interpretation and application of the intact

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stability requirements of the 2008 IS Code.

This publication contains the text of guidelines for inert gas systems and relevant IMO documents on inert gas systems and supersedes the publication 860 83.15.E.

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This present Code has been developed for the design, construction and operation of offshore support vessels (OSVs) which transport hazardous and noxious liquid substances in bulk for the servicing and resupplying

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of offshore platforms, mobile offshore drilling units and other offshore installations, including those employed in the search for and recovery of hydrocarbons from the seabed. The basic philosophy of the present Code is

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to apply standards contained in the Code and the International Code or the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and in the International Code for the Construction and

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Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) to the extent that is practicable and reasonable taking into account the unique design features and service characteristics of OSVs.

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(IBC Code) ; and Index of
Dangerous Chemicals Carried in
Bulk

IBC Code: International Code for
the Construction and Equipment of
Ships Carrying Dangerous
Chemicals in Bulk: with Standards

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and Guidelines Relevant to the
Code + Supplement May 2014

2011 ESP Code

Guidelines for Ships Operating in
Polar Waters

Maritime Facts and Figures

The 2020 edition of the 2011 ESP

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Code provides requirements for an enhanced programme of inspections during surveys of single-hull and of double-hull bulk carriers and single-hull and double-hull oil tankers, in accordance with the provision of SOLAS regulation XI-1/2 and in line with the IACS UR Z10 series. It

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provides, in particular, special requirements for: (1) Renewal, annual and intermediate surveys; (2) Preparation for surveys; (3) Documentation on board; (4) Procedures for thickness measurements; (5) Reporting and evaluation of surveys

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This publication provides guidance to port State control officers (PSCOs) on the conduct of inspections of foreign ships, in order to promote consistency in the way inspections are carried out worldwide, and to harmonize the criteria for deciding on deficiencies found on board relating to the ship, its

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equipment or its crew, as well as the application of procedures.

The purpose of this Code is to provide an international standard for the safe carriage, by sea in bulk, of liquefied gases and certain other substances that are listed in chapter 19. Through consideration of the products carried,

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it prescribes the design and construction standards of the ships involved and the equipment they should carry to minimize the risk to the ship, its crew and the environment.

Inert Gas Systems

OSV Chemical Code

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Recommendations on the Safe
Transport of Dangerous Cargoes and
Related Activities in Port Areas
Navigation and Vessel Inspection
Circular
Manual on Loading and Unloading of
Solid Bulk Cargoes for Terminal
Representatives

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The Maritime Environment Protection Committee (MEPC) at its fifty-first session in April 2004, approved a programme for the development of guidelines and procedures for uniform implementation of the Ballast Water Management (BWM)

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Convention, listed in Conference resolution 1 including additional guidance required but not listed in the resolution. The programme was further expanded at the fifty-third session of the MEPC in July 2005 to develop and adopt 14 sets of Guidelines, the last one

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being adopted by resolution MEPC.173(58) in October 2008. This 2009 edition reproduces the text of the International Convention for the Control and Management of Ships' ballast water and sediments, the four Conference resolutions, and the

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14 sets of Guidelines developed and adopted by the MEPC of the Organization

Port state control (PSC) involves the inspection of foreign ships in national port areas to verify that the condition and operation of a ship and its equipment comply

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with the requirements of international regulations. While IMO has always acknowledged that enforcement of global maritime standards is the responsibility of flag states, the organisation nevertheless recognises that exercising the

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right to carry out Psc makes an important contribution to ensuring those standards are implemented consistently on ships of different nationalities. The sub-committee on flag state implementation has developed and maintained a framework to

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promote the global harmonisation and co-ordination of Psc activities resulting in the adoption of resolution A.1052(27) by the assembly of November 2011. This resolution contains the Procedures for port state control, 2011, and revokes

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resolutions A.787(19) and
A.882(21).

Contains documents relating to
maritime safety.

With Standards and Guidelines
Relevant to the Code

Index of IMO Resolutions
IBC Code

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Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk Procedures for Port State Control 2011

*This publication covers all
of the relevant guidelines
in full, providing guidance*

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to shippers carrying hazardous and noxious materials. The guidelines have been developed in accordance with the provisions set forth in regulation 11(2) of Annex II to MARPOL 73/78 and in

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recognition of the need for standards which provide an alternative to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk and the International Code for the

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Construction and Equipment of Ships Carrying Liquefied Gases in Bulk for these types of vessels.--Publisher's description.

The guidance in this manual is intended to complement

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the BLU Code by providing guidance on good practice, regardless of ship size, terminal capacity or cargo quantity, as well as assist terminal representatives to understand the key issues to be dealt with at the

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interface between the ship and the terminal. It also aims to assist relevant ships' personnel to understand the issues involved from the terminal's perspective.--Publisher's description.

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This user guide has been developed to consolidate existing IMO maritime security-related material into a companion guide to SOLAS chapter XI-2 and the ISPS Code so as to assist States in promoting maritime

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security through development of the requisite legal framework, associated administrative practices, procedures and the necessary material, technical and human resources. The intention is to assist SOLAS

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Contracting Governments in the implementation, verification, compliance with, and enforcement of, the provisions of SOLAS chapter XI-2 and the ISPS Code.

IAMSAR Manual

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*Comprehensive Index of Valid
Technical Guidelines and
Recommendations*

*Ballast Water Management
Convention and BWMS Code
with Guidelines for
Implementation*

International Code for the

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*Construction and Equipment
of Ships Carrying Liquefied
Gases in Bulk*

*Rules and Regulations for
the Construction and
Classification of Ships for
the Carriage of Liquids
Chemicals in Bulk,*

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Incorporating the IMO International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code). The Condition Assessment Scheme (CAS) for oil tankers was adopted in

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2001 and is applicable to all single-hull tankers of 15 years or older.

Although the CAS does not specify structural standards in excess of the provisions of other IMO

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conventions, codes and recommendations, its requirements stipulate more stringent and transparent verification of the reported structural condition of the ship and

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that documentary and survey procedures have been properly carried out and completed. The Scheme requires that compliance with the CAS is assessed during the Enhanced Survey

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Program of Inspections
concurrent with
intermediate or renewal
surveys currently required
by resolution A.744(18),
as amended.--Publisher's
description.

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Recoge: 1. Why look at the oceans in an integrated manner? - 2. Geography and population - 3. Coastal regions - 4. The maritime economy - 5. Governance - 6. The maritime

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environment - 7. Maritime heritage.

Ships operating in the Arctic and Antarctic environments are exposed to a number of unique risks. Poor weather

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conditions and the relative lack of good charts, communication systems and other navigational aids pose challenges for mariners. The remoteness of the

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areas makes rescue or clean-up operations difficult and costly. Cold temperatures may reduce the effectiveness of numerous components of the ship, ranging from deck

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machinery and emergency equipment to sea suction. When ice is present, it can impose additional loads on the hull, propulsion system and appendages. The Guidelines

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for ships operating in polar waters aim at mitigating the additional risk imposed on shipping in the harsh environmental and climatic conditions that exist in polar

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waters. This publication should be of interest to maritime administrations, ship manufacturers, shipping companies, cruise and tour operators, education institutes and

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others concerned with the safe operation of ships in polar waters.

International Safety Guide
for Oil Tankers &
Terminals (ISGOTT)
Resolutions 989-1010

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IMO Publications Catalogue
Ibc Code Supplement
1996/1997 Amendments
How to Do It

This Manual provides practical information to Governments and competent (port) authorities, in

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particular those in developing countries, as well as the shipping industry, agencies and waste contractors seeking guidance when implementing MARPOL. It also provides guidance on how to deal with possible inadequacies, as, in

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order to comply fully with MARPOL, a party State has to ensure the provision of adequate port reception facilities meeting the needs of ships using their ports, without causing undue delay to the ships.

Ballast Water Management
Convention and the Guidelines for
Its Implementation
IGC Code
Resolution MSC.4(48) Including
Proposed Amendments and
Resolution MEPC.19(22).

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Guidelines for the Transport and
Handling of Limited Amounts of
Hazardous and Noxious Liquid
Substances in Bulk on Offshore
Support Vessels
Procedures for Port State Control
2019