Subject

Medical Oxygen Cylinder onboard Tuvalu flagged Ships

ClassNK

Technical Information

No. TEC-1037
Date 31 July 2015

To whom it may concern

The Tuvalu Government has notified ClassNK of the special requirements for carriage of Medical Oxygen Cylinders onboard the Tuvalu flagged ships (Marine Circular MC-14/2011/1).

The main points of the notice are as follows.

1. Ships that fall under Column A or B of the MFAG Appendix 14 – List of Equipment, are required to carry a minimum of 44 L/200 bar oxygen as follows:
   "Column A" means the requirement for the ships when casualties cannot be hospitalized on shore within 24 hours, and "Column B" means the requirement for the ships when casualties can be hospitalized on shore within 2 to 24 hours.

   (1) one (1) 40 L/200 bar Medical Oxygen Cylinder located in the ship's hospital, assembled for direct use, equipped with one (1) flowmeter unit (two (2) ports) for supplying oxygen for two (2) persons simultaneously; and
   (2) one (1) complete portable set, ready for use, with a 2 L/200 bar Medical Oxygen Cylinder and a spare cylinder (also 2 L/200 bar).

2. The single 40 L/200 bar Medical Oxygen Cylinder may be substituted with either two (2) 20 L/200 bar cylinders or four (4) 10 L/200 bar cylinders, provided the equipment/flowmeter units are arranged to supply oxygen to two (2) persons simultaneously.

3. The cylinders are to be hydrostatically tested every five (5) years, or at an interval specified by the manufacturer, whichever occurs sooner.

4. The contents of the cylinders are to be checked and changed as required according to manufacturer's requirements, or every three (3) years, whichever earlier.

(To be continued)

5. The entire system is to be inspected annually by a competent person in accordance with manufacturer's instructions.

6. MFAG is applicable to all ships carrying cargoes which have a UN number. In this respect, it is noted that the introduction to the MFAG states that it should be used in conjunction with the information provided in the IMDG Code, the IMSBC Code, the Emergency Procedures for Ships Carrying Dangerous Goods (EmS), IBC Code and IGC Code.

7. It would be acceptable for a ship which has been issued with a valid Document of Compliance for Dangerous Goods not to carry the Medical Oxygen Cylinders while the ship does not actually load, carry or discharge any such dangerous goods.

8. Compliance with above 1 to 6 on Medical Oxygen Cylinders is to be applied to new gas carriers and chemical tankers constructed on or after 1 July 2016.

9. For existing gas carriers and chemical tankers, which are not currently provided with medical oxygen in accordance with above 1 to 6, compliance is to be required at the next intermediate or renewal survey after 1 July 2016.

Compliance with the above on Medical Oxygen Cylinders is confirmed at periodical SE surveys and initial survey on or after 1 July 2016.

For any questions about the above, please contact:

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1. Marine Circular MC-14/2011/1

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MARINE CIRCULAR

MC-14/2011/1

3/2015

FOR: Ship Owners, Ship Managers, Ship Operators, Ship Masters, Ship Officers, Classification Societies

SUBJECT: INTERNATIONAL MARITIME DANGEROUS GOODS CODE & MEDICAL OXYGEN CYLINDER REQUIREMENTS

DEFINITIONS:

The following abbreviations stand for:

- "BC Code" - Code of Safe Practice for Solid Bulk Cargoes
- "IBC Code" - International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk
- "IGC Code" - International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk
- "IMDG Code" - International Maritime Dangerous Goods Code
- "IMO" - International Maritime Organization
- "IMSBC Code" - International Maritime Solid Bulk Cargoes Code
- "MFAG" - Medical First Aid Guide For Use In Accidents Involving Dangerous Goods
- "MSC" - Maritime Safety Committee (IMO)
- "SOLAS" - International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended
- "UN" - United Nations

The term "Administration" shall mean Tuvalu Ship Registry

PURPOSE:

This marine circular provides the IMDG Code requirements for Tuvalu flagged vessels and clarifies the application of the MFAG with respect to gas / chemical carriers and also provides Tuvalu's policy pertaining to medical oxygen cylinders.

REFERENCES:

(a) SOLAS Consolidated Edition 2014
(b) IMDG Code 2014 Edition
(c) IMDG Code Supplement 2014 Edition
(d) IMSBC Code 2013 Edition
(e) IMO Resolution MSC.325(90), adopted 24 May 2012
(f) IMO Resolution MSC.328(90), adopted 26 May 2012
(g) IMO Resolution MSC.370(93), adopted 22 May 2014
(h) IMO Resolution MSC.372(93), adopted 22 May 2014

APPLICATION:

The provisions contained in the IMDG Code are applicable to:

(a) all ships to which SOLAS applies and which are carrying dangerous goods i.e. substances, materials and articles covered by the IMDG Code (as defined in SOLAS Chap VII Part A/1.2)

(b) all ships, irrespective of type and size, carrying substances, material or articles identified in the IMDG Code as marine pollutants. Marine pollutants mean substances which are subject to the provisions of Annex III (Regulations for the Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form) of MARPOL 73/78, as amended.

CONTENTS:

The IMDG Code, made mandatory on 1 January 2004, describes in detail the requirements for packaging, marking, documentation, stowage, and reporting of incidents involving dangerous goods, and has undergone a series of amendments since then.

On 1 January 2014, the amendments to SOLAS Chapter VII/4 by MSC.325(90) entered into force and required transport information relating to the carriage of dangerous goods in packaged form and the container/vehicle packing certificate to be in accordance with the relevant provisions of the IMDG Code which must be made available to the person or organization designated by the port State authority. Furthermore, a ship which carries such dangerous goods must have a special list, manifest or stowage plan setting forth, in accordance with the relevant provisions of the IMDG Code, the dangerous goods on board and the location thereof. A copy of one (1) of these documents is to be made available before departure to the person or organization designated by the port State authority.

The IMDG Code has been further amended by IMO resolution MSC.328(90), harmonizing its requirements with the UN requirements, particularly with road transportation, so that the requirements are compatible and movement of cargo is simple in all the modes of transportation.

The latest amendments to the IMDG Code by IMO Resolution MSC.372(93) that will enter into force on 1 January 2016 have been incorporated into the 2014 edition. Compliance with these amendments may be applied on a voluntary basis until its entry into force. The IMDG Code may be purchased in hard copy or electronic format from the IMO Publications section at www.imo.org. The IMDG Code consists of Volume 1, Volume 2 and a Supplement that must be purchased separately when in hard copy.

1. General Requirements

1.1. Dangerous goods and marine pollutants shall be carried and shipped in accordance with the IMDG Code, as amended.

1.2. The IMDG Code is legally treated as a mandatory instrument under Chapter VII of SOLAS. However, certain provisions of the Code remain recommendatory and should be treated as such. These recommendatory provisions are contained in IMDG Code, Chapter 1.1 and are as follows:

- Paragraph 1.1.1.8 (Notification of infringements);
- Paragraphs 1.3.1.4 to 1.3.1.7 (Training);
- Chapter 1.4 (Security provision) except 1.4.1.1, which is mandatory;
- Section 2.1.0 of chapter 2.1 (class 1-explosives, introductory notes);
- Section 2.3.3 of chapter 2.3 (Determination of flashpoint);
- Columns (15) and (17) of the Dangerous Goods List in Chapter 3.2;
- The segregation flow chart and example in the annex to chapter 3.2;
- Section 5.4.5 of Chapter 5.4 (multimodal Dangerous Goods Form), insofar as the layout of the form is concerned;
- Chapter 7.8 (Special provisions in the event of an incident and fire precautions involving dangerous goods only);
- Section 7.9.3 (Contact information for the main designated national competent authorities); and
- Appendix B.

1.3. Compliance with all relevant requirements of SOLAS, Chapter II-2-Construction-fire protection, fire detection and fire extinction, as amended, is required.

2. Carriage of Publications

The latest version (electronic or hard copy) of the IMDG Code (Volume 1, Volume 2 and the Supplement) shall be carried on board all Tuvalu ships to which the IMDG Code applies.

3. Medical Oxygen Cylinders

3.1. The MFAG refers to the substances, material and articles covered by the IMDG Code, and the materials covered by Appendix 1 of the IMSBC Code for cargoes identified as being in Group B as defined by section 1.7.13 of the IMSBC Code. (Note: The BC Code has been replaced by the IMSBC Code replaced on 1 January 2011)

3.2. Ships that fall under Column A or B of the MFAG Appendix 14 – List of Equipment, are required to carry a minimum of 44 liters/200 bar oxygen as follows:

- one (1) 40 litre/200 bar medical oxygen cylinder located in the ship's hospital, assembled for direct use, equipped with one (1) flowmeter unit (two (2) ports) for supplying oxygen for two (2) persons simultaneously; and

- one (1) complete portable set, ready for use, with a 2 litre/200 bar medical oxygen cylinder and a spare cylinder (also 2 litre/200 bar).

3.3. The single 40 litre/200 bar medical oxygen cylinder may be substituted with either two (2) 20 litre/200 bar cylinders or four (4) 10 litre/200 bar cylinders, provided the equipment / flowmeter units are arranged to supply oxygen to two (2) persons simultaneously.

3.4. The cylinders are to be hydrostatically tested every five (5) years, or at an interval specified by the manufacturer, whichever occurs sooner.

3.5. The contents of the cylinders are to be checked and changed as required according to manufacturer's requirements, or every (3) years, whichever earlier.

3.6. The entire system is to be inspected annually by a competent person in accordance with manufacturer's instructions.

3.7. It would be acceptable for a vessel which has been issued with a valid Document of Compliance for Dangerous Goods not to carry the medical oxygen cylinders while the vessel does not actually load, carry or discharge any such dangerous goods. Under these circumstances however, the shipboard SMS shall include provisions which ensure that the cylinders/system will be provided onboard before the vessel commences any of the above operations with dangerous goods.

3.8. The Administration interprets MFAG is being applicable to all vessels carrying cargoes which have a UN number. It is noted that the introduction to the MFAG states that it should be used in conjunction with the information provided in the IMDG Code, the IMSBC Code, the Emergency Procedures for Ships Carrying Dangerous Goods (EmS), IBC Code and IGC Code.

3.9. The revised IGC Code, which was adopted by IMO Resolution MSC.370(93) and enters into force on 1 January 2016 for new ships, makes reference to the MFAG in section 14.2. The Administration therefore considers that it is the intention of IMO to apply the medical oxygen carriage requirements of the MFAG to gas and chemical carriers.

3.10. The IGC Code applies to ships whose keels are laid, or which are at a similar stage of construction where:

- construction identifiable with the ship begins; and
- assembly of that ship has commenced, comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less,

on or after 1 July 2016.

3.11. In view of section 3.10, compliance with the requirements on Medical Oxygen Cylinders shall apply to NEW gas and chemical carrier constructed on and after 1 July 2016, while EXISTING gas carriers and chemical carriers, which are not currently provided with medical oxygen, shall be required to comply at the next intermediate or renewal survey after 1 July 2016.

Yours sincerely,

Deputy Registrar
Tuvalu Ship Registry