

Subject

Expansion of Japanese flag ships subject to the ISPS Code application owing to the mandatory application of tonnage measurement as regulated by the TM 69 convention.

# **ClassNK**

## ***Technical Information***

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To whom it may concern

SOLAS Chapter XI-2 (Special measures to enhance maritime security) and the ISPS Code (International Ship and Port facility Security code) were adopted in December 2002 by the IMO, and entered into force on 1 July 2004. They are applicable to cargo ships of 500 tons and over engaged on international voyages and passenger ships (regardless of the tonnage) engaged on international voyages as well as the port facilities used by these ships. In defining "500 tons" a tonnage measured in accordance with the national tonnage measurement, applied to the ship prior to the entry into force of the International Convention on Tonnage Measurement of ships, 1969 (TM 69) was previously accepted.

However, the IMO's Maritime Safety Committee (MSC) at its 80th session held in May 2005 decided upon application of the tonnage as measured by the International Convention on Tonnage Measurement of ships 1969 (TM 69). The decision has been circulated as MSC/Circular 1057. As a result, there will be ships which are less than 500 tons when they are measured by a national tonnage measurement system but are over 500 tons if the tonnage is measured in accordance with the TM 69, thus required to comply with the ISPS.

The government of Japan developed necessary legislation to enter the above decision into force, thus ships will be measured as 500 tons or over under new measurement are required to comply with the Code by 1 July 2008.

For those companies that have no experience in dealing with the code, it is necessary to initiate preparations well in advance, as there is a long process in achieving the final goal, i.e., obtaining an International Ship Security Certificate. The process is, starting from training of concerned personnel, conducting a ship security assessment, development of a ship security plan and its approval, undergoing a shipboard audit, and then finally an International Ship Security Certificate will be issued.

Companies are invited to re-examine the tonnage of their ships, and if there are ships falling into the case mentioned above, please initiate actions for an audit well advance to the deadline.

Please be advised that there will be no changes to ships of 500 tons or more even the tonnage is measured not based upon TM69.

(To be continued)

NOTES:

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For any questions about the above, please contact:

NIPPON KAIJI KYOKAI (ClassNK)

Safety Management Systems Department, Information Center, Head Office

Address: 1-8-5 Ohnodai, Midori-ku, Chiba 267-0056, Japan

Tel.: +81-43-294-5999

Fax: +81-43-294-7206

E-mail: [smd@classnk.or.jp](mailto:smd@classnk.or.jp)