

## Circular - Series R

Circular Series R (Regulations) supersedes previous Series F. In the new Series R, relevant legal amendments and amendments to conventions are also published.

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*The Circular should be entered into a special diagram or as appropriate in the latest editions of relevant NMA publications and kept until the next editions.*

# Regulation concerning amendments to the Regulations on ships using fuel with a flashpoint of less than 60°C arising from amendments to the IGF Code (MSC.458(101) and MSC.475(102)).

The Norwegian Maritime Authority has laid down amendments to the Regulations of 27 December 2016 No. 1883 on ships using fuel with a flashpoint of less than 60°C to implement resolutions MSC.458(101) and MSC.475(102). This Regulation enters into force on 1 January 2024.

## Background

The International Code of Safety for Ship Using Gases or Other Low-flashpoint Fuels (IGF Code) is implemented in the Safety of Life at Sea Convention (SOLAS) Reg. II-1/57. Due to the rapid development of new fuel technology, the IMO's Maritime Safety Committee (MSC) regularly revises the IGF Code, considering both experience and technical development.

Resolution MSC.458(101), adopted on 14 June 2019, introduced amendments to Parts A and A-1 of the IGF Code. These amendments include the following:

Part A Regulation 2.2 is amended by the addition of a definition of ships constructed on or after 1 January 2024.

In Part A-1 Regulation 5.3, the text defining

«f<sub>v</sub>»

has been edited to align with SOLAS II-1/7-2.6.1.1.

In Part A-1, a new Regulation 6.8.3 has been added for ships constructed on or after 1 January 2024 to regulate load limits for liquid gas tanks, cf. the new definition in Part A Regulation 2.2.

In Part A-1, new regulations 9.5.3 to 9.5.6 have been adopted concerning fuel distribution outside of machinery space. These requirements apply to ships constructed on or after 1 January 2024 instead of the requirements of regulations 9.5.1 and 9.5.2, which apply to existing ships.

In Part A-1, a new Regulation 10.3.1.1.1 has been adopted on exhaust systems, which applies to ships constructed on or after 1 January 2024.

In Regulation 11.3.3, the following sentence has been deleted: “The boundary between spaces containing fuel containment systems shall be either a cofferdam of at least 900 mm or A-60 class division.”

A new Regulation 11.3.3.1 has been added following Regulation 11.3.3, and it says: “11.3.3.1 Notwithstanding the last sentence in 11.3.3, for ships constructed on or after 1 January 2024, the fuel storage hold space may be considered as cofferdam provided that:

- .1 the type C tank is not located directly above machinery spaces of category A or other rooms with high fire risk; and
- .2 the minimum distance to the A-60 boundary from the outer shell of the type C tank or the boundary of the tank connection space, if any, is not less than 900 mm.”

By resolution MSC.475(102), on 11 November 2020, the MSC adopted amendments to the IGF Code parts A-1 and B-1. The amendments include:

In Part A-1 Regulation 6.7.1.1, the wording “tank cofferdams” has been deleted.

Part A-1 includes a new Regulation 11.8 applicable to ships constructed on or after 1 January 2024. Fuel preparation rooms containing pumps, compressors or other potential ignition sources shall now be equipped with a fixed fire-extinguishing system complying with the provisions of SOLAS Regulation II-2/10.4.1.1 taking into account the necessary concentration/application rate required for extinguishing gas fires.

In Part B, Regulation 16.3.3.5.1 has been amended by adding the phrase “materials such as”. This adjustment ensures that the reference to aluminium alloys serves as an example rather than a requirement for a specific material.

The IGF Code has been implemented into Norwegian legislation by special reference in the Regulations on ships using fuel with a flashpoint of less than 60°C section 2 second paragraph. The implementing provision has been amended to ensure compliance with the revised international legislation.

### **The consultation**

The proposed amendments were circulated for review from 15 May to 15 August 2023. The NMA received answers from four consultative bodies. None of the consultative bodies had any comments to the proposed regulatory amendments.

### **Administrative and financial implications**

The regulatory amendments include an update of the legislation for Norwegian ships in line with the amendments to the international IGF Code. It is assumed that those who deal with the IGF Code on a daily basis are familiar with any substantial amendments to the Code. The amendments

lead to some minor new requirements for ships constructed on or after 1 January 2024 that could have financial consequences during construction.

The NMA will adapt the enforcement of the legislation to the amendments of the Code. Beyond this, the proposal is not considered to have any significant administrative implications.

Yours faithfully,

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*This document has been electronically approved, and therefore does not contain handwritten signatures*

Attachments: Regulation concerning amendments to the Regulations on ships using fuel with a flashpoint of less than 60°C