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<b>1 KS-0816B Campaign checklist 2020, environment (version of 19 March 2020)</b>						
No.	Text	Legal basis/reference	Order code	Severity	Status*	Remark
<b>1.1</b>	<b>Annex I - Oil</b>					
	<b>Legal basis:</b> Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. section 4.					
No.	Text	Legal basis/reference	Order code	Severity	Status*	Remark
1.1.1	<p><b>Bunkering</b> For all ships: Check training and routines for bunkering and maintenance/replacement of hydraulic components.</p> <p>This only applies to crew involved in bunkering.</p> <p>Section 2-6. Training of seafarers working on board: (1) Necessary training will be provided for all persons working on board: a) to be able to carry out his work in a safe and proper manner; b) before being given access to areas involving a serious or special risk; c) when new technology is introduced.</p> <p>(2) Training shall be repeated regularly, and in the case of a modified or new risk. (3) Completed training shall be documented in writing.</p>	Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, section 2-6.	1700			

\* **A:** Accepted

**NA:** Not applicable

**O:** Order

**C:** Comments

**F:** Findings from the audit

1.1.2	<p><b>Bilge water</b>  For vessels of 15 metres in overall length and upwards:  - How is bilge water handled on board?  - Does the ship have a bilge water holding tank?  - Is bilge water pumped over board?  - Is bilge water filtered?  - Are there any other systems for this?  - Check position and filtering records in cases of discharge.</p> <p>For vessels holding a valid IOPP certificate, this item is attended to and not applicable.</p> <p>Vessels not holding an IOPP certificate:  15 meters in overall length and upwards and less than 400 gross tonnage:  - Must be provided with equipment for retention of oily bilge water and piping for discharge ashore.  Gross tonnage of 200 to 400:  - Holding tank placed below deck.  Less than 200 gross tonnage:  - Holding tank placed below deck.  Less than 100 gross tonnage:  - May, alternatively, have a properly fixed holding drum.  The Norwegian Maritime Authority may have waived the requirements. If so, check documentation on board.</p>	MARPOL Annex I regulation 15 / Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. section 6.	1700			
1.1.3	<p><b>SOPEP drill</b>  Vessels of 400 gross tonnage and upwards:  Check if drills are carried out according to the SOPEP plan.</p>	MARPOL Annex I regulation 37 / Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. section 4.	1700			
1.1.4	<p><b>MED 2.1 - Bilge water</b>  Applies to the following vessels:  All ships of 400 gross tonnage and upwards, except fishing vessels  Oil tankers of 150 gross tonnage and upwards</p>	Regulations of 30 August 2016 No. 1042 on marine equipment sections 3 and 7.	1730			

\* **A:** Accepted

**NA:** Not applicable

**O:** Order

**C:** Comments

**F:** Findings from the audit

	<p>Test the function of the bilge water separator and carry out a visual check to see if the bilge pumping arrangement has been manipulated. Bilge water separator: For ships holding an IOPP certificate, the separator is checked during the supervision of the certificate.</p> <p>Oil-filtering equipment (for an oil content of the effluent not exceeding 15 p.p.m.) Check the wheel mark on the applicable equipment and its declaration of conformity.</p>					
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<b>1.2</b>	<p><b>Annex II - Noxious liquid substances in bulk</b></p> <p><b>Legal basis:</b> Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. section 7.</p>					
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No.	Text	Legal basis/reference	Order code	Severity	Status*	Remark
1.2.1	<p><b>Control of discharge of cargo residues</b> All vessels carrying noxious liquid substances in bulk</p> <p>Check procedures and log books for notes regarding the discharge of cargo residues, tank wash water and other noxious liquid substances in bulk.</p> <p>Requirements for book entries: Categorisation and listing of noxious liquid substances and other substances. Category: X – Y – Z – Other substances, see Annex II regulation 6 for definitions.</p> <p>Annex II regulation 13 Discharge standards 2.1 Where the provisions of this regulation allow the discharge into the sea of residues of substances in category X, Y or Z or of those provisionally assessed as such or ballast water, tank washings or other mixtures containing such substances, the following discharge standards shall apply:</p> <p>.1 the ship is proceeding en route at a speed of at least 7 knots in the case of self-propelled ships or at least 4 knots in the case of ships which are not self-propelled;</p>	<p>MARPOL Annex II regulation 13 Regulations of 1 June 2004 No. 931 on pollution control (Pollution Regulations) (excerpts from the Regulations) section 20-7 / Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. section 7.</p>	1900			

\* **A:** Accepted      **NA:** Not applicable      **O:** Order      **C:** Comments      **F:** Findings from the audit

	<p>.2 the discharge is made below the waterline through the underwater discharge outlet(s) not exceeding the maximum rate for which the underwater discharge outlet(s) is (are) designed; and</p> <p>.3 the discharge is made at a distance of not less than 12 nautical miles from the nearest land in a depth of water of not less than 25 m.</p> <p>2.2 For ships constructed before 1 January 2007, the discharge into the sea of residues of substances in category Z or of those provisionally assessed as such or ballast water, tank washings or other mixtures containing such substances below the waterline is not mandatory.</p> <p>The Norwegian Maritime Authority may waive the requirements. If so, check documentation on board.</p> <p>See definition in Annex II regulation 13.2.3.</p>					
1.2.2	<p><b>Procedure for discharge of cargo residues</b> Cargo ships of 400 gross tonnage and upwards:</p> <p>Check procedures for discharge of cargo residues. Ballast water, tank wash water and other noxious liquid substances in bulk.</p>	<p>MARPOL Annex II regulation 13 / Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. section 7.</p>	1900			
1.2.3	<p><b>Discharge of fish residues</b> All fishing vessels constructed after 1986:</p> <p>Check any technical solutions suggesting that catch is dumped into the sea. Is there a grinder on board for fish grinding? Is there a hatch below the waterline? Have any other peculiar solutions been discovered during the supervision?</p>	<p>MARPOL Annex II regulation 12 / Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. section 7.</p>	1900			
<b>1.3</b>	<b>Annex IV - Sewage</b>					

\* A: Accepted

NA: Not applicable

O: Order

C: Comments

F: Findings from the audit

Legal basis: Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. sections 10 and 9.						
No.	Text	Legal basis/reference	Order code	Severity	Status*	Remark
1.3.1	<p>All ships: Check equipment and routines for discharge of sewage. Check the requirements they intend to comply with, i.e. type of sewage treatment equipment / tanks for retaining sewage on board.</p> <p>Is the 300-metre limit for untreated sewage complied with? Check how the ship complies with the requirements in terms of holding tank, disinfection system or treatment plant?</p> <p>In addition to MARPOL Annex IV regulation 9 on sewage systems, the following requirements apply for sewage comminuting and disinfecting systems:</p> <p>a) comminuted sewage shall be able to pass through a grating with a maximum opening of 10 mm; b) the system shall have capacity for the temporary storage of sewage, where recognised norms for the calculation are used and where the operation of the ship, the maximum number of persons on board and other relevant factors are taken into consideration; c) the system's holding tank shall be provided with a visual indication of the amount of stored sewage and meet the construction requirements from a recognised organisation or the Regulations on the construction of passenger ships, cargo ships and barges; and d) a suitable disinfectant or sanitary fluid shall be added to the plant along with the sewage.</p> <p>A holding tank as stated in MARPOL Annex IV regulations 9.1.3 and 9.2.2 shall have the capacity for the retention of all sewage. The capacity shall be calculated according to the second paragraph (B), and the holding tank shall be constructed to comply with the requirements of the second paragraph (C). The discharge of sewage, grey water and similar into waterways is prohibited. The discharge of sewage into Norwegian near-coastal waters</p>	MARPOL Annex IV regulation 11 / Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. sections 10 and 9.	2900			

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	<p>within a distance of 300 metres from the mainland and islands is prohibited. The prohibition does not apply to ships and mobile offshore units using sewage treatment plants that meet the requirements of MARPOL Annex IV regulation 9.1.</p> <p>Ships covered by MARPOL Annex IV regulation 2 cf. section 9 may discharge sewage into Norwegian sea areas south of Lindesnes (N 57° 58'8 E 7° 3'4) to the dividing line between Norway and Denmark (N 57° 10'3 E 7° 3'4) and into the waters from the dividing line to the Swedish border in accordance with MARPOL Annex IV.</p> <p>Sewage means:  a) drainage and other wastes from toilets, urinals and similar sanitary fixtures;  b) drainage discharged from wash basins, wash tubs and scuppers located in medical premises;  c) drainage from spaces used by living animals;  d) other waste waters when mixed with the drainages mentioned in subparagraphs a) to c).</p> <p>The Norwegian Maritime Authority may in special cases grant exemptions from the first and second paragraphs for ships that are not covered by MARPOL regulation IV/2 cf. section 9. The decision to grant the exemption shall give particular emphasis to whether the ship has been protected by law or has been given status as a ship of historical importance by the Directorate for the Cultural Heritage or whoever is authorized by that Directorate, and to whether the implementation of the requirements may interfere with the historical importance of the ship.</p>					
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<b>1.4</b>	<b>Annex V - Garbage</b>  <b>Legal basis:</b> Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. section 11.					
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No.	Text	Legal basis/reference	Order code	Severity	Status*	Remark
1.4.1	<b>Check of garbage record book and deck log book</b> Is garbage brought ashore? Is the vessel able to bring garbage ashore / has the vessel used any opportunities to bring garbage ashore?	Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. section 11.	2300			

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	<p>How is the garbage management in general – is there a plan for garbage management? Is the information provided in the garbage record book consistent with the details in the deck log book with regard to information (time, position, etc.)?</p> <p>Every ship of 400 gross tonnage and upwards and every ship which is certified to carry 15 or more persons shall be provided with a garbage record book. Management of all types of garbage must be registered in the garbage record book. For other ships, garbage management must be registered in the deck log book.</p> <p>The position of the vessel during garbage management (types) – requirement of 12 nm (unprocessed) or 3 nm (processed). Is use of an incinerator registered for the garbage (types)?</p> <p>The deck log book applies to all ships of 50 gross tonnage and upwards.</p> <p>Remember new categories in the garbage record book from 1 March 2018: A. Plastics B. Food waste C. Domestic wastes D. Cooking oil E. Incinerator ashes F. Operational waste G. Animal carcasses H. Fishing gear I. E-waste J. Cargo residues (non-HME) K. Cargo residues (HME).</p>					
1.4.2	<p><b>Placards on bridge</b> Every ship of 12 metres or more in length overall (and fixed or floating platforms and all ships operating within 500 m of such platforms).</p>	<p>MARPOL Annex V regulation 10.1, MPC.295(71), Repealed res. MPC.219(63) / Regulations of 30 May 2012 No. 488 on environmental safety</p>	2300			

\* **A:** Accepted

**NA:** Not applicable

**O:** Order

**C:** Comments

**F:** Findings from the audit

	<p>Does the vessel have a MARPOL placard or similar displayed which is readily visible for the people on board informing the crew and passengers of the discharge requirements?</p> <ul style="list-style-type: none"> <li>- placard language;</li> <li>- content requirements (text) and recommendations for placard size and material used in MPC.295(71);</li> <li>- example of a placard in repealed Resolution MPC.219(63).</li> </ul> <p>Requirements:  Every ship of 12 m in overall length and upwards and fixed or floating platforms shall display placards which notify the crew and passengers of discharge requirements of:  Regulation 3 - General prohibition on discharge of garbage into the sea;  Regulation 4 - Discharge of garbage outside special areas;  Regulation 5 - Special requirements for discharge of garbage from fixed or floating platforms;  Regulation 6 - Discharge of garbage within special areas;  Regulation 5.2 - The Polar Code.</p>	for ships, etc. section 11.				
1.4.3	<p><b>Routines and practice for garbage management</b>  Every ship of 100 gross tonnage and upwards and every ship which is certified to carry 15 or more persons and every fixed or floating platform.  Check the vessel's procedures for garbage management.</p> <p>Examples of checks:</p> <ul style="list-style-type: none"> <li>- personnel in charge;</li> <li>- procedures for collection and separation;</li> <li>- the need to use PRF;</li> <li>- procedures for garbage processing (approved procedures for defined garbage types);</li> <li>- procedures for recyclable garbage;</li> <li>- procedures for discharge of garbage in compliance with MARPOL V, more details in MEPC.220(63).</li> </ul>	MARPOL Annex V regulation 10.2, MEPC.220(63) / Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. section 11.	2300			

\* **A:** Accepted

**NA:** Not applicable

**O:** Order

**C:** Comments

**F:** Findings from the audit



	<p>Is garbage management incorporated in the safety management system? Requirements:</p> <p>Every ship of 100 gross tonnage and upwards and every ship which is certified to carry 15 or more persons and every fixed or floating platform shall carry a garbage management plan which the crew shall follow.</p> <p>This plan shall provide written procedures for minimising, collecting, storing, processing and disposing of garbage, including the use of equipment on board. It shall also designate the person or persons in charge of carrying out the plan. Such a plan shall be based on the guidelines developed by the Organization* and written in the working language of the crew.</p>				
1.4.4	<p><b>Loss of fishing gear</b> All fishing vessels</p> <p>Check deck log book (or garbage record book), etc. to check for any loss of fishing gear.</p> <p>The loss of fishing gear as a result of an accident or to protect a vessel or environment is not regarded as marine pollution and must be reported (Regulations of 22 December 2004 No. 1878 relating to sea-water fisheries section 78).</p> <p>Losses shall be reported to the Norwegian Coast Guard by phone (07611) or by using a new (free) app on your mobile phone: Fritidsfiske (the Norwegian Directorate of Fisheries' app for recreational fishing, available in Norwegian only).</p> <p>Vessels with an electronic catch log book may report loss of fishing gear in the log book.</p> <p>If lost fishing gear is found, this must also be reported to the Norwegian Coast Guard. Regulations of 27 June 2008 No. 744 on the obligation to notify and report marine accidents and other incidents at sea, section 7-10 also apply for other types of discharge from fishing vessels.</p>	<p>MARPOL Annex V regulation 3 MARPOL Annex V regulations 7 and 10.6. Regulations of 22. December 2004 No. 1878 relating to sea-water fisheries section 78. Regulations of 27 June 2008 No. 744 on the obligation to notify and report marine accidents and other incidents at sea, section 7-10 / Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. section 11.</p>	2300		

\* **A:** Accepted

**NA:** Not applicable

**O:** Order

**C:** Comments

**F:** Findings from the audit

	<p>Requirements for book entries:</p> <ol style="list-style-type: none"> <li>1. the discharge of garbage from a ship necessary for the purpose of securing the safety of a ship and those on board or saving life at sea; or</li> <li>2. the accidental loss of garbage resulting from damage to a ship or its equipment, provided that all reasonable precautions have been taken before and after the occurrence of the damage, to prevent or minimise such accidental loss; or</li> <li>3. the accidental loss of fishing gear from a ship provided that all reasonable precautions have been taken to prevent such loss; or</li> <li>- 3a when lost fishing gear is impossible to get hold of;</li> <li>4. the discharge of fishing gear from a ship for the protection of the marine environment or for the safety of that ship or its crew.</li> </ol> <p>In the event of a loss, the following must be reported:</p> <ul style="list-style-type: none"> <li>- name of vessel and call signal;</li> <li>- type of fishing gear;</li> <li>- number of fishing gear;</li> <li>- time for lost fishing gear;</li> <li>- position for lost fishing gear.</li> </ul>				
1.4.5	<p><b>Waste notification requirement</b></p> <p>Check if the master has reported any delivery of waste or cargo residues. Check SafeSeaNet prior to the supervision, if applicable.</p> <p>The masters of all ships bound for a port located in the European Economic Area apart from ships in regular scheduled service, fishing vessels and recreational craft authorised to carry no more than 12 persons shall give notifications of delivery of waste and cargo residues:</p> <ol style="list-style-type: none"> <li>a) at least 24 hours prior to arrival if the port of call is known;</li> <li>b) as soon as the port of call is known, if this information is available less than 24 hours prior to arrival; or</li> <li>c) at the latest upon departure from the previous port, if the duration of the voyage is less than 24 hours.</li> </ol>	<p>Regulations of 1 June 2004 No. 931 relating to use of vessel traffic service areas and use of specific waters (Maritime Traffic Regulations) pollution control (Pollution Regulations) (excerpts from the Regulations) section 20-7 Regulations of 23 September 2015 No. 1094 relating to use of vessel traffic service areas and use of specific waters (Maritime Traffic Regulations)</p>	2300		

\* **A:** Accepted

**NA:** Not applicable

**O:** Order

**C:** Comments

**F:** Findings from the audit

	<p>The notification shall be given by means of the notification system SafeSeaNet Norway. The information shall be kept on board at least to the next port of call and shall upon request be made available to the Norwegian Maritime Authority. Ships having frequent port calls within 24 hours, and ships calling at ports where no port dues are charged, shall notify the port in which waste is to be delivered.</p> <p>Vessels engaged in regular scheduled service comprise ferries, high-speed craft, cargo ships, etc. Charter vessels, sightseeing boats, etc. are not in regular service as far as they are not taking a predetermined route that is publicly known.</p>					
1.4.6	<p><b>MED 2.7 - Incinerators for garbage</b> Check documentation for the incinerator. Check the wheel mark on the applicable equipment and its declaration of conformity.</p> <p>This applies to all ships with this equipment installed.</p> <p>Information regarding the incinerator is included in the supplement to the IAPP certificate. The Regulations No. 1042 on marine equipment entered into force on 1 January 1999 and only applies to equipment placed on board after this date. Formerly accepted equipment must be determined along with the department / old legislation.</p>	<p>MARPOL Annex VI / Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. section 12. Regulations of 30 August 2016 No. 1042 on marine equipment sections 3 and 7.</p>	3045			
<b>1.5</b>	<p><b>Annex VI - Air</b></p> <p><b>Legal basis:</b> Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. section 12.</p>					
<b>No.</b>	<b>Text</b>	<b>Legal basis/reference</b>	<b>Order code</b>	<b>Severity</b>	<b>Status*</b>	<b>Remark</b>

\* **A:** Accepted

**NA:** Not applicable

**O:** Order

**C:** Comments

**F:** Findings from the audit

1.5.1	<p><b>Fuel oil quality</b> Ships of 400 gross tonnage and above</p> <p>Does the vessel have procedures to make sure the fuel oil quality is within approved values?</p> <p>Check bunker delivery notes.</p> <p>Check oil sample bottles for vessels that are certified for international trade. A sample as specified in MARPOL Annex VI regulation 18.8.1 cf. section 12 is not required for marine gas oil sold in Norway to ships in domestic trade.</p> <p>For ships in need of changing fuel to meet the requirements of SECA, check the procedures explaining how the fuel-changeover should be carried out to ensure that only fuel which complies with the requirements is used (regulation 14.6 of Annex VI).</p> <p>For ships using an equivalent solution in order to meet the sulphur requirements, i.e. scrubbers, check the approval and the log showing that the requirements are met by the system.</p> <p>Specific actions: Check bunker delivery notes and compare them to requirements and vessel operations. Vessels sailing in ECAs or spending more than two hours either anchored or berthed in a port are required to use a fuel with a maximum sulphur content of 0.10 %.</p>	MARPOL Annex VI regulation 18 / Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. section 12.	3000			
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\* **A:** Accepted

**NA:** Not applicable

**O:** Order

**C:** Comments

**F:** Findings from the audit

1.5.2	<p><b>Check EIAPP certificate</b> Applies to all commercial vessels, regardless of trade area and tonnage, having: diesel engines with a power output of more than 130 kW which are installed on a ship constructed on or after 1 January 2000; diesel engines with a power output of more than 130 kW having undergone a major conversion on or after 1 January 2000. A major conversion also includes the replacement of an engine with a non-identical engine, and the Tier standard applies at the time of the replacement. Diesel engines installed on ships constructed between 1 January 1990 and 1 January 2000 with a power output of more than 5000 kW and a per cylinder displacement at or above 90 litres, cf. MARPOL regulation 13.7.</p> <p>Also check the time and validity of the installation with regard to requirements for phase-in for Tier I, II and III. Tier I on or after 1 January 2000 to 31 December 2010; Tier II on or after 1 January 2011; Tier III for NECA (applies in the North Sea for ships constructed on and after 1 January 2021).</p> <p>Tier I, II and III are included in the supplement to the IAPP certificate under item 9, 10 and 11. Tier III for the North American NECA.</p> <p>EIAPP is not required for LNG engines on ships constructed before 1 March 2016. Before an order to obtain an EIAPP certificate for engines installed on 24 January 2006 or earlier for vessels of 400 GT or less is given, the current situation must be discussed with the Department of Operational Supervision.</p>	MARPOL Annex VI, regulation 13.3, 13.4, 13.5 and 13.7 / Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. section 12.	3000			
1.5.3	<p><b>Energy efficiency</b> Check that all ships subject to the EEDI requirements have an estimated and/or a required EEDI (regulations 21 and 22 of Annex VI).</p>	MARPOL Annex VI / regulations 21 and 22 / Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. section 12.	3000			

\* **A:** Accepted

**NA:** Not applicable

**O:** Order

**C:** Comments

**F:** Findings from the audit

	<p>Check that ships of 400 gross tonnage and upwards keep on board a ship specific Ship Energy Efficiency Management Plan (SEEMP) in accordance with regulation 22 of Annex VI.</p> <p>A new ship engaged in domestic voyages is, according to MARPOL Annex VI regulation 2.23, a ship</p> <p>a) for which the building contract is placed on or after 1 July 2015;  b) in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 January 2016; or  c) the delivery of which is on or after 1 January 2018.</p> <p>The following ships engaged in domestic voyages subject to the EEDI requirements: bulk ships, gas tankers, tankers, container ships, general cargo ships, refrigerated cargo ships and combination carriers.</p>					
<b>1.6</b>	<b>Working environment, safety and health</b>					
<b>No.</b>	<b>Text</b>	<b>Legal basis/reference</b>	<b>Order code</b>	<b>Severity</b>	<b>Status*</b>	<b>Remark</b>
1.6.1	<p><b>Transport of harmful substances</b></p> <p>All ships carrying harmful substances (in bulk or in packaged form).</p> <p>Check required documentation in accordance with MARPOL and IMDG.</p>	<p>MARPOL Annex II and III</p> <p>The IMDG code / Regulations of 30 May 2012 No. 488 on environmental safety for ships, etc. sections 7 and 8.</p>	2100			

\* **A:** Accepted

**NA:** Not applicable

**O:** Order

**C:** Comments

**F:** Findings from the audit