

EXPLANATORY MEMORANDUM

THE MERCHANT SHIPPING (ADDITIONAL SAFETY MEASURES FOR BULK CARRIERS (AMENDMENT) REGULATIONS 2004 No. 2151

1. Introduction

1.1 This Explanatory Memorandum has been prepared by the Department for Transport and is laid before Parliament by Command of Her Majesty.

2. Description

2.1 The Regulations amend the Merchant Shipping (Additional Safety Measures for Bulk carriers Regulations 1999 (“the 1999 Regulations”) so as to require cargo ships of the bulk carrier configuration to be fitted with water level detectors in all cargo holds, ballast spaces forward of collision bulkheads, and dry or void spaces forward of the cargo holds.

2.2 The Regulations also amend the 1999 Regulations so as to require remote operation of the equipment for draining or pumping spaces forward of the collision (foremost) watertight bulkhead.

2.3 Finally, the Regulations make a consequential amendment to the Merchant Shipping (Cargo Ship Construction) Regulations 1997.

3. Matters of special interest to the Joint Committee on Statutory Instruments

3.1 There are none.

4. Legislative background

4.1 The Regulations give effect to an amendment to the International Convention for the Safety of Life at Sea (SOLAS), which the United Kingdom has ratified. The amendment was adopted at the International Maritime Organization on the 12th December 2002, and entered into force on 1st July 2004. United Kingdom shipping industry representatives were consulted prior to adoption by the Convention signatories of the relevant amendment.

5. Extent

5.1 This instrument applies to all of the United Kingdom.

6. Policy Background

6.1 The relevant amendments to SOLAS are part of a series of measures intended to improve the safety record of bulk carriers.

6.2 Bulk Carrier cargo holds are typically filled with high density, low volume cargoes leaving large voids which could be susceptible to flooding. Ballast spaces are normally empty on loaded voyages and share a similar risk. Accidental flooding is a hazard which must be detected early and acted upon.

6.3 No special political or legal considerations apply.

6.4 An external consultation was carried out. Details of who was consulted are recorded in the Regulatory Impact Assessment. The measures proposed have not proved controversial. The Marine and Coastguard Agency has responded to the small number of comments which were made by consultees.

7. Impact

7.1 A Regulatory Impact Assessment is attached to this memorandum.

7.2 There is no additional impact on resources in the public sector.

8. Contact

The person who can answer any queries relating to this instrument is

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