

RESOLUTION MEPC.303(72) (adopted on 13 April 2018)  
AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF  
SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (BCH CODE)

## **ANNEX 8**

### **RESOLUTION MEPC.303(72) (adopted on 13 April 2018)**

#### **AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (BCH CODE)**

##### **(Model form of Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk)**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (Committee) conferred upon it by international conventions for the prevention and control of marine pollution from ships,

RECALLING ALSO resolution MEPC.20 (22) by which it adopted the *Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code)*, and resolution MEPC.16(22) by which the BCH Code has become mandatory under Annex II of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL),

NOTING article 16 of MARPOL and regulation 1.4 of MARPOL Annex II concerning the procedure for amending the BCH Code,

HAVING CONSIDERED, at its seventy-second session, proposed amendments to the BCH Code concerning the Model form of the Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk,

1 ADOPTS, in accordance with article 16(2)(d) of MARPOL, amendments to the BCH Code, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article 16(2)(f)(iii) of MARPOL, that the amendments to the BCH Code shall be deemed to have been accepted on 1 July 2019 unless, prior to that date, not less than one third of the Parties or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;

3 INVITES the Parties to note that, in accordance with article 16(2)(g)(ii) of MARPOL, the amendments to the BCH Code shall enter into force on 1 January 2020 upon their acceptance in accordance with paragraph 2 above;

4 INVITES ALSO the Maritime Safety Committee to note this resolution and take action as appropriate;

5 REQUESTS the Secretary-General, in conformity with article 16(2)(e) of MARPOL, to transmit certified copies of the present resolution and the text of the amendments to the BCH Code contained in the annex to all parties to MARPOL;

6 REQUESTS FURTHER the Secretary-General to transmit copies of the present resolution and its annex to the Members of the Organization which are not Parties to MARPOL.

ANNEX

**AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF  
SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (BCH CODE)**

**(Model form of Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk)**

**APPENDIX**

**MODEL FORM OF CERTIFICATE OF FITNESS FOR THE CARRIAGE OF  
DANGEROUS CHEMICALS IN BULK**

- 1 The existing paragraph 6 is replaced by the following:  
  
"6 That the loading and stability manuals required by paragraph 2.2.1.1 of the Code have been supplied to the ship in an approved form."
- 2 A new paragraph 7 is added as follows:  
  
"7 That the ship must be loaded:  
  
.1\* only in accordance with loading conditions verified compliant with intact and damage stability requirements using the approved stability instrument fitted in accordance with paragraph 2.2.1.2 of the Code;  
  
.2\* where a waiver permitted by paragraph 2.2.1.3 of the Code is granted and the approved stability instrument required by paragraph 2.2.1.2 of the Code is not fitted, loading should be made in accordance with one or more of the following approved methods:  
  
(i)\* in accordance with the loading conditions provided in the approved loading and stability manuals referred to in 6 above; or  
  
(ii)\* in accordance with loading conditions verified remotely using an approved means .....; or  
  
(iii)\* in accordance with a loading condition which lies within an approved range of conditions defined in the approved loading and stability manuals referred to in 6 above; or  
  
(iv)\* in accordance with a loading condition verified using approved critical KG/GM data defined in the approved loading and stability manuals referred to in 6 above; and  
  
.3\* in accordance with the loading limitations appended to this Certificate.  
  
Where it is required to load the ship other than in accordance with the above instruction, then the necessary calculations to justify the proposed loading conditions should be communicated to the certifying Administration who may authorize in writing the adoption of the proposed loading condition.\*\*

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\* Delete as appropriate

\*\* Instead of being incorporated in the Certificate, this text may be appended to the Certificate, if duly signed and stamped."

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## **ANNEX 9**

### **UNIFIED INTERPRETATION OF APPENDIX I (FORM OF THE INTERNATIONAL BALLAST WATER MANAGEMENT CERTIFICATE) OF THE BWM CONVENTION**

#### **Appendix I – Form of the International Ballast Water Management Certificate**

##### **"Date installed" in relation to "Method of ballast water management used"**

1 For the purpose of completing the International Ballast Water Management Certificate, the date when commissioning has been completed in accordance with section 8 of the Guidelines (G8) (MEPC.174(58) or MEPC.279(70), as applicable) should be used.

2 Notwithstanding the above, it should be noted that, with regard to the deadline for installing a ballast water management system, operative paragraph 6 of resolution MEPC.279(70) (*2016 Guidelines for approval of ballast water management systems (G8)*) is as follows:

"6 AGREES that, for the purpose of operative paragraphs 4 and 5 of this resolution, the word 'installed' means the contractual date of delivery of the ballast water management system to the ship. In the absence of such a date, the word 'installed' means the actual date of delivery of the ballast water management system to the ship;"

3 Consequently, two dates, i.e. the contractual date of delivery or the actual date of delivery, and the date following commissioning and operation, may exist in relation to installing a ballast water management system.

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