

## Igc Code Latest Edition

Principally aimed at LNG carrier masters and officers, this text follows all cargo related procedures and discusses these generic processes in a logical sequence and provides a commentary and information based on established good practice.

The purpose of this Code is to provide an international standard for the safe carriage, by sea in bulk, of liquefied gases and certain other substances that are listed in chapter 19. Through consideration of the products carried, it prescribes the design and construction standards of the ships involved and the equipment they should carry to minimize the risk to the ship, its crew and the environment.

The Condition Assessment Scheme (CAS) for oil tankers was adopted in 2001 and is applicable to all single-hull tankers of 15 years or older. Although the CAS does not specify structural standards in excess of the provisions of other IMO conventions, codes and recommendations, its requirements stipulate more stringent and transparent verification of the reported structural condition of the ship and that documentary and survey procedures have been properly carried out and completed. The Scheme requires that compliance with the CAS is assessed during the Enhanced Survey Program of Inspections concurrent with intermediate or renewal surveys currently required by resolution A.744(18), as amended.--Publisher's description.

The International Code for Ships Operating in Polar Waters has been developed to supplement existing IMO instruments in order to increase the safety of ships' operation and mitigate the impact on the people and environment in the remote, vulnerable and potentially harsh polar waters. The Code acknowledges that polar water operation may impose additional demands on ships, their systems and operation beyond the existing requirements of the International Convention for the Safety of Life at Sea (SOLAS), 1974, the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto as amended by the 1997 Protocol (MARPOL), and other relevant binding IMO instruments. The Code acknowledges that the polar waters impose additional navigational demands beyond those normally encountered. In many areas, the chart coverage may not currently be adequate for coastal navigation. It is recognised even existing charts may be subject to unsurveyed and uncharted shoals. The Code also acknowledges that coastal communities in the Arctic could be, and that polar ecosystems are, vulnerable to human activities, such as ship operation. The relationship between the additional safety measures and the protection of the environment is acknowledged as any safety measure taken to reduce the probability of an accident, will largely benefit the environment. While Arctic and Antarctic waters have similarities, there are also significant differences. Hence, although the Code is intended to apply as a whole to both Arctic and Antarctic, the legal and geographical differences between the two areas have been taken into account. The key principles for developing the Polar Code have been to use a risk-based approach in determining scope and to adopt a holistic approach in reducing identified risks. It will come into effect only in 2017 for new ships and 2018 for existing ships.

Designations of large Particularly Sensitive Sea Areas (PSSAs) triggered a

controversial debate within the International Maritime Organisation (IMO) concerning the legal basis of PSSAs, the relationship between the IMO's PSSA guidelines and UNCLOS, as well as the competency of IMO to adopt mandatory protective measures in these areas. As a result, IMO conducted a review process which led to substantially updated guidelines adopted in late 2005. This book provides a detailed analysis of the PSSA guidelines and protective measures available in PSSAs. Emphasis is placed on their legal basis and the implications for coastal states' jurisdiction over vessel-source pollution.

Amendment to 2015 consolidated ed. (ISBN 9780115534027). Amendment consists of loose-leaf pages that replace select pages from the main edition binder

IGF = International code for ships fuelled by gases or other low-flashpoint fuels  
The International Code on Intact Stability 2008 (2008 IS Code), presents mandatory and recommendatory stability criteria and other measures for ensuring the safe operation of ships, to minimize the risk to such ships, to the personnel on board and to the environment. The 2008 IS Code took effect on 1 July 2010. The 2008 IS Code features: a full update of the previous IS Code; criteria based on the best state-of-the-art concepts available at the time they were developed, taking into account sound design and engineering principles and experience gained from operating ships; influences on intact stability such as the dead ship condition, wind on ships with large windage area, rolling characteristics and severe seas. This publication also presents Explanatory Notes to the 2008 IS Code, intended to provide administrations and the shipping industry with specific guidance to assist in the uniform interpretation and application of the intact stability requirements of the 2008 IS Code.

This publication addresses classification and labeling of chemicals by types of hazards. It provides the basis for worldwide harmonization of rules and regulations on chemicals and aims at enhancing the protection of human health and the environment during their handling, transport and use by ensuring that the information about their physical, health and environmental hazards is available.

This present Code has been developed for the design, construction and operation of offshore support vessels (OSVs) which transport hazardous and noxious liquid substances in bulk for the servicing and resupplying of offshore platforms, mobile offshore drilling units and other offshore installations, including those employed in the search for and recovery of hydrocarbons from the seabed. The basic philosophy of the present Code is to apply standards contained in the Code and the International Code of Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and in the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) to the extent that is practicable and reasonable taking into account the unique design features and service characteristics of OSVs.

IBC = International code for the construction and equipment of ships carrying dangerous chemicals in bulk

The purpose of the IGC Code is to provide an international standard for the safe carriage by sea of liquefied gases (and other substances listed in the Code) in

