

IBC Code

| IBC Code Regulation | Topic | Text of regulation | SMNO requirement |
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| Para. 2.2.2 | Intact stability in all seagoing conditions | 2.2.2 The stability of the ship in all seagoing conditions shall be to a standard which is acceptable to the Administration. | The standard to be applied is the IS Code as amended under specific consideration of Chapter 3 Reg. 3.1. |
| Para. 2.2.3 | Free surface effect in undamaged compartments | 2.2.3 When calculating the effect of free surfaces of consumable liquids for loading conditions it shall be assumed that, for each type of liquid, at least one transverse pair or a single centre tank has a free surface and the tank or combination of tanks to be taken into account shall be those where the effect of free surfaces is the greatest. The free surface effect in undamaged compartments shall be calculated by a method acceptable to the Administration. | Free surface effects should be calculated in accordance with chapter 3 Reg.3.1 of the IS Code. |
| Para. 2.8.1.6 | Flooding of machinery space | 2.8.1 Ships shall be capable of surviving the damage indicated in 2.5 with the flooding assumptions in 2.7 to the extent determined by the ship's type according to the following standards: .6 A type 3 ship below 125 m in length shall be assumed to sustain damage anywhere in its length except involving damage to the machinery space when located aft. However, the ability to survive the flooding of the machinery space shall be considered by the Administration. | The RO shall assess whether there is a particular hazard of flooding of the machinery space. In such cases mitigating measures shall be provided for approval by the Administration. |
| Para. 2.8.2 | Deviations in damage stability requirements | 2.8.2 In the case of small type 2 and type 3 ships which do not comply in all respects with the appropriate requirements of 2.8.1.3 and 2.8.1.6, special dispensation may only be considered by the | Alternative measures will be considered by the SMNO case by case based on a documentation provided by the shipyard/owner and approved by the RO demonstrating an equivalent level of safety. |

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| | | Administration provided that alternative measures can be taken which maintain the same degree of safety. | |
| Para. 2.9.2.3 | Residual stability during intermediate stages of flooding | 2.9.2 In any stage of flooding: .3 the residual stability during intermediate stages of flooding shall be to the satisfaction of the Administration. However, it shall never be significantly less than that required by 2.9.3. | In intermediate stages of flooding, the residual stability shall in general not be less than 75% of the minimum requirements in 2.9.3 of this Code. |
| Para. 3.4.4 | Access to spaces in the cargo area | 3.4.4 Smaller dimensions may be approved by the Administration in special circumstances, if the ability to traverse such openings or to remove an injured person can be proved to the satisfaction of the Administration. | In principle access openings should be as specified in IBC Code para. 3.4.2 and 3.4.3. Manholes should be of ISO 5894:2018 Type AO or Type BO and small steel hatches should be in accordance with ISO 5778:1998. In specific cases the Administration may accept on request alternative solutions provided they achieve the same level of safety and are approved by a classification society recognized by the Administration. |
| Para. 3.7.3.5 | Alternative arrangements for draining the piping | .5 The piping shall be self-draining to the cargo area and preferably into a cargo tank. Alternative arrangements for draining the piping may be accepted by the Administration. | Arrangements for draining should be in compliance with the requirements of a classification society recognized by the Administration. Arrangements not self-draining to the cargo area may in exceptional cases be accepted by the Administration if it can be documented that they do not pose an additional hazard to the crew or the environment. |
| Para. 3.7.4 | Relaxation for small ships | 3.7.4 Where, in the case of small ships, compliance with 3.2.3 and this paragraph is not possible, the Administration may approve relaxations from the above requirements. | Since Switzerland has no coastal trade with smaller vessels, this option is not applicable. |
| Para. 5.1.6.4 | Dimensions for flanges not complying with the standards | 5.1.6.4 For flanges not complying with a standard, the dimensions for flanges and associated bolts shall be to the satisfaction of the Administration. | Piping systems for cargo transfer including flanges shall be designed, constructed and approved in accordance with the applicable requirements of a classification society recognized by the Administration. |

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| Para. 7.1.1 | Cargo temperature control – general | 7.1.1 When provided, any cargo heating or cooling systems shall be constructed, fitted and tested to the satisfaction of the Administration . Materials used in the construction of temperature-control systems shall be suitable for use with the product intended to be carried. | Means for cargo temperature control shall be designed, constructed and approved in accordance with the requirements a classification society regocnized by the Administration. |
| Para. 8.3.6 | Tank venting systems | 8.3.6 Controlled tank venting systems fitted to tanks to be used for cargoes having a flashpoint not exceeding 60°C (closed- cup test) shall be provided with devices to prevent the passage of flame into the cargo tanks. The design, testing and locating of the devices shall comply with the requirements of the Administration , which shall contain at least the standards adopted by the Organization. | Devices to prevent the passage of flame into cargo tanks should at least comply with IMO Circular MSC/Circ.677 as amended. |
| Para.10.1.3 | Electrical installations – ensuring uniformity | 10.1.3 The Administration shall take appropriate steps to ensure uniformity in the implementation and the application of the provisions of this chapter in respect of electrical installations. | Electrical installations shall be in compliance with the rules of a classification society recognized by the SMNO and IEC and ISO standards referred to by the classification society. |
| Para. 10.1.4 | Electric equipment, cables and wiring that do not conform to the standard | 10.1.4 Electrical equipment, cables and wiring shall not be installed in the hazardous locations unless it conforms with the standards not inferior to those acceptable to the Organization*. However, for locations not covered by such standards, electrical equipment, cables and wiring which do not conform to the standards may be installed in hazardous locations based on a risk assessment to the satisfaction of the Administration , to ensure that an equivalent level of safety is assured. * Reference is made to the recommendations published by the International Electrotechnical Commission, in particular to Publication IEC 60079-1-1: 2002. | Electrical equipment, cables and wiring shall be installed in accordance with the requirements of a classification society regocnized by the Administration. If conducted, a risk assessment shall apply a recognized method as listed in Appendix 3 of MSC-MEPC.2/Circ.12. |

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| Para. 10.1.5 | Electrical equipment in hazardous locations | 10.1.5 Where electrical equipment is installed in hazardous locations, as permitted in this chapter, it shall be to the satisfaction of the Administration and certified by the relevant authorities recognized by the Administration for operation in the flammable atmosphere concerned, as indicated in column "i" in the table of chapter 17. | Electrical equipment, cables and wiring installed in hazardous areas shall meet the requirements of a classification society recognized by the Administration. |
| Para. 11.3.2 | Cargo area – additional arrangements | 11.3.2 Only one type of foam concentrate shall be supplied, and it shall be effective for the maximum possible number of cargoes intended to be carried. For other cargoes for which foam is not effective or is incompatible, additional arrangements to the satisfaction of the Administration shall be provided. Regular protein foam shall not be used. | For cargoes for which foam is not effective or is incompatible, additional arrangements shall be provided with the approval of the RO for confirmation by the Administration. |
| Para. 11.3.5.3 | Cargo area – minimum capacity of monitor | 11.3.5 The rate of supply of foam solution shall be not less than the greatest of the following: .3 10 ℓ/min per square metre of the area protected by the largest monitor, such area being entirely forward of the monitor, but not less than 1,250 ℓ/min. For ships less than 4,000 tonnes deadweight, the minimum capacity of the monitor shall be to the satisfaction of the Administration. | For ships of less than 4,000 tonnes dead- weight mentioned in 11.3.5.3 and 11.3.7 the minimum capacity of a monitor should be 1,000 l/min and the application rate should be at least 10 l/(m ² · min) of the surface to be protected. The RO may submit alternative, equivalent solutions for approval by the Administration. |
| Para. 11.3.7 | Minimum capacity of foam monitor for ships less than 4,000 tonnes deadweight | 11.3.7 Foam from the fixed foam system shall be supplied by means of monitors and foam applicators. At least 50% of the foam rate required in 11.3.5.1 or 11.3.5.2 shall be delivered from each monitor. The capacity of any monitor shall be at least 10 ℓ/min of foam solution per square metre of deck area protected by that monitor, such area being entirely forward of the monitor. Such capacity shall be not less than 1,250 | For ships of less than 4,000 tonnes dead- weight mentioned in 11.3.5.3 and 11.3.7 the minimum capacity of a monitor should be 1,000 l/min and the application rate should be at least 10 l/(m ² · min) of the surface to be protected. The RO may submit alternative, equivalent solutions for approval by the Administration. |

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| | | ℓ/min. For ships less than 4,000 tonnes deadweight, the minimum capacity of the monitor shall be to the satisfaction of the Administration. | |
| Para. 11.3.13 | Alternative provisions to deck foam system | 11.3.13 Ships which are dedicated to the carriage of a restricted number of cargoes shall be protected by alternative provisions to the satisfaction of the Administration when they are just as effective for the products concerned as the deck foam system required for the generality of flammable cargoes. | In case a ship carrying a restricted number of cargoes is protected by alternative provisions, such provisions shall be assessed and approved by the RO before seeking approval by the Administration |
| Chapter 15 | Approval of special requirements for specific chemicals | <p>15.1.1 The provisions of this chapter are applicable where specific reference is made in column “o” in the table of chapter 17. These requirements are additional to the general requirements of the Code.</p> <p>15.2 Ammonium nitrate solution (93% or less)</p> <p>15.2.3 Except where expressly approved by the Administration, ammonium nitrate solutions shall not be transported in tanks which have previously contained other cargoes unless tanks and associated equipment have been cleaned to the satisfaction of the Administration.</p> <p>15.3 Carbon disulphide</p> <p>15.3.24 The maximum allowable tank filling limits for each cargo tank shall be indicated for each loading temperature which may be applied, and for the applicable maximum reference temperature, on a list approved by the Administration. A copy of the list shall be permanently kept on board by the master.</p> <p>15.3.27 The product shall be transported only in accordance with a cargo handling plan that has been approved by the Administration.</p> <p>15.4 Diethyl ether</p> | <p>15.2.3 Tank cleaning shall be conducted following industry best practice taking into account guidance provided by the IMDG Code and the safety data sheet of the product to be loaded.</p> <p>15.5.2.2 Not applicable to Switzerland.</p> <p>15.7.8 A respective water drench system should approved for that purpose by a classification society recognized by the Administration.</p> |

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| | | <p>15.5 Hydrogen peroxide solutions 15.5.2.2 ...The passivation requirement may be waived by an Administration for domestic shipments of short duration.</p> <p>15.6 Motor fuel anti-knock compounds (containing lead alkyls) 15.6.3 Entry into cargo tanks used for the transportation of these cargoes is not permitted unless approved by the Administration.</p> <p>15.7 Phosphorus, yellow or white 15.7.8 A water drench system acceptable to the Administration shall be installed in all void spaces surrounding the tanks. The system shall operate automatically in the event of an escape of phosphorus.</p> <p>15.7.12 Ship-to-shore loading and discharge connections shall be of a type approved by the Administration.</p> | |
| | Cont. | <p>15.8 Propylene oxide or ethylene oxide/propylene oxide mixtures with an ethylene oxide content of not more than 30% by mass 15.9 Sodium chlorate solution (50% or less by mass) 15.8.22.2 The refrigeration requirement for tanks with a design pressure less than 0.06 MPa gauge may be waived by the Administration for ships operating in restricted areas or on voyages of restricted duration, and account may be taken in such cases of any insulation of the tanks. The area and times of year for which such carriage would be permitted shall be included in the conditions of carriage of the International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk.</p> | <p>15.8.22.2 To be considered on request for a specific charter by the SMNO based on an initial assessment and recommendation by the RO.</p> <p>15.11.2 To be considered on a case by case basis by the SMNO, based on an initial assessment and recommendation by the RO.</p> <p>15.14.3 To be considered on request for a specific voyage or charter by the SMNO based on an initial assessment and recommendation by the RO.</p> <p>15.18. Cargo pump rooms/control rooms are to be arranged in</p> |

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| | | <p>15.11 Acids</p> <p>15.11.2 Proposals for lining steel tanks and related piping systems with corrosion-resistant materials may be considered by the Administration. The elasticity of the lining shall not be less than that of the supporting boundary plating.</p> <p>15.14 Cargoes with a vapour pressure greater than 0.1013 MPa absolute at 37.8°C</p> <p>15.14.3 When ships operate in restricted areas and at restricted times of the year, or on voyages of limited duration, the Administration involved may agree to waive requirements for a refrigeration system. A notation of any such agreement, listing geographic area restrictions and times of the year, or voyage duration limitations, shall be included in the conditions of carriage on the International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk.</p> <p>15.18 Special cargo pump-room requirements For certain products, the cargo pump-room shall be located on the deck level or cargo pumps shall be located in the cargo tank. The Administration may give special consideration to cargo pump-rooms below deck.</p> <p>15.19 Overflow control</p> <p>15.20 Alkyl (C7-C9) nitrates, all isomers 15.21 Temperature sensors</p> <p>15.21 Temperature sensors</p> | <p>accordance with respective requirements of a classification society recognized by the SMNO.</p> |
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BCH Code

| BCH Code Regulation | Topic | Text of regulation | SMNO requirement |
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| Para. 2.15.1 | Cargo heating and cooling systems | 2.15.1 When provided, cargo heating or cooling systems should be constructed, fitted and tested to the satisfaction of the Administration . Materials used in the construction of temperature-control systems should be suitable for use with the cargo to be carried. | Means for cargo temperature control shall be designed, constructed and approved in accordance with the requirements a classification society recognized by the Administration. |
| Para. 3.14.1 | Alternative provisions for ships dedicated to the carriage of specific cargoes | 3.14.1 All ships, irrespective of size, should be fitted with a fixed deck foam fire-extinguishing system in accordance with the following requirements. However, ships which are dedicated to the carriage of specific cargoes** should be protected by alternative provisions to the satisfaction of the Administration when they are equally effective for the products concerned as the deck foam system required for the generality of flammable cargoes. ** The term ships which are dedicated to the carriage of specific cargoes means ships which are dedicated to the carriage of a restricted number of cargoes. | In case a ship carrying a restricted number of cargoes is protected by alternative provisions, such provisions shall be assessed and approved by the RO before seeking approval by the Administration |
| Para. 3.14.2 | Additional arrangements when foam is not effective or is incompatible | 3.14.2 Only one type of foam concentrate should be supplied, and it should be effective for the maximum possible number of cargoes intended to be carried. For other cargoes for which foam is not effective or is incompatible, additional arrangements to the satisfaction of the Administration should be provided. Regular protein forms should not be used. | For cargoes for which foam is not effective or is incompatible, additional arrangements shall be provided with the approval of the RO for confirmation by the Administration. |
| Para. 3.14.7 | Foam monitors on ships of less than 4,000 tonnes | 3.14.7 Foam from the fixed foam system should be supplied by means of monitors and foam applicators. At least 50% of the foam rate required in 3.14.5 (a) or (b) | For ships of less than 4,000 tonnes dead- weight mentioned in 11.3.5.3 and 11.3.7 the minimum capacity of a monitor should be 1,000 l/min and the application rate should be at least 10 |

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| | deadweight –minimum capacity | should be delivered from each monitor The capacity of any monitor should be at least 10 ℓ/min of foam solution per square metre of deck area protected by that monitor, such area being entirely forward of the monitor. Such capacity should be not less than 1,250 ℓ/min. For ships of less than 4,000 tons deadweight, the minimum capacity of the monitor should be to the satisfaction of the Administration. | l/(m ² · min) of the surface to be protected. The RO may submit alternative, equivalent solutions for approval by the Administration. |
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