Government of the People's Republic of Bangladesh

Ministry of Shipping

Department of Shipping

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Dhaka -1000

Bangladesh Coastal Vessel Notification, 2021

Date: 31 May 2021

To: All Coastal Ship-owners, Ship managers, Ship builders, Recognized Organizations and other stake holders

Subject: Notification for Construction, Survey, Certification and operation of Bangladesh Coastal Vessels

Noting that seamless transportation of goods between inland & coastal waters of Bangladesh by Coastal vessels will connect the mother vessels to the waterway network of Bangladesh, connect major sea ports to inland river ports and connect Bangladesh ports with ports of neighbouring countries;

Recognizing that seamless integration of sea trade using Coastal Ships will play a major role in the growth of Bangladesh economy and provide an alternative means of quick discharge and transportation of cargo from mother ships at major ports. Also, it will facilitate trade with neighbouring countries like India, Myanmar, Thailand etc. by signing specific agreements;

Considering the reservations expressed by the Coastal Shipping Industry with regard to the IMO Convention requirements & Bangladesh Merchant Shipping Ordinance 1983 requirements applicable to sea going ships which makes coastal shipping uneconomical due to high cost of construction and operation;

Recognizing that reduction in the operation and construction cost of coastal vessels by defining a distinct Coastal vessel would- encourage coastal shipping and inland water transport as well as ship building and thus further the growth of the maritime sector;

Further recognizing that construction and safety standards, which are currently applicable to coastal ships under the provision of Bangladesh Merchant Shipping Ordinance1983 can be moderated without affecting the safety of the ship in order to reduce the cost of ships construction and operation.

2. Now, the Director General, Department of Shipping, in exercise of the powers vested in him under the provisions of Merchant Shipping Ordinance, 1983 dispenses with the requirements to observe the provisions contained in the Annexes 1-19 attached with this circular.

The notification contains following 19 (Nineteen) Annexes:

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Director General, Department of Shipping
Date: 31 May 2021

Enclosure: Annexes 1 to 19

Bangladesh Coastal Vessel Notification, 2021
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ANNEX- I: Preamble and General Provisions

1.1 Application

1.1.1 Unless expressly provided otherwise, the Notification for Construction, Survey, Certification and Operation of Bangladesh Coastal vessels applies only to the following ships that are engaged exclusively in operations within Bangladesh territorial waters and neighboring countries:

- Less than 6000 GT in the case of cargo ships;
- Less than 3000 GT in the case of tankers;
- Less than 8000 kW main propulsion power in the case of cargo ships and tankers;

The Notification does not apply to:

- Passenger vessels;
- Vessels carrying bulk chemicals or gas in any form (packaged or otherwise);
- Fishing vessels.

1.1.2 The Gross Tonnage (GT) and/or main propulsion power limitations prescribed in Para 1.1.1 may be relaxed by the Administration in the case of novel / innovative designs.

1.2 Definitions

For the purpose of this Notification for Construction, Survey, Certification and Operation of Bangladesh Coastal vessels, unless expressly provided otherwise:

(a) ***Administration*** means the Department of Shipping, Bangladesh.

(b) ***Approved*** means approved by the Administration or Recognized Organization acting on its behalf.

(c) ***Cargo ship*** is any ship which is not a passenger ship. This includes vessels such as container ships, tugs, dredgers etc.

(d) ***Tanker*** is any ship constructed for carriage of liquid petroleum or chemicals

(e) ***Existing Coastal vessel*** means a vessel registered as such and certified as a Coastal vessel as per the Bangladesh Merchant Shipping Ordinance, 1983

(f) ***Fair weather*** means wind force and sea state not exceeding that corresponding to Beaufort Scale 4.

(g) ***Favorable weather forecast*** means a weather forecast wherein fair weather is predicted for 24 hours from the commencement of a voyage.

(h) **Gross *Tonnage (GT) and Net Tonnage (NT)*** are the tonnages determined in accordance with the International Tonnage Convention, 1969 as amended.

(i) ***SOLAS*** means International Maritime Convention for Safety of Life at Sea, 1974 as amended

(j) ***MARPOL*** means the International Convention for Prevention of Pollution from Ships, 1973/78 as amended.

(k) ***BMSO*** means Bangladesh Merchant Shipping Ordinance, 1983 as amended

(l) ***New Coastal Vessel*** means Coastal vessel the keel of which is laid or which is at a similar stage of construction on or after the date of this notification.

(m) ***Notification*** means the Notification for Construction, Survey, Certification and Operation of Coastal vessels as issued

(n) ***Passenger ship*** is a ship which carries more than 12 passengers.

(0) ***Recognized Organization (RO)*** means any organization duly authorized by the Administration to perform statutory work on behalf of the Administration in terms of certification and survey functions connected with the issuance of the certificates envisaged under this Notification.

(p) ***Coastal vessels*** under this Notification means vessels that are registered under Bangladesh Merchant Shipping Ordinance, 1983 adopting the provisions of this Notification and which operate from a port or place in Bangladesh to any port or place in Bangladesh and neighboring countries

q) ***Weather forecast*** means weather forecast applicable for the area of operation given by the Meteorological Department of the Government of Bangladesh or any other competent authority.

1.3 Types of Coastal vessels

For the purposes of this Notification, the following types of vessels operating along

the Bangladesh Rivers and Coast are considered:

1.3.1 Type 1: Ship to Shore Service

Vessels engaged in harbour operations at Bangladesh ports beyond inland water of said port; provided such operation is carried out in fair weather and against a favourable weather forecast. Vessels falling under this type shall, while engaged in ship to shore operations at a Bangladesh port, shall operate within the territorial waters of Bangladesh.

1.3.2 Type 2: Nearby Ports Service

Vessels engaged in operations between Bangladesh ports in which sea passage does not exceed that can be covered by a fully loaded vessel at the vessel's optimum speed in daylight hours; provided such operation is carried out in fair weather and against a favourable weather forecast. Vessels falling under this type shall, at all times operate within the territorial waters of Bangladesh.

1.3.3 Type 3: Territorial Coastal Service

Vessels engaged in operations between Bangladesh ports within 12 nautical miles from the shore and with a maximum sailing time of three hours from a port of refuge or safe sheltered anchorage provided that such operation is carried out in fair weather and against a favorable weather forecast. Vessels falling under this type shall, at all times, operate within the territorial waters of Bangladesh and neighboring countries.

1.3.4 Type 4: Coastal Service

Vessels engaged in operations between Bangladesh ports within 20 nautical miles from the shore and with a maximum sailing time of three hours from a port of refuge or safe sheltered anchorage provided that such operation is carried out in all-weather condition. Vessels falling under this type shall, at all times, operate within the territorial water of Bangladesh and neighboring countries.

1.4 Notification Review

1.4.1 The Notification shall come into effect on the date of issuance of Department of Shipping order.

1.4.2 The Notification shall be periodically reviewed for its effectiveness and amendments that may be required from time to time.

1.5 Registration & Classification

1.5.1 Coastal vessels under this Notification are required to be registered under Bangladesh Merchant Shipping Ordinance, 1983.

1.5.2 Coastal vessels are required to be classed by one of the member organization of International Association of Classification Societies (IACS) among the Recognized Organizations (ROs) & comply with the classification rule requirements of construction, stability, subdivision, machinery and electrical installations for respective navigation notation.

1.5.3 Coastal vessels can also be classed under the local classification society of Bangladesh if such classification society is in operation and following the requirements of IACS classification rules.

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ANNEX-2: Safe Manning

2.1 Application

This Annex shall apply to all Type 4 Coastal vessels.

2.2 Safe manning level (Deck)

Type 4 Coastal vessels while engaged in coastal voyages of less than 48 hours duration within 20 nautical miles from the Coast shall be manned by:

		GT < 500	500 ≤ GT < 1600		1600 ≤GT < 3000		3000 ≤GT < 6000	
Capacity	Nos	Min. Grade	Nos.	Min. Grade	Nos.	Min. Grade	Nos.	Min. Grade
Master	1	DOC-4/ Master NCV or DOC-5/ Mate NCV with 2 years experience	1	DOC-3 with 6 months experience or DOC-4/ Master NCV with 1 year experience	1	DOC-2 (Limited)/; or DOC 3/ NWKO with 1 year experience; or DOC-4 with 18 months experience	1	DOC-2 or DOC-2 (Limited) with 1 year experience or DOC-3/ NWKO with 2 years experience.
Chief Officer	1	DOC 5/ Mate NCV or Inland Master 1st Class	1	DOC 4/ Master NCV or DOC-5/ Mate NCV with 6 months experience	1	DOC 3 or DOC-4/Master NCV with 1 year experience or DOC-5/Mate NCV with 18 months experience	1	DOC-2 (limited) or DOC-3 with 1 year experience or DOC-4 with 18 months experience or DOC-5 with 2 years experience
2nd Officer	-	-					1	DOC-5 / Mate NCV/NWKO with 18 months experience
Quarter Master/ Secunny	1	Rating forming part of a navigation watch	1	Rating forming part of a navigation watch	2	Rating forming part of a navigation watch	2	Rating forming part of a navigation watch
OS/Lascar Deck	1	Basic STCW courses	2	Basic STCW courses	2	Basic STCW courses	2	Basic STCW courses
Cook	1	Basic STCW courses	1	Basic STCW courses	1	Basic STCW courses	1	Basic STCW courses
Total	5		6		7		8	

Type 4 Coastal vessels while engaged in unrestricted coastal operations within 20 nautical miles shall be manned by:

		GT < 500	500 ≤ GT < 1600		1600 ≤GT < 3000		3000 ≤GT < 6000	
Capacity	Nos.	Min. Grade	Nos.	Min. Grade	Nos.	Min. Grade	Nos.	Min. Grade
Master	1	DOC-4/ Master NCV or DOC-5/ Mate NCV with 2 years experience	1	DOC-3 with 6 months experience or DOC-4/ Master NCV with 1 year experience	1	DOC-2 (Limited)/; or DOC 3-NWKO with 1-year experience; or DOC-4 with 18 months experience	1	DOC-2 or DOC-2 (Limited) with 1 year experience or DOC-3/ NWKO with 2 years experience.
Chief Officer	1	DOC 5/ Mate NCV or Inland Master 1st Class	1	DOC 4/ Master NCV or DOC-5/ Mate NCV with 6 months experience	1	DOC 3 or DOC-4/Master NCV with 1 year experience or DOC-5/Mate NCV with 18 months experience	1	DOC-2 (limited) or DOC-3 with 1 year experience or DOC-4 with 18 months experience or DOC-5 with 2 years experience
2nd Officer	-	-	1	DOC 5/ Mate NCV or Inland Master 1st Class	1	DOC 4/Master NCV or DOC 5/ Mate NCV with 12 months experience	1	DOC-3/NWKO or DOC-4 Master NCV with 1 year experience or DOC-5 Mate NCV with 18 months experience
Quarter Master/ Secunny	1	Rating forming part of a navigation watch	2	Rating forming part of a navigation watch	2	Rating forming part of a navigation watch	2	Rating forming part of a navigation watch
OS/Lascar Deck	1	Basic STCW courses	1	Basic STCW courses	1	Basic STCW courses	2	Basic STCW courses
Cook	1	Basic STCW courses	1	Basic STCW courses	1	Basic STCW courses	1	Basic STCW courses
Total	5		7		7		8	

2.3 Safe manning level (Engine)

Type 4 Coastal vessels while engaged in coastal voyages within 20 nautical miles shall be manned by:

	kW < 750		750 ≤ kW < 1500		1500 ≤ kW < 3000		3000 ≤ kW < 8000 *	
Capacity	Nos.	Min. Grade	Nos.	Min. Grade	Nos.	Min. Grade	Nos.	Min. Grade
Chief Engineer	1	MEO-4 or MEO-5 with 2 years experience	1	MEO-3 with 6 months Experience or MEO-4 with 1 year experience	1	MEO-2 (limited) or MEO 3 with 1 year experience or MEO-4 with 18 months experience	1	MEO-2 or MEO-2 (limited) with 1 year experience or MEO 3 with 2 years experience
Second Engineer	1	MEO-5 or Inland Driver Class 1	1	MEO-4 or MEO-5 with 6 months experience	1	MEO-3 or MEO-4 with 1 year experience or MEO-5 with 18 months experience	1	MEO-2 (limited) or MEO-3 with 1 year experience or MEO-4 with 18 months experience, MEO-5 with 2 years experience
Third Engineer	-	-	1	MEO-5 or Inland Driver Class 1	1	MEO-4 or MEO-5 with 1 year experience	1	MEO-3 or MEO-4 with 1 year experience or MEO-5 with 18 months experience
Motorman	-	-	-	-	1	Rating forming part of an engineering watch	1	Rating forming part of an engineering watch
Oilman	2	Basic STCW Courses	1	STCW Basic Courses	1	STCW Basic Courses	1	STCW Basic Courses
Total	4		4		5		5	

2.4 Additional requirements to serve on Coastal Tankers

2.4.1 All crew serving on board any Coastal Tankers shall have a valid endorsement or Certificate of Proficiency (CoP) on Basic training for oil and chemical tanker cargo operation or Basic training for liquefied gas tanker cargo operations in compliance with STCW Chapter V-Regulation V/1-1 or V/1-2 as applicable.

2.4.2 Officers serving in the capacity of Master, Chief Officer, Chief Engineer and Second Engineer on board Type 4 Coastal Tankers shall have a valid endorsement or CoP on Advanced training for (Oil/Chemical/Liquefied gas) tanker cargo operations in compliance with STCW Chapter V-Regulation V/1-1 or V/1-2 as applicable

2.5 Medical Examination

2.5.1 All crew sailing on board Coastal vessels shall be required to possess a valid Medical Fitness Certificate issued by a medical examiner approved by the Administration.

2.6 Sea time

2.6.1 Officers and crew sailing on board Type 4 Coastal vessels shall be entitled to receive sea time in respect of eligibility and service requirements towards NCV competency certificates in line with applicable STCW requirements.

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ANNEX-3: Accommodation Rules

3.1 Application

This part shall apply to all Type 4 Coastal vessels of 500 GT and above.

3.2 Definitions

For the purpose of this Annex:

Approved means approved by the Administration or Recognized Organizations acting on its behalf.

Overhead deck means any deck which forms the crown of any part of the crew accommodation

Watertight means capable of preventing the passage in any direction of water under pressure or otherwise as the case may be having regard to the functional requirement of that part of the vessel.

3.3 Construction of bulkheads and paneling

3.3.1 All bulkheads enclosing or within any part of the crew accommodation shall be properly constructed of steel or other suitable material. If the bulkheads are exposed to the weather, they shall be of watertight construction, and means of closure shall be provided for all openings in such bulkheads, so as to enable them to be made weather tight.

3.3.2 If the partitions/bulkheads within the accommodation spaces are not constructed of steel then the paneling/ceiling used in the accommodation shall be made of non-combustible material of an approved quality.

3.3.3 Any bulkhead which separates any part of the crew accommodation (other than a recreation deck space) from a space used as --

- An oil fuel bunker;
- A cargo or machinery space;
- A lamp room or paint room;
- A store room not forming part of the crew accommodation (other than a dry provision store room);

- A chain locker; or
- A cofferdam

Shall be gastight, and shall be watertight where necessary to protect the crew accommodation.

3.3.4 Any inside paneling in the crew accommodation shall be constructed of a suitable material with a surface, which can be easily kept clean.

3.3.5 Neither bulkheads nor inside paneling shall be constructed with tongued and grooved boarding or in a manner or with material likely to harbor vermin.

3.4 Overhead decks and flooring

3.4.1 Every overhead deck exposed to the weather shall be constructed of steel or other metal.

3.4.2 Every deck which forms the floor in the crew accommodation shall be properly constructed and shall have a surface which provides a good foothold and is capable of being easily kept clean.

3.4.3 The floor covering shall be impervious to water and, if the deck is situated on the top of oil tank, impervious to oil.

3.5 Protection from Weather

3.5.1 The crew accommodation and the means of access thereto and egress there from shall be so arranged and constructed and situated in such a position as to ensure -

- The protection of the crew against injury to the greatest practicable extent,
- The protection of the crew accommodation against the weather and the sea,
- The insulation of the crew accommodation from heat and cold,
- The protection of the crew accommodation against moisture due to condensation,
- The exclusion from the crew accommodation of effluvia originating

in other spaces in the vessel; and

- The exclusion from the crew accommodation, to the greatest practicable extent, of noise originating in other spaces in the vessel.

3.6 Lighting

3.6.1 Every part of the crew accommodation, other than pantries, laundries drying rooms, lockers, storerooms, sanitary accommodation, passageways offices, shall be properly lighted by natural light.

3.6.2 Provided that if in any space in the vessel it is impracticable to provide proper natural lighting, such lighting shall not be required if adequate electric lighting is always available in that space.

3.7 Ventilation and Air Conditioning

3.7.1 In every new Coastal vessel the enclosed parts of the crew accommodation shall be ventilated by a system, which will maintain the air therein in a state of purity adequate for the health and comfort of the crew. Such system shall be capable of being so controlled as to ensure a sufficiency of air movement under all conditions of weather and climate to which the vessel is likely to be subjected during the voyages on which she is intended to be engaged and shall be additional to any side scuttles, skylights, companions, doors or other apertures not intended solely for ventilation.

3.7.2 In every existing Coastal vessel, as a minimum, adequate fans shall be provided in the enclosed spaces of the crew accommodation.

3.7.3 For all Coastal vessels above 3000 GT, the accommodation spaces shall be air-conditioned in accordance with MLC 2006 requirements.

3.8 Painting

3.8.1 The interior sides and ceilings of the crew accommodation shall be covered with enamel paint or other suitable material of an approved quality.

3.8.2 All paints, varnish, polish and other finishes in the crew accommodation shall be capable of being easily kept clean and shall be maintained in good condition.

3.9 Sleeping rooms

3.9.1 Sleeping rooms shall be provided for the crew, in accordance with the following provisions:

3.9.2 The maximum number of persons accommodated in sleeping rooms shall be as follows:

- Master and Chief Engineer - 1 person per room
- Other Officers - 2 persons per room
- Apprentices/Ratings - Not more than 4 persons per room on Inland-Coastal vessels of 500 GT and above

3.9.3 In every Coastal vessel of 500 GT and above, the minimum floor area provided for each person in a sleeping room forming part of crew accommodation shall be 2.75 $m^{2.}$

3.10 Beds

3.10.1 Every sleeping room in the crew accommodation of a Coastal vessel under this notification shall be fitted with bed for each person accommodated in the room

3.11 Mess Rooms

3.11.1 Unless the circumstances are such as to require no member of crew to mess on board, at least one common mess room for officers and crew shall be provided. The floor area of the mess room shall be not less than 7.5 m^2

3.11.2 All tables, lockers, dress and un-upholstered parts of chairs and settees in to mess room shall be made of hardwood, rustproof metal or other smooth and impervious material not likely to crack, warp or become corroded

3.11.3 All furniture provided in the mess room shall be so made as not to be likely to harbour vermin

3.12 Supply of fresh water and drinking water

3.12.1 There shall be available a supply of fresh water sufficient for the wash-basins baths and showers fitted in compliance with this Notification.

3.12.2 The supply shall be provided from tanks of a capacity of at least 50 litres for each member of the crew for each day likely to elapse between successive replenishments of the water or by other equally efficient means.

3.12.3 If service tanks are fitted for that purpose, they shall be directly connected with the vessel's main washing water or drinking water storage tanks. There shall be a supply of drinking water provided in the crew accommodation from tanks of an adequate capacity for the purpose having regard to the number of persons in the crew and the time likely to elapse between successive replenishments of the water or by other equally efficient means.

3.12.4 If service tanks are fitted for that purpose they shall be directly connected with the vessel's main drinking water storage tanks.

3.13 Water closets and baths

3.13.1 At a minimum, each of the following classes of persons shall be provided with water closets and baths separate from those provided for the other classes:

a) Officers;

b) Apprentices/Ratings.

3.14 Galley and provisions/cold store rooms

3.14.1There shall be provided a galley for the preparation of food for the crew.

3.14.2 One or more storerooms shall be provided for the storage of dry provisions for the crew. Such rooms shall be fitted with sufficient shelves, cupboards and bins having regard to the maximum period likely to elapse between successive replenishments of stores and to the maximum number of persons for whom food is to be served

3.14.3 Means shall be provided to store perishable provisions and box freezers of adequate capacity shall be provided for this purpose

3.15 Medical Cabinet

3.15.1 A medical cabinet shall be provided in a suitable position suitable for storing the

medicines, medical stores and book of instructions provided in the vessel for the benefit of the crew on board.

3.15.2 Every Type 4 Coastal vessel shall, as a minimum, carry the following medical appliances:

- 1 no. first aid box not less than that prescribed for a life boat;
- 1 no. stretcher of approved type for easy evacuation of casualties.

3.16 Protection from Mosquitoes

3.16.1 The crew accommodation, other than galleys, storerooms and recreation spaces on the open deck shall be provided with protection against the admission of mosquitoes.

3.16.2 Such protection shall be provided by means of screens of rust proof wire or other suitable material which shall be fitted to all side scuttles, natural ventilators, skylights and doors leading to the open deck.

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ANNEX- 4: Construction Rules

4.1 Application

This part shall apply to all Type 4 Coastal vessels of 500 GT and above.

4.2 Construction rules for Structural Strength, Stability, Machinery and Electrical Installations

Requirements are applicable for Type 4 Coastal vessels under this notification with respect to Structural Strength, Stability, Machinery, Fire & Safety, Bilge Systems, and Electrical Installations.

4.2.1 All Type 4 Coastal vessels shall be designed and constructed in accordance with the classification rule requirements for hull structure, stability, watertight & weather tight integrity, machinery installations and electrical installations of a Recognized Organization (RO) assigning class notation as under:

1) Appropriate class symbol indicating full compliance to rule i.e. "**I**"
2) Appropriate construction marks for hull &machinery indicating full compliance to rule i.e.**(maltese cross) Hull, (maltese cross) Mach**
3) Appropriate service notation for type of ship & service **i.e. General Cargo, Tanker, Container, Passenger, Bulk carrier, Special service craft etc.**
4) Navigation notation "Coastal Area" for Type 4 Coastal vessel.

Class shall be maintained during in service operation with a RO of the Bangladesh Flag Administration.

4.3 Structural Fire Protection & Containment of fire

4.3.1 Requirements are applicable for Type 4 Coastal vessels of 500 GT and above under this notification with respect to structural fire protection shall comply with the relevant class requirement for type, length & class notation of the vessel and applicable SOLAS requirement.

4.4 Survey

4.4.1 The class survey for hull, machinery and other notations for assigned service notation & navigation notation shall be subject to the surveys as per class requirement or as

specified below:

a) An initial survey before the Coastal vessel is put into service;
b) A renewal survey at intervals specified by Classification Society but not exceeding five years;
c) An intermediate survey within the period of three months before 2nd anniversary and three months after 3rd anniversary of five years term
d) An annual survey within three months before or after each anniversary date
e) A minimum of two inspections of the outside of the Coastal vessel's bottom shall be carried out during the five year period of validity of the class certificate
f) A tail shaft survey at 5 (five) years interval
g) Boiler internal survey twice in 5 years period, if fitted

4.4.2 Safety Construction survey for structure, watertight integrity, stability, structural fire protection & machinery installation safety shall be carried out to confirm compliance to this annex requirement as per interval given in Annex 9 to maintain Bangladesh Coastal Vessel Safety Certificate

4.5 Certification

4.5.1 Vessel to be issued with Certificate of Class after initial survey by an IACS Classification Society which is a Recognized Organization and keep valid with periodical surveys endorsed within window period (Format of Certificate as per respective Class Society). Certificate of Class may also be issued by the local classification society of Bangladesh if such classification society is in operation and following the requirements of IACS classification rules.

4.5.2 Vessel to be issued with Bangladesh Coastal Vessel Safety Certificate as per format given in Annex 11 of this notification after initial survey by Administration or by its Recognized Organization and keeps valid with periodical surveys endorsed within window period.

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ANNEX- 5: Load Line Rules

5.1 Application

This part shall apply to all Type 4 Coastal vessels.

5.2. Definitions

5.2.1 ***Subdivision load line:*** Water line used to determine the sub division of the coastal vessel.

5.2.2 ***Deepest sub division load line:*** Sub division load line corresponds to the summer draught to be assigned to the coastal vessel.

5.2.3 ***Sub division length of the river-sea vessel (Ls)*** is the greatest projected moulded length of that part of the coastal vessel at or below deck or decks limiting the vertical extent of flooding with the coastal vessel at deepest subdivision load line

5.3 Freeboard

5.3.1 The Load Line shall be assigned in accordance to the requirement of International Load Line Convention, 1969 as amended.

5.3.2 Type 4 Coastal vessels shall be provided with Hatch covers in accordance to International Load Line Convention, 1969 as amended.

5.3.3 Type 4 Coastal vessels having length Ls of 80 m and upwards shall also comply with the requirements of Part B-1, Chapter 11-1 of SOLAS as amended.

5.4 Intact Stability

Type 4 Coastal vessels shall comply with the intact stability requirements for cargo ships specified in the Stability Code 2008 (2008 IS Code), adopted by the International Maritime Organization by MSC Res. 267(85) as amended.

5.5 Inclining Test

Every Type 4 Coastal vessel shall undergo an inclining test upon its completion and

the actual displacement and position of the center of gravity shall be determined for the lightship condition.

Where alterations are made to a Type 4 Coastal vessel affecting its lightship condition and position of the centre of gravity, the vessel shall, where the Administration considers this necessary, be re-inclined and the stability information amended.

5.6 Stability Information

Approved stability information shall be supplied to all vessels to enable the master to assess with ease and certainty the stability of the vessel under various operating conditions. Such information shall include specific advice to the master warning him of those operating conditions, which could adversely affect either stability or the trim of the vessel. In particular, the information recommended in the relevant IMO instruments referred above shall be included as appropriate. A copy of the stability information shall be submitted to the administration or recognized organization for approval.

The approved stability information shall be kept on board, readily accessible at all times and inspected at the periodical surveys of the vessel to ensure that it has been approved.

Where alterations are made to a Type 4 Coastal vessel affecting its stability, revised stability calculations shall be prepared and submitted to the recognized organization or to the administration for approval. Where the administration or Recognized Organization decided that the stability information must be revised, the new information shall be supplied to the master and the superseded information removed from the vessel.

5.7 Survey

5.7.1 The Load Line survey for assigned freeboard shall be subject to the surveys as per International Load Line Convention, 1969 as amended as specified below:

a) An initial survey before the Coastal vessel is put into service;

b) A renewal survey at intervals specified by Administration but not exceeding five years;

c) An annual survey within three months before or after each anniversary date

5.8 Certification

5.8.1 Vessel shall be issued with International Load Line Certificate as per format given in International Load Line Convention, 1969 as amended after initial survey by Administration or by its Recognized Organization and keep valid with periodical surveys endorsed within window period.

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Annex-6: Prevention of Collisions

6.1 Application

This Annex shall apply to all Type 4 Coastal vessels.

6.2 Prevention of Collisions

6.2.1 Coastal vessels of 1600 GT and above shall comply with the requirements of the International Regulation for Prevention of Collisions at Sea (COLREG), 1972 as amended.

6.2.2 Coastal vessels of less than 1600 GT shall comply with the requirements of the International Regulation for Prevention of Collisions at Sea (COLREG), 1972 as amended, except the positioning of lights shall be as follows:

- Forward mast light shall be at a maximum height of 6 m.
- All other lights shall be positioned accordingly (as a function of the height of the forward mast light or beam, whichever is higher).
- Coastal vessel of less than 3000 GT need not to have a separate lights & sound signals (L&SS) Plan. Light arrangements may be shown on the GA Plan or any other suitable Plan.

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ANNEX- 7: Life Saving Appliances

7.1 Application

This part shall apply to all Type 4 Coastal vessels.

7.2 Definition

7.2.1 ***Approved*** means Type approved by Flag Administration or Recognized Organization acting on its behalf.

7.2.2 ***Length*** shall be defined as 96% of the total length on the waterline at 85% of the least moulded depth measured from the top of the keel, or the length from the fore side of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this is measured shall be parallel to the designed waterline.

7.3 Survival Craft

7.3.1 Every Type 4 Coastal vessel of less than 85 m length shall carry on each side of the vessel one or more inflatable life rafts (SOLAS Pack B) capable of being launched from either side of Coastal vessel. The aggregate capacity of life rafts(s) placed on each side shall accommodate total number of persons vessel certified to carry. If life rafts are easily transferrable to either side, consideration may be given to reduce total aggregate life raft capacity placed on both sides to accommodate total number of persons vessel certified to carry.

7.3.2 Every Type 4 Coastal vessel of 85 m and above and Coastal tankers of 35 m length & above shall carry:

7.3.2.1 One or more lifeboats complying with the requirements of SOLAS in force of such aggregate capacity on each side of the vessel as will accommodate total number of person on board; and

7.3.2.2 In addition, one or more life rafts (SOLAS Pack B) capable of being launched on either side of the Coastal vessel and of such aggregate capacity as will accommodate the total number of persons vessel certified to carry. If life rafts are easily transferrable to either side, consideration may be given to reduce total

aggregate life raft capacity placed on both sides to accommodate total number of persons vessel certified to carry.

7.3.3 One of the lifeboat as specified in Para 7.3.2.1 may be designated as rescue boat together with its launching & recovery arrangement and such rescue boat shall deemed to satisfy requirements of Para 7.4.1 of this annex.

7.3.4 Type 4 Coastal vessels where the horizontal distance from the extreme end of the stem or stern of the ship to the nearest location of survival craft is more than 100m shall carry, in addition to the life rafts required by Para 7.3.2.2 a life-raft stowed at forward or aft, or one as forward and another as aft, as is reasonable & practicable. Such life rafts are securely fastened to allow manual release and need not be of type which can be launched from an approved launching device.

7.3.5 Every inflatable life raft and hydrostatic release unit shall be serviced:

7.3.5.1 At interval not exceeding twelve months; however, in cases where it appears justified and reasonable, the administration or its recognized organization may extend this period up to a maximum period of fifteen months

7.3.5.2 By a service station approved by administration or by its Recognized Organization which is competent to provide such service having required service facility & qualified/trained operators.

7.4 Rescue Boats

7.4.1 Type 4 Coastal vessels shall be required to carry a Rescue boat or Equivalent as per below table:

Length of Coastal Vessel	Description of Rescue boat	Remarks
< 24m	Not required	If vessel carrying power operated life boat, same can be designated as rescue boat.
24m<Vessel<35m	One boat of suitable type that can be lowered and hoisted manually from/to the vessel by 2 persons	
35m<Vessel<85m	One work boat or Zodiac or rescue boat of minimum 3 persons capacity with suitable launching arrangements	
Vessel>85m	One rescue boat complying with LSA code requirement	

Note: The rescue boat and launching arrangements shall be exempted from the requirement of annual load test. However, an operational test to the satisfaction of attending surveyor shall be carried out during periodical Coastal Vessel Safety Survey. Load test with two persons + one injured person each 75 Kg shall be carried out during Coastal vessel safety renewal survey.

7.5 Life Jackets

7.5.1 Life jackets of approved type shall be provided for each person on board Type 4 Coastal vessels. Life jackets for each person shall be located in cabins or an easily accessible, unlocked & identified location.

7.5.2 Additional life jackets shall be provided as per below table for persons on watch or duty and for use at remotely located survival craft station. Same to be located at place of watch/duty or near remote survival craft station. In both cases, life jackets shall be located at an easily accessible, unlocked & identified location.

Number of persons vessel certified to carry	Minimum number of additional life jackets
Less than 16 persons	Not less than 4 (four)
16 persons or more	Not less than 25% of total number of persons vessel certified to carry

7.5.3 Each life jacket shall be fitted with a whistle firmly secured to life jacket, light and retro reflective tapes.

7.6 Life buoys

7.6.1 Type 4 Coastal vessels shall carry minimum number of life buoys as per following tables as per length of the vessels:

Length of the coastal vessel	Minimum Number of life buoys
50 m or less	6
More than 50 m but less than 100 m	8
More than 100 m but less than 150 m	10

7.6.2 At least half the number of life buoys listed in 7.6.1 shall be fitted with self-igniting

lights

7.6.3 At least one life buoy at each side of the bridge wings shall be fitted with 30 m life line, self-igniting light and smoke signal.

7.7 Distress Signals

7.7.1 Each Type 4 Coastal vessel shall be provided with not less than following distress signals:

- 6 Rocket Parachutes
- 4 Red hand flares
- 1 Orange smoke Float signal

7.7.2 These distress signals shall be placed on Navigation Bridge or at a place near Navigation Bridge.

7.7.3 They shall be placed in a manner that these are easily accessible and identifiable.

7.7.4 Expired distress signals shall be replaced prior expiry with valid ones.

7.8 Thermal Protective Aid (TPA)

7.8.1 Thermal Protective Aids of approved type shall be provided for each person on board Type 4 Coastal vessels. TPAs shall be located at an easily accessible & identified location.

7.9 Radio Life Saving Appliances

7.9.1 All Type 4 Coastal vessels shall comply with the carriage requirements of distress and safety radio communication equipment as per Annex 9 of this notification

7.9.2 Type 4 Coastal vessels of less than 3000 GT shall be provided with at least one two-way VHF Radio-telephone apparatus

7.9.3 Type 4 Coastal vessels above 3000 GT shall be provided with at least three two- way VHF Radio-telephone apparatus. A minimum three batteries in sealed condition to be carried on board

7.9.4 Type 4 Coastal vessels above 3000 GT shall be provided with at least two Search & Rescue Radar transponders (SART) which may be those carried in compliance with the requirement of Annex 9 of this notification.

7.10 General Emergency Alarm System

7.10.1 Every Coastal vessel shall be provided with a general emergency alarm system capable of sounding the emergency alarm system signal.

7.10.2 The general emergency alarm system shall be capable of operating from Navigation Bridge or other control station as appropriate and shall be audible throughout all accommodation and working space.

7.11 Embarkation ladder

7.11.1 Type 4 Coastal vessels of 3000 GT and above shall be provided with embarkation ladder at each side of ship's embarkation station.

7.12 Line Throwing Apparatus (LTA)

7.12.1 Type 4 Coastal vessels of 3000 GT and above shall be provided with a Line Throwing Appliance.

7.13 Emergency Instructions

7.13.1 Clear instruction shall be available for taking action in the event of emergency, including a muster list. These instructions shall be exhibited in conspicuous places throughout the coastal vessel including navigation bridge, engine room and accommodation spaces. Drills shall be carried out at regular interval and recorded in the log book.

7.13.2 Posters and signs clearly demonstrating the operating instruction of survival craft and their launching procedure shall be displayed near the vicinity of survival craft. These shall be easily seen under emergency lighting conditions.

7.13.3 Type 4 Coastal vessels of 3000 GT and above shall be provided with a training manual, which at minimum shall cover followings

- Identification of muster area
- Survival craft/rescue boat embarkation, launching and recovery arrangement
- Emergency training and drills
- Operational readiness, maintenance and inspection of lifeboat
- Instruction for on board maintenance

7.13.4 IMO symbols for life saving appliances shall be placed at appropriate location.

7.14 Survey

7.14.1 Safety survey for life saving appliances shall be carried out to confirm compliance to the requirements of this annex as per interval given in Annex 11 of this notification to maintain Bangladesh Coastal Vessel Safety Certificate

7.15 Certification

7.15.1 Vessel to be issued with Bangladesh Coastal Vessel Safety Certificate as per format given in Annex 11of this notification after initial survey by Administration or by its Recognized Organization and keeps valid with periodical surveys endorsed within window period.

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ANNEX- 8: Fire Fighting Appliances

8.1 Application

This part shall apply to all Type 4 Coastal vessels.

8.2 Definition

8.2.1 ***Approved*** means Type approved by Flag Administration or Recognized Organizations acting on its behalf.

8.3 Fire mains and hydrants

8.3.1 General

Materials readily rendered ineffective by heat shall not be used for fire mains and hydrants. Isolation valves are to be fitted for all open deck fire main branches used for purposes other than fire-fighting.

In ships where deck cargo may be carried, the position of hydrants shall be such that they are always readily accessible and the pipes shall be arranged as far as practicable to avoid risk of damage by such cargo. The arrangements for ready availability of water supply shall be to the satisfaction of the Administration or Recognized Organization acting on its behalf

8.3.2 Diameter of fire mains

The diameter of the fire main & water service pipes shall be sufficient for the discharge of 140 m^3/h.

8.3.3 Isolating valves and relief valves

Isolating valves shall be so arranged so that the fire main is not disabled due to fire in the machinery space and such valves are fitted in an easily accessible and tenable position outside machinery spaces. A valve shall be fitted to serve each fire hydrant so that any fire hose may be removed while the fire pumps are in operation.

Relief valves shall be provided in conjunction with fire pumps, if the pumps are capable of developing pressure exceeding the design pressure of the fire main system.

8.3.4 Number and position of hydrants

The number and position of hydrants shall be such that at least two jets of water not emanating from the same hydrant, one of which shall be from a single length of hose, may reach any part of the ship normally accessible to the crew while the ship is being navigated and any part of any cargo space when empty. Such hydrants shall be positioned near the access to the protected spaces

8.3.5 Pressure at Hydrants

With the two pumps simultaneously delivering a quantity of water as specified in 8.4.4.1 through any adjacent hydrants, a minimum pressure of 0.25 N/mm^2shall be maintained at all hydrants, and the maximum pressure at any hydrant shall not exceed that at which the effective control of a fire hose can be demonstrated.

8.3.6 International Shore Connection

Ships shall be provided with at least one international shore connection usable of either side of the ship.

8.4 Fire pumps

8.4.1 Number of Fire Pumps

Ships shall be provided with at least two independently driven approved fire pumps.

8.4.2 Arrangement of fire pumps and fire mains

If a fire in any one compartment could put all the pumps out of action, there shall be an alternative means consisting of an approved emergency fire pump with its source of power and sea connection located outside the space where the main fire pumps or their sources of power are located. The space containing the emergency fire pump shall not be contiguous to the boundaries of the machinery spaces or those spaces containing the two main fire pumps. No direct access shall be permitted between the machinery space and the space containing the emergency fire pump and its source of power. Alternatively, the access may be through a watertight door capable of being operated from a space remote from the machinery space and the space containing the emergency fire pump unlikely to be cut-off in the event of fire in those spaces. In such cases a second means of access to the space containing the emergency fire pump and its source of power is to be provided.

Ventilation arrangement to the space containing the independent source of power for the emergency fire pump shall be such as to preclude the possibility of smoke from machinery space fire entering or being drawn into that space

8.4.3 Additional pumps accepted as Fire Pumps

Sanitary, ballast, bilge or general service pumps may be accepted as one of the two fire pumps provided that they are not normally used for transfer or pumping oil, and provided such pumps are capable of providing water to the fire mains.

8.4.4 Capacity of Fire Pumps

8.4.4.1 Total capacity of Fire Pumps

The two fire pumps, other than the emergency fire pump, shall deliver a quantity of water not less than 140 m^3/h.

8.4.4.2 Capacity of each fire pump

Each of the two fire pumps, other than the emergency fire pump, shall have a minimum capacity of 25 m^3/h, and capable of delivering at least the two required jets of water as prescribed in 8.3.4

8.5 Fire hoses and nozzles

8.5.1 General specifications

8.5.1.1 Approved fire hoses shall be of non-perishable material and shall be sufficient in length to project a jet of water to any of the spaces in which they may be required to be used

8.5.1.2 Each hose shall be provided with a nozzle and the necessary couplings

8.5.1.3 Hoses specified in this Annex as "fire hoses" shall, together with any necessary fittings and tools, be kept ready for use in conspicuous positions near the water service hydrants or connections

8.5.1.4 Fire hoses shall have a length of at least 10m, but not more than

a) 15 m in machinery spaces

b) 20 m in other spaces and open decks, and

c) 25 m for open decks on ships with a maximum breadth in excess of 30 m

8.5.1.5 Unless one hose and nozzle is provided for each hydrant in the ship, there shall be complete interchangeability of hose couplings and nozzles

8.5.2 Number and diameter of fire hoses

8.5.2.1 Ships shall be provided with fire hoses, the number and diameter of which, shall be to the satisfaction of the Administration or recognized organization acting on its behalf.

8.5.2.2 As a guideline, ships shall be provided with one fire hose for each 30 m in length of the ship and one spare, but in no case less than five in all

8.5.3 Size and types of nozzles

8.5.3.1 Standard nozzle sizes shall be 12 mm, 16 mm and 19 mm or as near thereto as possible

8.5.3.2 Larger diameter nozzles may be permitted at the discretion of the Administration or recognized organization acting on its behalf

8.5.3.3 Nozzles shall be of a dual-purpose type (Le. spray/jet type) approved for marine use incorporating a shut off.

8.6 Portable fire extinguishers

8.6.1 Ships shall carry at least five approved portable fire extinguishers to be used in accommodation spaces, service spaces and control stations

8.6.2 One of the portable fire extinguishers intended for use in any space shall be stowed near the entrance to that space.

8.6.3 Carbon dioxide fire extinguishers shall not be placed in accommodation spaces

8.6.4 Fire extinguishers shall be situated ready for use at easily visible places, which can be reached quickly and easily at any time in the event of fire

8.6.5 Portable fire extinguishers shall be provided with devices which indicate whether they have been used

8.6.6 Spare charges shall be provided for 100% of the first ten extinguishers and 50% of the remaining fire extinguishers capable of being recharged on board.

8.7 Fixed fire-fighting systems

8.7.1 Types of fixed fire-extinguishing systems

8.7.1.1 A fixed fire-fighting system required may be any of the following:

a) A fixed gas fire-extinguishing system,
b) A fixed high-expansion foam fire-extinguishing system,
c) A fixed pressure water-spraying fire-extinguishing system

8.7.1.2 Fire extinguishing systems using Halon 1211, 1301 and 2402 &perfluorocarbons shall be prohibited

8.7.2 Closing appliances for fixed fire-extinguishing systems

8.7.2.1 Where a fixed gas fire-extinguishing system is used, openings which may admit air to, or allow gas to escape from, a protected space shall be capable of being closed from outside the protected space

8.7.3 Storage rooms of fire-extinguishing medium

8.7.3.1 When a fire-extinguishing medium is stored outside a protected space, it shall be stored in a room which is located behind the forward collision bulkhead, and is used for no other purposes.

8.7.3.2 Any entrance to such a storage room should preferably be from the open deck and should be independent of the protected space

8.7.3.3 If the storage space is located below deck, it shall be located no more than one deck below the open deck and shall be directly accessible by a stairway or ladder from the open deck

8.7.3.4 Spaces which are located below deck shall be fitted with mechanical ventilation

system designed to take exhaust air from the bottom of the space and shall be sized to provide at least 6 air changes per hour

8.8 Fire extinguishing systems in machinery spaces

8.8.1 Fixed fire-extinguishing arrangements

8.8.1.1 Machinery spaces containing oil-fired boilers, oil fuel units or internal combustion engines having aggregate total output of not less than 375 kW shall be provided with one of the fixed fire-extinguishing systems in 8.7.1

8.8.1.2 In addition to the above, for machinery spaces of 500 $m^3$and above, a fixed water based or equivalent local application fire extinguishing system shall be provided to protect areas such as the following without the need of engine shutdown, personnel evacuation or sealing of spaces:

i) Fire hazard portion of internal combustion machinery used for main propulsion and power generation

ii) Boiler fronts

iii) Fire hazard portions of incinerators

iv) Purifiers for heated fuel oil

8.8.1.3 Activation of local application system shall give a visual and distinct audible alarm in the protected space and continuously manned stations.

8.9 Additional fire-extinguishing systems

8.9.1 There shall be at least one approved portable foam applicator unit

8.9.2 There shall be minimum two foam-type fire extinguishers, each of at least 45 litre capacity or equivalent in spaces containing internal combustion machinery. In the case of boiler rooms containing boilers of 175 kW and above, one foam extinguisher of at least 135 litre capacity is to be provided

8.9.3 There shall be sufficient number of portable foam extinguishers which should be so located that, as far as practicable, no point in the space is more than 10 m from an extinguisher.

8.10 Fire extinguishing arrangements in control stations, accommodation &service spaces

8.10.1 Sprinkler systems

8.10.1.1 A fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in all corridors, stairways and escape routes within accommodation spaces.

8.10.1.2 Where fire protection method IIC of SOLAS Ch. 11-2 is adopted, an approved automatic sprinkler, fire detection and fire alarm system shall be so installed and arranged as to protect accommodation spaces, galleys and other service spaces, except spaces which afford no substantial fire risk such as void spaces, sanitary spaces etc.

(Notes for Clarification of Fire Protection Methods:

- *Method IC: The construction of internal divisional bulkheads of non-combustible "B" or "C" class divisions generally without automatic sprinkler, fire detection and fire alarm systems in the accommodation and service spaces except there is to be a fixed fire detection and alarm system in all corridors, stairways and escape routes within accommodation spaces*

- *Method IIC: Generally there is no restriction on the type of internal divisional bulkheads, deck heads and linings but there is to be an automatic sprinkler, fire detection and fire alarm system for the protection of accommodation spaces, galleys and other service spaces except spaces which do not present a substantial fire risk (e.g. void spaces, sanitary spaces, etc). In addition, there is to be a smoke detection and alarm system in all accommodation corridors, stairways and escape routes*
- *Method IIIC: Generally, there is no restriction on the type of internal divisional bulkheads, deck heads and linings within a system of "A" and "B" class divisions. No area bounded by "A" or "B" class divisions should exceed 50m^2. However, a flag authority may consider increasing this area for a public space. There is to be fixed fire detection and alarm system in all accommodation and service spaces, providing smoke detection in corridors, stairways and escape routes within accommodation areas, except spaces which do not present a substantial fire risk (e.g. void spaces, sanitary spaces, etc).*

8.10.2 Spaces containing flammable liquid

8.10.2.1 Paint lockers and flammable liquid lockers, at a minimum, shall be protected by a

portable carbon dioxide fire extinguisher of adequate size. A discharge port shall be arranged in the locker to allow the discharge of the extinguisher without having to enter the protected space.

Alternatively, paint lockers may be protected by a dry powder system designed for 0.5 [Kg powder/m^3] or a water spraying system supplied from fire main with isolating valve or sprinkler system designed for 5 [l/m^2. min].

8.10.3 Deep-fat cooking equipment

a) An approved fire-extinguishing system,

b) A primary and backup thermostat with an alarm to alert the operator in the event of failure of either thermostat

c) Arrangements for automatically shutting off the electrical power upon activation of the fire-extinguishing system

d) An alarm for indicating operation of the fire-extinguishing system in the galley where the equipment is installed.

e) Controls for manual operation of the fire-extinguishing system which are clearly labeled for ready use by the crew.

8.11 Fixed gas fire-extinguishing systems for cargo spaces

8.11.1 Any vessel engaged in the carriage of dangerous goods or cargoes of other than low fire risk shall be provided with an approved fixed carbon dioxide or inert gas fire-extinguishing system or a fire extinguishing system which in the opinion of the Administration gives equivalent protection for the cargoes carried.

8.12 Fire-fighter's outfits

8.12.1 Vessels shall carry at least two fire-fighter's outfits. Coastal tankers shall be provided with 2 (two) additional fire fighter's outfits.

8.12.2 The fire-fighter's outfits shall be kept ready for use in an easily accessible location that is permanently and clearly marked

8.13 Notification of crew

8.13.1 A general emergency alarm system shall be used for notifying the crew of a fire.

8.14 Operational requirements

8.14.1 Operational readiness and maintenance

8.14.1.1 At all times while a ship is in service,

a) fire protection systems and fire-fighting systems and appliances shall be maintained ready for use; and

b) fire protection systems and fire-fighting systems and appliances shall be properly tested and inspected

8.14.1.2 A ship is not in service when:

a) It is in for repairs or lay-up (either at anchor or in port) or in dry-dock; and

b) It is declared not in service by the owner or the owner's representative.

8.14.1.3 Portable extinguishers which have been discharged shall be immediately recharged or replaced with an equivalent unit

8.14.1.4 A maintenance plan shall be developed and implemented for ensuring reliability of fire-fighting systems and appliances, in accordance with the circulars/orders/notices issued by the Directorate on this matter from time to time.

8.14.1.5 The maintenance plan should be kept on board and should be available for inspection whenever required by the Administration or Recognized Organization acting on its behalf.

8.14.1.6 The maintenance plan shall include at least the following fire-fighting systems and appliances, where installed:

a) Fire mains, fire pumps and hydrants, including hoses, nozzles and international shore connections;

b) Fixed fire detection and fire alarm systems;

c) Fixed fire-extinguishing systems and other fire-extinguishing appliances;

d) Automatic sprinkler, fire detection and fire alarm systems;

e) Ventilation systems, including fire and smoke dampers, fans and their controls;

f) Emergency shutdown of fuel supply;

g) Fire doors including their controls;

h) General emergency alarm systems;

i) Emergency Escape Breathing Devices;

j) Portable fire extinguishers, including spare charges; and

k) Fire-fighter's outfits.

8.14.1.7 The maintenance plan may be computer-based

8.14.2 Instructions, on-board training and drills

8.14.2.1 Crew members shall receive instruction on fire safety on board the ship

8.14.2.2 Crew members shall receive instructions on their assigned duties.

8.14.2.3 Parties responsible for fire extinguishing shall be organized. These parties shall have the capability to complete their duties at all times while the ship is in service

8.14.2.4 Crew members shall be trained to be familiar with the arrangements of the ship as well as the location and operation of any fire-fighting systems and appliances that they may be called upon to use.

8.14.2.5 Training in the use of Emergency Escape Breathing Device shall be considered as part of on-board training

8.14.2.6 Performance of crew members' assigned fire-fighting duties shall be periodically evaluated by conducting on-board training and drills to identify areas in need of improvement, to ensure competency in fire- fighting skills is maintained, and to ensure the operational readiness of the fire-fighting organization. Fire and damage control drills and exercises/training is to meet the standards as mentioned in SOLAS 1974 as amended.

8.14.2.7 A training manual, written in the working language of the ship, shall be provided in each crew mess room and recreation room or in each crew cabin and shall explain

the following:

a) General fire safety practice and precautions related to the dangers of smoking, electrical hazards, flammable liquids and similar common shipboard hazards;

b) General instructions on fire-fighting activities and fire-fighting procedures, including procedures for notification of a fire and use of manually operated call points;

c) Meanings of the ship's alarms;

d) Operation and use of fire-fighting systems and appliances;

e) Operation and use of fire doors;

f) Operation and use of fire and smoke dampers; and

g) Escape systems and appliances.

8.14.3 Fire control plan

8.14.3.1 General arrangement plans should be permanently exhibited for the guidance of the ship's officers showing clearly for each deck the control stations, the various fire sections enclosed by "A" class divisions, the sections enclosed by "8" class divisions together with particulars of the fire-detection and fire alarm systems, the sprinkler installation, the fire extinguishing appliances, means of access to different compartments, decks, etc. and the ventilating system, including particulars of the fan control positions, the position of dampers and identification numbers of the ventilating fans serving each section. Alternatively, at the discretion of the Administration or the recognized organization acting on its behalf, the aforementioned details may be set out in a booklet, a copy of which should be supplied to each officer, and one copy shall at all times be available on board in an accessible position. Plans and booklets shall be kept up to date; any alterations thereto should be recorded as soon as practicable. Description in such plans and booklets shall be in English, or in the working language of the ship, if not English.

8.14.3.2 A duplicate set of the fire control plan or a booklet containing such plans shall be permanently stored in a prominently marked weather tight enclosure outside the deckhouse for the assistance of shore-side fire-fighting personnel

8.14.4 Operations

8.14.4.1 All ships shall be provided with a fire safety operational booklet that shall contain the

necessary information and instructions for the safe operation of the ship and cargo handling operations in relation to fire safety.

8.14.4.2 For ships carrying dangerous goods and flammable bulk cargoes, the fire safety operational booklet shall provide pertinent fire-fighting and emergency cargo handling instructions

8.14.4.3 The booklet shall include information concerning the crew's responsibilities for the general fire safety of the ship while loading and discharging of cargo and while under way. Necessary fire safety precautions for handling general cargoes shall be explained

8.14.4.4 The fire safety operational booklet shall be provided in each crew mess room and recreation room or in each crew cabin.

8.14.4.5 The fire safety operational booklet shall be written in English or the working language of the ship, if not English.

8.14.4.6 The fire safety operational booklet may be combined with the training manuals required by Para 8.14.2.7

8.15 Survey

8.15.1 Safety survey for fire-fighting equipment shall be carried out to confirm compliance to the requirements of this annex as per interval given in Annex 11of this notification to maintain Bangladesh Coastal vessel safety certificate

8.16 Certification

8.16.1 Vessel to be issued with Bangladesh Coastal Vessel Safety Certificate as per format given in Annex 11of this notification after initial survey by Administration or by its Recognized Organization and keeps valid with periodical surveys endorsed within window period.

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ANNEX 9: Radio Communication

9.1 Application

This part shall apply to all Type 4 Coastal vessels.

9.2 Radio Communication Equipment

9.2.1 All Type 4 Coastal Vessels of less than 500 GT shall be provided with:

9.2.1.1 A VHF radio installation capable of transmitting and receiving radiotelephony on Channel 6, Channel 13 and Channel 16. Digital Selective Calling (DSC) on Channel 70

9.2.1.2 An additional VHF radio installation, which could be a portable/hand- held VHF, capable of transmitting and receiving radiotelephony on Channel 6, Channel 13 and Channel 16

9.2.1.3 A “Class B” automatic identification system (AIS)

9.2.1.4 A Search and Rescue Transponder (SART) capable of operating in the 9 GHz band, which shall be so stowed that it can be easily utilized

9.2.1.5 A satellite emergency position-indicating radio beacon (EPIRB)

9.2.1.6 A receiver capable of receiving NAVTEX service broadcasts

9.2.1.7 An MF/HF radio installation capable of transmitting and receiving using radiotelephony

9.2.2 All Type 4 Coastal Vessels of 500 GT and above but less than 1600 GT shall be provided with:

9.2.2.1 A VHF radio installation capable of transmitting and receiving radiotelephony on Channel 6, Channel 13 and Channel 16.
DSC on Channel 70

9.2.2.2 An additional VHF radio installation, which could be a portable/hand- held VHF, capable of transmitting and receiving radiotelephony on Channel 6, Channel 13 and Channel 16

9.2.2.3 A ‘Class A’ Automatic Identification System (AIS)

9.2.2.4 A Search and Rescue Transponder (SART) capable of operating in the 9 GHz band, which shall be so stowed that it can be easily utilized

9.2.2.5 A Satellite Emergency Position-Indicating Radio Beacon (EPIRB)

9.2.2.6 A receiver capable of receiving NAVTEX service broadcasts

9.2.2.7 An MF/HF radio installation capable of transmitting and receiving using radiotelephony

9.2.3 All Type 4 Coastal vessels of 1600 GT and above but less than 6000 GT shall be provided with:

9.2.3.1 A VHF radio installation capable of transmitting and receiving radiotelephony on Channel 6, Channel 13 and Channel 16.
DSC on Channel 70

9.2.3.2 An additional VHF radio installation, which could be a portable/hand- held VHF, capable of transmitting and receiving radiotelephony on Channel 6, Channel 13 and Channel 16

9.2.3.3 A Class A automatic identification system (AIS)

9.2.3.4 A Search and Rescue Transponder (SART) capable of operating in the 9 GHz band, which shall be so stowed that it can be easily utilized

9.2.3.5 A satellite emergency position-indicating radio beacon (EPIRB)

9.2.3.6 A receiver capable of receiving NAVTEX service broadcasts

9.2.3.7 A ship earth station capable of transmitting and receiving distress and safety communications using direct-printing telegraphy initiating and receiving distress priority calls maintaining watch for shore-to-ship distress alerts, including those directed to specifically defined geographical areas transmitting and receiving general radio communications, using either radiotelephony or direct-printing telegraphy

9.2.3.8 An MF/HF radio installation capable of transmitting and receiving using radiotelephony.

Radio Communication Equipment	Type 4 Coastal vessel			Remarks
	< 500GT	>500GT but <1600GT	>1600GT but <6000GT	
VHF radio installation(trans receiver)	Yes	Yes	Yes	
An additional VHF radio installation(trans receiver)	Yes	Yes	Yes	Can be portable hand held
Automatic Identification System (AIS)	Yes (Class B)	Yes (Class A)	Yes (Class A)	
Search & Rescue Transponder (SART)	Yes	Yes	Yes	
Emergency Position-Indicating Radio Beacon (EPIRB)	Yes	Yes	Yes	
NAVTEX Receiver	Yes	Yes	Yes	
Ship Earth Station	No	No	Yes	
MF/HF radio installation	Yes	Yes	Yes	

9.3 Emergency power supply

All Type 4 Coastal vessels shall have emergency power supply/battery backup for essential communication.

9.4 Operator

9.4.1 All Type 4 Coastal vessels shall be required to have a Mobile Station License issued by the appropriate authority of the Government of the People's Republic of Bangladesh.

9.4.2 All Type 4 Coastal vessels shall be required to have at least one operator holding a general or restricted operator's certificate for radio communication equipment on board that shall be acceptable to the Government of Bangladesh

9.5 Survey

9.5.1 Safety survey for Radio Communication equipment shall be carried out to confirm compliance to the requirements of this annex as per interval given in Annex 11 of this notification to maintain Bangladesh Coastal vessel Safety Certificate

9.6 Certification

9.6.1 Vessel to be issued with Bangladesh Coastal Vessel Safety Certificate as per format given in Annex 11 of this notification after initial survey by Administration or by its Recognized Organization and keeps valid with periodical surveys endorsed within window period.

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ANNEX- 10: Navigation Equipment and Documents

10.1 Application

This Annex shall apply to all Type 4 Coastal vessels.

10.2 Approval and performance standards of navigational equipment

All navigational equipment provided onboard Type 4 Coastal vessels shall be of approved type acceptable to the Administration.

10.3 Navigational equipment

10.3.1 All Type 4 Coastal Vessels of less than 500 GT shall be provided with:

10.3.1.1 One Magnetic compass with Azimuth mirror for terrestrial navigation

10.3.1.2 One spare magnetic compass

10.3.1.3 A 9 GHz X Band Radar with 180 mm display & 24 NM range

10.3.1.4 One Global Positioning System (GPS)

10.3.1.5 One Rudder angle indicator

10.3.1.6 One aneroid Barometer

10.3.1.7 One ALDIS Lamp or search light

10.3.1.8 Nautical chart for voyage passages

10.3.1.9 One Nautical Almanac

10.3.1.10 A tide table

10.3.1.11 Sound Signal (Horn & Bell) one each meeting requirement of COLREG, 1972 as amended

10.3.2 All Type 4 Coastal vessels of 500 GT and above but less than 1600 GT shall be provided with:

10.3.2.1 One Magnetic compass with Azimuth mirror for terrestrial navigation

10.3.2.2 One spare magnetic compass

10.3.2.3 A Gyro Compass or a transmitting heading device in lieu of Gyro Compass

10.3.2.4 A 9 GHz X Band Radar with 180 mm display & 24 NM range

10.3.2.5 One Global Positioning System (GPS)

10.3.2.6 One Rudder angle indicator

10.3.2.7 One aneroid Barometer

10.3.2.8 One ALDIS Lamp or search light

10.3.2.9 Nautical chart for voyage passages

10.3.2.10 One Nautical Almanac

10.3.2.11 A tide table

10.3.2.12 Sound Signal (Horn & Bell) one each meeting requirement of COLREG 1972 as amended

10.3.2.13 One Echo sounder

10.3.3 All Type 4 Coastal vessels of 1600 GT and above but less than 3000 GT shall be provided with:

10.3.3.1 One Magnetic compass with Azimuth mirror for terrestrial navigation

10.3.3.2 One spare magnetic compass

10.3.3.3 A Gyro Compass or a transmitting heading device in lieu of Gyro Compass

10.3.3.4 A 9 GHz X band Radar with 180 mm display & 24 NM range
Tankers shall be provided with an additional 3 GHz radar, or where considered appropriate by the Administration, a second a second 9 GHz X-band radar having minimum specifications as prescribed in (i) above and an electronic plotting aid, or other means, to plot electronically the range and bearing of targets to determine collision risk

10.3.3.5 One Echo sounder

10.3.3.6 Two Global Positioning System (GPS) of which one may be portable

10.3.3.7 One Rudder angle indicator

10.3.3.8 One aneroid Barometer

10.3.3.9 One ALDIS Lamp or search light

10.3.3.10 Nautical chart for voyage passages

10.3.3.11 One Nautical Almanac

10.3.3.12 A tide table

10.3.3.13 Sound Signal (Horn & Bell) one each meeting requirement of COLREG, 1972 as amended

10.3.5 All Type 4 Coastal Vessels of 3000 GT & above but less than 6000 GT shall be provided with:

10.3.5.1 One Magnetic compass with Azimuth mirror for terrestrial navigation

10.3.5.2 One spare magnetic compass

10.3.5.3 A Gyro Compass

10.3.5.4 A Gyro Compass Heading & Bearing repeater

10.3.5.5 A 9 GHz X Band Radar with 180 mm display & 24NM range and an additional 3 GHz S band Radar or where considered appropriate by the Administration a second 9 GHz Radar

10.3.5.6 One Echo sounder

10.3.5.7 Two Global Positioning System (GPS) of which one may be portable

10.3.5.8 One Rudder angle indicator

10.3.5.9 One aneroid Barometer

10.3.5.10 One ALDIS Lamp or search light

10.3.5.11 Nautical chart for voyage passages

10.3.5.12 One Nautical Almanac

10.3.5.13 A tide table

10.3.5.14 Sound Signal (Horn & Bell) one each meeting requirement of COLREG, 1972 as amended

10.3.5.15 An S-VDR

10.3.5.16 List of Navigational Equipment:

Safety of Navigation Equipment	Type 4 Coastal vessels			
	<500GT	500 ≤GT <1600	1600 ≤GT <3000	3000 ≤GT <6000
Magnetic Compass	1	1	1	1
Spare Magnetic Compass	1	1	1	1
Gyro Compass	No	1	1	1
Gyro Compass Heading & Bearing repeater	No	No	No	1
9 GHz X Band Radar	1	1	1	1
3 GHz S Band Radar or 9 GHz X Band Rudder	No	No	1 (Only for tankers)	1
Echo Sounder	No	No	1	1
GPS	1	1	2	2
Rudder Angle Indicator	1	1	1	1
Aneroid Barometer	1	1	1	1
ALDIS Lamp or Search light	1	1	1	1
Voyage Passage Chart	Yes	Yes	Yes	Yes
Nautical Alamanac	1	1	1	1
Tide Table	Yes	Yes	Yes	Yes
Sound Signal(Bell & Horn)	1 each	1 each	1 each	1 each
S VDR	No	No	No	1
Bridge Navigation Watch Alarm System (BNWAS)	No	No	No	1

10.3.5.17 Log book

All Type 4 Bangladesh coastal vessel must maintain Log book where all navigational, operational, machinery etc. information/incident/event to be recorded.

10.4 Survey

10.4.1 Safety survey for Safety of Navigation equipment shall be carried out to confirm compliance to the requirements of this annex as per interval given in Annex 11 of this notification to maintain Bangladesh Coastal vessel safety certificate

10.5 Certification

10.5.1 Vessel to be issued with Bangladesh Coastal Vessel Safety Certificate as per format given in Annex 11 of this notification after initial survey by Administration or by its Recognized Organization and keep valid with periodical surveys endorsed within window period.

****

ANNEX- 11: Survey and Certification

11.1 Application

This Annex shall apply to all Type 4 Coastal Vessels.

11.2 Inspection and survey

11.2.1 The inspection and survey of Type 4 Coastal vessels, for the enforcement of the provisions of this Notification, shall be carried out by the Administration or by a Recognized Organization on its behalf.

11.2.2 When a recognized organization determines that the condition of the vessel or its equipment does not correspond substantially with the particulars of the certificate or is such that the vessel is not fit to proceed to sea without danger to the vessel, or persons on board, such organization shall ensure that corrective action is taken and shall in due course notify the Administration.

11.2.3 In the event as set forth in Para 11.2.2, the Recognized Organization may allow the Coastal vessel to proceed to sea provided that the corrective actions as prescribed during the survey are undertaken to be carried out by the owner or manager within a stipulated period.

11.3 Surveys

11.3.1 The structure, machinery, life-saving appliances, radio installations and other equipment shall be subject to the surveys specified below:

a) an initial survey before the vessel is put into service;
b) a renewal survey at intervals specified by the Administration not exceeding five years;
c) an intermediate survey within three months before or after the 2nd or 3rd anniversary date of the Bangladesh Coastal Vessel Safety Certificate;
d) An annual survey within three months before or after each anniversary date of the Bangladesh Coastal Vessel Safety Certificate.
e) A minimum of two inspections of the outside of the coastal vessel's bottom shall be carried out during the five year period of validity of the Bangladesh Coastal Vessel Safety Certificate provided the interval between any two

such inspections shall not exceed thirty-six months. For Coastal vessels less than 15 years of age, the intermediate dry-docking survey can be an in-water survey using CCTV, provided there is no damage, repairs etc which needs docking of the vessel.

11.3.2 These surveys shall include 4 (four) annual load line surveys and one renewal load line surveys required under the provisions of the applicable Load Line convention (as amended).

11.3.3 The surveys referred to in Para 11.3.1 shall include the followings:

11.3.3.1 The structure, machinery and equipment as per class requirement other than those items surveyed with the life-saving appliances and installations

11.3.3.2 The fire safety systems and appliances, life-saving appliances and arrangements, the vessel borne navigational equipment, means of embarkation for pilots and other equipment

11.3.3.3 The fire control plans, nautical publications, lights, shapes, means of making sound signals and distress signals; and

11.3.3.4 The radio installations of coastal vessel

11.3.4 The initial or renewal survey shall include the followings:

11.3.4.1 The initial survey of a new Coastal vessel shall include a complete inspection of the items referred to in Para 11.3.3 to ensure that the arrangements, materials, scantling and workmanship of the structure, boilers, and other pressure vessels, their appurtenances, main and auxiliary machinery including steering gear and associated control systems, electrical installations and other equipment comply with the class requirements and requirements of this Notification, are in satisfactory condition and are fit for the service for which the is intended;

11.3.4.2 OR

The initial survey of an existing vessel shall include a complete inspection of the items referred to in Para 11.3.3 which had to be modified or added in order to comply with the requirements of this Notification to ensure that the arrangements, materials, scantling & workmanship of the structure, boilers, and other pressure vessels, their appurtenances, main & auxiliary machinery including steering gear and associated control systems, electrical installations & other equipment which had to be modified to comply with the requirement of this Notification , are in satisfactory condition & are fit for the service for which the vessel is intended

11.3.4.3 For existing vessels, the outside of the vessel's bottom shall be required to have been inspected within twelve months preceding the issuance of the Bangladesh Coastal Vessel Safety Certificate

11.3.4.4 The intermediate survey shall include an inspection of the structure, machinery and equipment referred to in paragraph 11.3.1 to ensure that they have been maintained satisfactorily for the service for which the vessel is intended

11.3.4.5 The inspection of the outside of Coastal vessel's bottom and survey of related items inspected at the same time shall be such as to ensure that they remain satisfactory for the service for which the vessel is intended

11.4 Maintenance of conditions after survey

11.4.1 The owner or master of every Type 4 Coastal vessel shall ensure that:

11.4.1.1 The condition of the vessel and its equipment is maintained to conform with the provisions of this Notification to ensure that the vessel in all respects will remain fit to proceed to sea without danger to the vessel, persons on board or the environment

11.4.1.2 After any survey of the vessel under Para 11.3 has been completed, no significant change shall be made in the structural arrangement, machinery, equipment and other items covered by the survey, without the permission of the Administration or a Recognized Organization acting on its behalf; and

11.4.1.3 Whenever an accident occurs to the vessel or a defect is discovered, either of which affects the safety of the vessel or the efficiency or completeness of its life-saving appliances or other equipment, a request be made immediately to the Administration or a Recognized Organization acting on its behalf for surveys, as may be required by Para 11.3, to be carried out as soon as practical

11.5 Issue or endorsement of Bangladesh Coastal Vessel Safety Certificates

11.5.1 A certificate called Bangladesh Coastal Vessel Safety Certificate shall be issued after an initial or renewal survey of a vessel which complies with the requirements of this Notification.

11.5.2 The certificate referred to in Para 11.8.1 shall be supplemented by a Record of Equipment and Ship Information which shall be permanently attached thereto and which shall contain the following:

11.5.3 A record of equipment and operations information in compliance with all the relevant Annexes of this Notification for Bangladesh Coastal Vessels;

11.5.4 The certificate referred to in this section shall be issued or endorsed by the Administration or by recognized organization acting on its behalf.

11.6 Duration and Validity of Certificates

11.6.1 A Bangladesh Coastal vessel Safety Certificate shall be issued for a period specified by the Administration or recognized organization acting on its behalf which shall not exceed five years.

11.6.2 The renewal survey is completed within three months before the expiry date of the existing certificate; the new certificate shall be valid from the date of completion of renewal survey to a date not exceeding five years from the date of expiry of the existing certificate.

11.6.3 When the renewal survey is completed after the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date expiry of the existing certificate.

11.6.4 When the renewal survey is completed more than three months before or after the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of completion of the renewal survey.

11.6.5 Where a certificate is issued for a period of less than five years, the Administration or a Recognized Organization acting on its behalf may extend the validity of the certificate beyond the expiry date to the maximum period specified in 11.6.1, provided that the surveys referred to in 11.3, which are applicable when a certificate is issued for a period of five years are carried out as appropriate.

11.6.6 Where a renewal survey has been completed and new certificate cannot be issued or placed on board coastal vessel before the expiry date of the existing certificate, the Administration or a Recognized Organization acting on its behalf shall endorse the existing certificate & such a certificate shall be accepted as valid for a further period which shall not exceed five months from the expiry date.

11.6.7 Where a Coastal vessel at the time when a certificate expires is not in a position to be surveyed, the Administration or Recognized Organization acting on its behalf may extend the period of validity of the certificate but this extension shall be granted only in cases where it appears proper and reasonable to do so. No certificate shall be extended for a period longer than three months.

11.6.8 A certificate issued under Para 11.8.1 shall cease to be valid in any of the following cases:

11.6.8.1 Where the relevant surveys ad inspections are not completed within the periods specified under Para11.3.1

11.6.8.2 Where the certificate is not endorsed in accordance with the requirements of this Notification;

Or

11.6.8.3 Where the Coastal vessel is withdrawn from the Bangladesh Registry

11.7 Availability of certificates

11.7.1 The certificates issued under Para 11.8.1 shall be readily available on board for examination at all times.

11.8 Form of certificates

11.8.1 The certificates and the record of equipment and information shall be drawn up in the form corresponding to the models given below:

Form of Bangladesh Coastal Vessel Safety Certificate

BANGLADESH COASTAL VESSEL SAFETY CERTIFICATE

This Certificate should be supplemented by a Record of equipment & ship information

Issued under the provisions of the

NOTIFICATION FOR BANGLADESH COASTAL VESSELS, 2021
Under the authority of

The Government of the People's Republic of Bangladesh
By

(Recognized Organization acting on behalf of *the Bangladesh Flag Administration)*

Name of Ship	Official No & Call sign	Port of Registry	Date of build dd/mm/yyyy	Gross Tonnage	Propulsion Power (KW)	Dead weight (tons)	IMO Number

Type of Ship:

This is to certify:
Type X

1. **That the Coastal vessel has been surveyed in accordance with the applicable provisions of the Bangladesh Coastal Vessel Notification, 2021.**
2. **That the survey affirmed that the Coastal vessel complied with the requirements of Bangladesh Coastal Vessel Notification, 2021 in regard to:**
   .1 the accommodation, structure, stability, machinery and electrical installations as defined in Annex 3, 4 & 5 of the Notification for Bangladesh Coastal Vessels, 2021.
   .2 the safety equipment, navigation equipment and radio communication equipment as defined in Annexes 6,7,8 ,9&10 of the Notification for Bangladesh Coastal Vessels, 2021
   .3 all relevant requirements of prevention of Oil, sewage, garbage & air pollution as defined in Annex 12, 13, 14 & 15 of the Notification for Bangladesh Coastal Vessels, 2021
   .4 all relevant requirements of the Domestic Safety Management Code as defined in Annex 16 of the Notification for Bangladesh Coastal Vessels, 2021
   .5 all relevant requirements of the Ship Security measures as defined in Annex 17 of the Notification for Bangladesh Coastal Vessels, 2021
   .6 all relevant requirements of the Carriage of Cargo as defined in Annex 18 of the Notification for Bangladesh Coastal Vessels, 2021
   .7 a freeboard of ……mm was assigned and marked on the Inland-Coastal vessel's side of amidships
   .8 in all other respects the Coastal vessel complied with the relevant requirements of the Notification for Bangladesh Coastal Vessels, 2021

Completion date of the survey on which this certificate is based:……

This certificate is valid until .....subject to the annual surveys, intermediate Survey and inspections of the outside of the ship's bottom in accordance with Annex 11 of the Notification for Bangladesh Coastal Vessels, 2021.

Issued at .....
(Place of issue of certificate)

(Date of Issue) (Signature of authorized official issuing the certificate)

(Seal or stamp of the issuing authority, as appropriate).

Endorsement for intermediate survey relating to condition of structure, machinery and equipment as required by Annex 10 of the Notification for Bangladesh Coastal Vessels, 2021

THIS IS TO CERTIFY that, at an intermediate survey required by Annex 10 of the Notification for Bangladesh Coastal Vessels, 2021 the vessel was found to comply with the relevant requirements of the said Notification

Annual survey

Signed:
.....
.
(Signature of authorized official)

Place: .
Date: .

(Seal or stamp of the authority, as appropriate)

Annual/Intermediate Survey

Signed: .....
(Signature of authorized official)

Place: .
Date: .

(Seal or stamp of the authority, as appropriate)

Intermediate/Annual Survey

Signed: .....
(Signature of authorized official)

Place: .
Date: .

(Seal or stamp of the authority, as appropriate)

Annual survey

Signed:
.
(Signature of authorized official)

Place: .
Date: .

(Seal or stamp of the authority, as appropriate)

Endorsement for inspection of the outside of the ship's bottom

THIS IS TO CERTIFY that at an inspection of the outside of the ship's bottom as required by Annex 11 of the Notification for Bangladesh Coastal Vessels, 2021, the vessel was found to comply with the relevant requirements of the said Notification.

First Inspection: Signed: ..... .
(Signature of authorized official)

Place: .....
Date: ..... .
(Seal or stamp of the authority, as appropriate)

Second Inspection: Signed:
.
(Signature of authorized official)

Place: .
Date: .
(Seal or stamp of the authority, as appropriate)

Endorsement where the renewal survey of the Coastal vessel has been extended

THIS IS TO CERTIFY that the validity of this certificate is hereby extended until ..... as the Coastal vessel was considered to comply with the relevant provision of the Notification for Bangladesh Coastal Vessels, 2021 for the period of extension.

Signed: .....
(Signature of authorized official)

Place: .
Date: .
(Seal or stamp of the authority, as appropriate)

Endorsement where the renewal survey of the coastal vessel has been completed

THIS IS TO CERTIFY that the validity of this certificate is hereby extended until ..... as the Coastal vessel was considered to comply with the relevant provision of the Notification for Bangladesh Coastal Vessels, 2021 for the period of extension.

Signed: .....
(Signature of authorized official)

Place: .
Date: .
(Seal or stamp of the authority, as appropriate

Form of the Record of equipment & ship information

Issued as supplement to
Bangladesh Coastal Vessel Safety Certificate No:

Under the authority of

The Government of the People's Republic of Bangladesh

By

Recognized Organization acting on behalf of *the Bangladesh Flag Administration*

1. Ship Particulars

Name of Ship		**Port of Registry**	
Official No		Call sign	
IMO Number		Gross Tonnage	
Date of keel laid (dd/mm/yyyy)		Type of Coastal Vessel	
Type of Propulsion machinery		Propulsion Power (KW)	
Type of Generator Engines		Auxiliary Engines Power (KW)	
Type of Boiler, if fitted		Output of boiler	
MMSI No		SAT C ID	
EPIRB ID		Class ID	
Deadweight (tons)		IMO Number	
The Life Saving Appliances provided and vessel certified to carry			
Name and Address of the Company			
Class Notation			

2. Documentation

2.1	Certificate of Registry	Cert No, Date of Issue & Issuing Authority	
2.2	Certificate of Class	Cert No, Date of validity & Issued by	
2.3	Load Line Certificate	Cert No, Date of validity & Issued by	
2.4	Domestic DOC	Cert No, Date of validity & Issued by	
2.5	Mobile Station License	License No, Date of Validity	
2.6	Minimum Safe Manning Certificate	Certificate No & Issued by	
2.7	Tonnage Certificate	Cert No & Issued by	
2.8	Intact Stability Booklet	Approved on & Approved by	
2.9	Damage Stability Booklet, if required	Approved on & Approved by	
2.10	Cargo Securing Manual	Approved on & Approved by	
2.11	Shipboard Oil Pollution Emergency Plan	Approved on & Approved by	
2.12	Ship Security Plan	Approved on & Approved by	

2.13	STS Plan, if required	Approved on & Approved by	
2.14	Fire Control Plan	Approved on & Approved by	
2.15	Safety Plan	Approved on & Approved by	
2.16	MSDS for cargoes carried on board		
2.17	Cargo operation Manual, if required	Approved on & Approved by	
2.18	Light, sound & Shapes Plan	Approved on & Approved by	
2.19	Garbage Management Plan	Approved on & Approved by	
2.20	Ship Energy Efficiency Management Plan	Approved on & Approved by	

3. Emergency Source of Power: Diesel Engine/Battery

3.1: Emergency Diesel Engine Power: KW

3.2: Emergency Battery Capacity: AH

4. Light, Sounds and Shapes

4.1	Number of Ball shape:	
4.2	Number of Cylinder shapes:	
4.3	Number of Diamond shapes:	
4.4	Number of other shapes	

5. Life Saving Appliances

5.1 Survival Craft

5.1.1 Life Boats (Required for Coastal Vessels of above 85 m and tankers of above 35m)

Type	Capacity	Location	Maker	Serial No	Type approval Reference

5.1.2 Launching Appliances for Life Boats

Type	Capacity	Location	Maker	Serial No	Type approval Reference

5.1.3 Life rafts

SOLAS Pack A/B	Capacity	Location	Maker	Serial No	HRU Expiry date

5.2 Rescue Boats

5.2.1 Rescue Boat/Work Boat/Zodiac Boat*:

Type	Capacity	Location	Maker	Serial No	Type approval reference

5.2.2 Launching Appliance for Rescue Boat/Work Boat/Zodiac Boat*:

Type	Capacity	Location	Maker	Serial No	Type approval reference

5.3 Life Jacket fitted with lights, whistle and retro reflective material

Make	Number

5.4 Life Buoys

Type	Number	Location
Without light & Buoyant Line		
With self igniting light		
With light, buoyant Line & smoke signal		

5.5 Location of Distress Signals (to be stored near the place from where the vessel is normally navigated and their position indicated at place of location)

Distress signal	Number	Expiry date	Location
Red Hand flare			
Rocket Parachute			
Orange smoke signals			

5.6 Two way VHF radio telephone apparatus (Required for Type 4 Coastal Vessels and spare batteries for Coastal Vessels of 3000 GT and above):

Make	Number	Location

5.7 General Emergency Alarm:

5.7.1 Means of Alarm: (Ship's whistle/siren*)……..

5.7.2 Spaces from where means for raising the alarm are provided: .....

5.8. Embarkation Ladder (Required on each side for Type 4 …….. Coastal Vessels of 3000 GT and above)

5.9. Line Throwing Appliances (Required for Type 4 Coastal …… vessels of 3000 GT and above)

5.10 Number of Thermal Protective Aids (TPA)……

6. Fire Fighting Equipment

6.1.1 Main Fire Pumps

Type	Capacity(m3Xhead)	Location	Driven by

6.1.2 Emergency Fire Pumps

Type	Capacity(m3 X head)	Location	Driven by

6.2 Fire Hydrants, Hoses (each with 12mm nozzle.16mm & 19mm nozzles are also permitted)

Serial No	Hose Diameter	Hose length	Hydrant location	Numbers

6.3 Portable Fire Extinguishers

Type	Number	Capacity	Location

6.4 Fire Buckets

Serial No	Capacity	Location	Number

6.5: Fixed fire-extinguishing system

6.5.1 Fixed Fire extinguishing system in machinery space

Type	Quantity (Kg)	Maker	Space Protected	Pump serving the system	Location of storage tank	Location of Control V/V	Audible warning
CO2							
Foam							
Water Spray							

6.5.2 Fixed water based or equivalent local application fire extinguishing system:

Area Protected	Location

6.5.3 Fire protection for spaces containing flammable liquid:

Area Protected	Location
Paint Locker	
Flammable Liquid Locker	

6.5.4 Fixed fire-extinguishing system for cargo spaces (for the carriage of dangerous goods and cargoes of other than low fire risk):

Type	Quantity (Kg X bottles)	Maker	Space Protected	Pump serving the system	Location of storage tank	Location of Control V/V	Audible warning
CO2							
Inert Gas							

6.5.5 Fire protection for deep fat cooking system

Type of fire extinguishing system	
Primary and back up thermostat with alarm	
Electric supply shut off at activation of extinguisher	
Alarm for indicating operation of fire extinguishing system in the galley	
Control for manual operation clearly labeled	

6.6 Protection Equipment

6.6.1 Firefighter's outfit:

Serial Number	Location

6.6.2 SCBA

Type (SCBA or Bellows)	Pressure(bar)	Serial No	Number	Location

6.6.3 Fireman's Axe (in addition to that required for fireman's outfit):

Number	Location

6.6.4 Special arrangements in machinery spaces (Required for Inland-Coastal vessels > 3000 kW Propulsion power or if fitted)

6.6.4.1 Means of stopping fuel oil pumps, ventilation fan & Quick closing valves

Item	Means of stopping	Location
Vent fans		
Fuel Oil Transfer pump		
Purifiers		
Lub oil pumps		
Fuel oil Booster pump		
Quick closing valves		
Emergency Generator tank quick closing valves		

6.6.4.2 Means of closing ventilation fan flaps

Item	Means of stopping	Location
ER Vent fans		
Funnel Vent flaps		
ER Skylights		

6.6.5 Emergency Escape Breathing Devices (EEBDs):

Serial No	Maker	Location

6.7 International shore connection (Required for Coastal vessels of 3000 GT and above and tankers of 1600 GT and above)

Location	

7. Radio Installation

Radio Communication Equipment	Make	Type	Serial No	Remarks
VHF radio installation(trans receiver)				
An additional VHF radio installation(trans receiver)				
Automatic Identification System (AIS)				
Search & Rescue Radio transponder (SART)				
Emergency Position-Indicating Radio Beacon (EPIRB)				
NAVTEX Receiver				
Inmarsat Ship Earth Station				
MF/HF radio installation				

8. Navigation Equipment

Navigation Equipment	Make	Type	Serial No	Approval Ref	Remarks
Magnetic Compass					

Spare Magnetic Compass					
Gyro Compass					
Gyro Compass Heading & Bearing repeater					
9 GHz X Band Radar					
3 GHz S Band Radar					
Echo Sounder					
GPS					
Rudder Angle Indicator					
Aneroid Barometer					
ALDIS Lamp or Search light					
Voyage Passage Chart					
Nautical Alamanac					
Tide Table					
Sound Signal(Bell & Horn)					
S VDR					
BNWAS					

9. Means of Embarkation

Means of Embarkation for pilot provided	

10. Prevention of Oil Pollution

10.1 Holding tank for oily bilge

Tank Name	Lateral Position	Frame Number	Capacity

10.2 Oil Residue sludge tank

Tank Name	Lateral Position	Frame Number	Capacity

10.3 Standard discharge connection

Location	

10.4 Oil Filtering Equipment, if fitted

Type	Make	Capacity	Approved as per MEPC Resolution	Approved by	Approved on/ Cert No

10.5 Oil Content Meter, if fitted

Type	Make	Capacity	Approved as per MEPC Resolution	Approved by	Approved on/ Cert No

10.6 Waste Oil Incinerator, if fitted

Type	Make	Capacity	Approved as per MEPC Resolution	Approved by	Approved on/ Cert No

11. Prevention of Sewage Pollution

11. 1 Sewage Treatment Plant, if fitted

Type	Make	Capacity	Approved as per MEPC Resolution	Approved by	Approved on/ Cert No

11. 2 Sewage comminuting and disinfecting system (if fitted)

Type	Make	Capacity	Approved as per MEPC Resolution	Approved by	Approved on/ Cert No

11.3 Sewage Holding Tank

Tank Name	Lateral Position	Frame Number	Capacity

11.4 Standard discharge connection

Location	

12. Prevention of Air Pollution

12.1 The following fire extinguishing systems, other systems and equipment containing Ozone Depleting substances may continue in service:

System or Equipment	Location on board	Substance

12.2 Diesel Engine details for NOx compliance

	Engine 1	Engine 2	Engine 3	Engine 4
Maker				
Model				
Serial No				
Test Cycle				
Rated power(KW) X Speed(rpm)				
Approval Reference				
NOx complied as per regulation				
Emission limit				

13. Security Equipment

Security Equipment	Make & type	Serial No	Approved by	Remarks
General Alarm				
High Beam Torch				
Batons				
Photo 10 for Crew				
Flood Light (Fixed or				

Portable)				
Walkie Talkies				
Whistles				
Dog Leg Mirror				
Hand Held Metal				
Detector				
Cable ties				
Different code colour passes for visitors				
Night vision binoculars				
Automatic Identification system				
SSAS				

14. Vegetable oils which can be carried on board (for Coastal tankers only)

15. Additional information, if any

Item Number	Description

16. Equipment renewal, alterations and/or additional equipment fitted since this record has been prepared

Item Number	Name of equipment renewed, altered or new installed	Serial No	Make & Model	Approval Reference	Surveyor's signature

The information contained in this record is a correct description of the Equipment on board and ship information.

Place……...

Date ……..Surveyor
(dd/mm/yyyy)

Official Seal

ANNEX- 12: Prevention of Pollution of Sea by Oil

12.1 Application

This Annex shall apply to all Type 4 Coastal vessels of 400 GT & above and Coastal tankers of 150 GT & above

12.2 For the purpose of prevention of pollution of sea by oil

12.2.1 Any discharge into the sea of oil or oily mixtures from Coastal vessels of 400 GT & above shall be prohibited except when the following conditions are satisfied

12.2.1.1 The vessel is proceeding en route

12.2.1.2 The oily mixture is processed through a type approved oily water separator

12.2.1.3 The oil content of the effluent without dilution does not exceed 15 parts per million

12.2.1.4 The oily mixture does not originate from cargo pump-room bilges of Inland-Coastal tankers; and

12.2.1.5 The oily mixture, in case of Coastal Tankers, is not mixed with oil cargo residues

12.2.2 Type 4 Coastal vessels shall comply with MARPOL Annex I requirements except exemption from the requirement of

a) MARPOL Annex I Regulation 14.6 & 14.7(Oil Filtering Equipment & Oil content monitor) for vessels of 400 GT and above but less than 3000 GT.

12.2.3 Type 4 Coastal vessels of 400 GT & above but less than 3000 GT, that do not comply with the requirements prescribed in Para 12.2.1 shall be provided with a holding tank of sufficient capacity, for oily bilge water. The oily bilge generated in the machinery spaces shall be collected in the holding tank and periodically discharged to shore reception facilities. Suitable permanent arrangement with a standard discharge connection is to be provided for this purpose. The minimum capacity of aforementioned holding tank shall be 1 m^3

12.2.4 Every Type 4 Coastal vessel below 400 GT, that do not comply with requirements

prescribed in Para 12.2.1 or 12.2.3, may be provided with suitable fixed or portable holding tank(s) with compatible pumping arrangement for discharging to shore reception facilities

12.3 Standard Discharge Connection

12.3.1To enable pipes of reception facilities to be connected with the ship's discharge pipeline for residues from machinery bilges and from the holding tank, as specified in Para 12.2.3 above, both lines shall be fitted with a standard discharge connection in accordance with the following table, namely:

Description	Dimension
Outside diameter	215 mm
Inner diameter	According to pipe outside diameter
Bolt circle diameter	183 mm
Slots in flange	6 holes 22 mm in diameter equidistantly placed on a bolt circle of the above diameter, slotted to the flange periphery. The slot width to be 22 mm.
Flange thickness	20 mm
Bolts and nuts, quantity, diameter	6, each of 20 mm in diameter and of suitable length
The flange shall be designed to accept pipes up to a maximum internal diameter of 125 mm and shall be of steel or other equivalent material having a flat face. This flange, together with a gasket of oil-proof material, shall be suitable for a service pressure of 600 kPa.	

12.4 Control of discharge of oil and tank washings from Coastal vessels

12.4.1 All the cargo tank washing may be discharged to appropriate shore reception facilities

12.5 Shipboard Oil Pollution Emergency Plan

12.5.1 Every Coastal tanker of 150 GT & above shall carry on board a shipboard oil pollution emergency plan approved by the Administration or Recognized organization

12.5.2 Every Type 4 Coastal vessels of 400GT and above carry on board a shipboard oil pollution emergency plan approved by the Administration or Recognized organization

12.6 Ship to Ship Transfer (STS) Operations

12.6.1 Any Type 4 Coastal oil tanker involved in Ship to Ship (STS) operations shall carry on board a Plan prescribing how to conduct STS operations (STS operations Plan)

12.7 Oil Record Book

12.7.1 Every Type 4 Coastal vessel shall be provided with an Oil Record Book for recording the transfer/discharge of oil/oily water

12.7.2 The Oil Record Book as a minimum shall record disposal of following:

a. Port/Location of transfer/discharge
b. Date &Time of transfer/discharge
c. Quantity of transfer/discharge

12.7.3 Whenever any oil/oily water is transferred to a shore reception facility, the receipt from the receivers to be kept on board at least until the next survey

12.8 Survey

12.8.1 Safety survey for Oil Pollution Prevention equipment shall be carried out to confirm compliance to the requirements of this annex as per interval given in Annex 11 of this notification to maintain Bangladesh Coastal Vessel Safety Certificate

12.9 Certification

12.9.1 Vessel to be issued with Bangladesh Coastal Vessel Safety Certificate as per format given in Annex 11 of this notification after initial survey by Administration or by its Recognized Organization and keep valid with periodical surveys endorsed within window period.

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ANNEX-13: Prevention of Pollution of Sea by Sewage

13.1 Application

This Annex shall apply to all Type 4 Coastal vessels of 400 GT and above

13.2 For the purpose of prevention of pollution of sea by Sewage

13.2.1 Type 4 Coastal Vessels of 400 GT and above which are certified to carry more than 15 persons shall be equipped with one of the following sewage systems, namely:-

13.2.1.1 A sewage treatment plant, of the type approved by Administration or its Recognized Organization, after taking into consideration the standards and test methods developed by the International Maritime Organization; or

13.2.1.2 A sewage comminuting and disinfecting system, approved by Administration or it's Recognized Organization, provided that such system shall be fitted with such facilities for temporary storage of sewage when the ship is less than three nautical miles from the nearest land; or

13.2.1.3 A holding tank of such capacity as may be specified by the Administration or its Recognized Organization for retention of all sewage, having regard to the operation of the ship, number of persons on board and relevant factors. The minimum size of the holding tank may be obtained by following formula:

Minimum Capacity of the holding tank = 60Ltrs X No of Persons X 1 day provided that such holding tank shall be constructed in a manner as may be specified by the Bangladesh Flag Administration and shall have means to indicate visually the amount of the contents

13.2.1.4 Standard discharge connection for Type 4 Coastal vessel which are certified to carry more than 15 persons - To enable pipes of reception facilities to be connected with the ship's discharge pipeline, the line shall be fitted with a standard discharge connection, in accordance with the following table, namely:

Description	Dimension
Outside diameter	210 mm
Inner diameter	According to pipe outside diameter
Bolt circle diameter	170 mm
Slots in flange	4 holes 18 mm in diameter equidistantly placed on a bolt circle of the above diameter, slotted to the flange periphery. The slot width to be 18 mm.
Flange thickness	16 mm
Bolts and nuts, quantity, diameter	4 each of 16 mm in diameter and of suitable length
The flange shall be designed to accept pipes up to a maximum internal diameter of 100 mm and shall be of steel or other equivalent material having a flat face. This flange, together with a gasket of oil-proof material, shall be suitable for a service pressure of 600 kPa.	
For ships having a moulded depth of 5 m and less, the inner diameter of the discharge connection may be 38 mm.	

13.3 Discharge of Sewage

13.3.1 Discharge of sewage - Subject to the provisions of clause 13.2.1 above, the discharge of sewage into the sea is prohibited, except under the following circumstances, namely:-

13.3.1.1 The Coastal vessel has in operation a sewage treatment plant, which has been type approved by Administration or its Recognized Organization or

13.3.1.2 The Coastal vessel is discharging comminuted and disinfected sewage using such system as specified in clause 13.2.1.2 above, at a distance of more than three nautical miles from the nearest land, provided that the sewage that has been stored in holding tank shall not be discharged instantaneously but at a moderate rate when the ship is en route and proceeding at not less than four knots; or

13.3.1.3 The Coastal vessel is discharging sewage that has been stored in the holding tank as specified in clause 13.2.1.3 above, to appropriate shore reception facilities.

13.4 Sewage Discharge Record

13.4.1Every Coastal vessel, irrespective of size, shall be provided with a Sewage Discharge Record Book for recording the discharge of sewage

13.4.2 The Sewage Discharge Record Book as a minimum shall record disposal of followings:

a. Port/Location of discharge
b. Date &Time of discharge
c. Quantity of discharge

13.4.3 Whenever any sewage is transferred to a shore reception facility, the receipt from the receiver is to be kept on board at least until the next survey

13.5 Survey

13.5.1 Safety survey for Sewage Pollution Prevention equipment shall be carried out to confirm compliance to the requirements of this annex as per interval given in Annex 11 of this notification to maintain Bangladesh Coastal Vessel Safety Certificate

13.6 Certification

13.6.1 Vessel to be issued with Bangladesh Coastal Vessel Safety Certificate as per format given in Annex 11 of this notification after initial survey by Administration or by its Recognized Organization and keep valid with periodical surveys endorsed within window period

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ANNEX- 14: Prevention of Pollution of Sea by Garbage

14.1 Application

This Annex shall apply to all Type 4 Coastal vessels

14.2 For the purpose of prevention of pollution of sea by Garbage

All Coastal vessels shall comply with MARPOL Annex V requirements and the notices, circulars or orders issued by the Director General, Department of Shipping from time to time to the extent applicable to such vessels

14.3 Garbage Management Plan

Every Type 4 Coastal vessel must have a Garbage Management Plan approved by the Administration or by the Recognized Organization.

14.4 Garbage Discharge Record

14.4.1 Every Type 4 Coastal vessel, irrespective of size, shall be provided with a Garbage Record Book for recording the discharge of garbage

14.4.2 The Garbage Record Book as a minimum shall record disposal of followings:

a. Port/Location of discharge
b. Date &Time of discharge
c. Quantity of discharge

14.4.3 Whenever any garbage is transferred to a shore reception facility, the receipt from the receiver is to be kept on board at least until the next survey

14.5 Discharge of Garbage

All Type 4 Coastal vessels shall comply with the requirements mentioned in the following table regarding disposal of garbage:

Garbage type	All Ships except Platforms		Regulation 5 Offshore platforms located more than 12 nm from nearest land and ships when alongside or within 500 metres of such platforms
	Regulation 4 Outside special areas and arctic waters (Distances from nearest land)	Regulation 6 Within special areas and Arctic waters (Distances are from nearest land, nearest ice-shelf or nearest fast ice)	
Food waste comminuted or ground	≥ 3 nm, en route and as far as practicable	≥ 12 nm, en route and as far as practicable	**Discharge permitted**
Food waste not comminuted or ground	≥ 12 nm, en route and as far as practicable	**Discharge prohibited**	**Discharge prohibited**
Cargo residues not contained in wash-water	≥ 3 nm, en route and as far as practicable	**Discharge prohibited**	**Discharge prohibited**
Cargo residues contained in wash-water		≥ 12 nm, en route and as far as practicable (Subject to conditions in regulation 6.1.2 and paragraph 5.2.1.5 of part II-A of the Polar Code)	
Cleaning agents and additives contained in cargo hold wash-water	**Discharge permitted**	≥ 12 nm, en route and as far as practicable (Subject to conditions in regulation 6.1.2 and paragraph 5.2.1.5 of part II-A of the Polar Code)	**Discharge prohibited**
Cleaning agents and additives in deck and external surfaces wash-water		**Discharge permitted**	
Animal Carcasses (Should be split or otherwise treated to ensure the carcasses will sink immediately	Must be en route and as far from the nearest land as possible. Should be > 100 nm and maximum water depth	**Discharge prohibited**	**Discharge prohibited**
All other garbage including plastics, synthetic ropes, fishing gear, plastic garbage bags, incinerator ashes, clinkers, cooking oil, floating dunnage, lining and packing materials, paper, rags, glass, metal, bottles, crockery and similar refuse.	**Discharge prohibited**	**Discharge prohibited**	**Discharge prohibited**

14.6 Survey

14.6.1 Safety Survey for Garbage Pollution Prevention Equipment/Plan shall be carried out to confirm compliance to the requirements of this annex as per interval given in Annex 11 of this notification to maintain Bangladesh Coastal Vessel Safety Certificate

14.7 Certification

14.7.1 Vessel to be issued with Bangladesh Coastal Vessel Safety Certificate as per format given in Annex 11 of this notification after initial survey by Administration or by its Recognized Organization and keep valid with periodical surveys endorsed within window period.

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ANNEX-15: Prevention of Pollution of Sea by Air

15.1 Application

This Annex shall apply to Type 4 Coastal vessels of 400 GT and above

15.2 For the purpose of prevention of pollution by air

15.2.1 Type 4 Coastal vessels of 400 GT & above shall comply with following MARPOL Annex VI requirements

15.2.1.1 Marine Diesel Engines with output of more than 130 KW installed on new Type 4 Coastal vessels or replaced on the existing Type 4 Coastal vessels shall be NOx Tier II except diesel engine used for emergencies.

15.2.1.2 Diesel engines with output of more than 130 KW installed on new Type 4 Coastal vessels or replaced on the existing Type 4 Coastal vessels may be exempted from NOx Tier II requirement by Bangladesh Flag Administration subject to alternate NOx control measures agreed by the Administration.

15.2.1.3 The Sulphur contents of any fuel used on board shall not exceed following limits

a) 0.5% m/m on or after 1st January 2020

15.2.1.4 No new installation containing Ozone depleting substances or CFC or HCFC is allowed

15.3 Ship Energy Efficiency Management Plan (SEEMP)

15.3.1 Every Type 4 Coastal vessels of 400 GT and above carry on board a Ship Energy Efficiency Management Plan (SEEMP)

15.4 Bunker Delivery Note

15.4.1 All Type 4 Coastal vessels shall keep available Bunker Delivery Notes of bunker received which will at least contain type of fuel, quantity and Sulphur content.

15.5 Diesel Engines EIAPP Technical File

15.5.1 All Type 4 Coastal vessels shall keep available EIAPP Technical files on board for NOx Complied diesel engines and keep records of parts replacement

15.6 Survey

15.6.1 Safety survey for Air Pollution Prevention Equipment & System shall be carried out to confirm compliance to the requirements of this annex as per interval given in Annex 11 of this notification to maintain Bangladesh Coastal Vessel Safety Certificate

15.7 Certification

15.7.1 Vessel to be issued with Bangladesh Coastal Vessel Safety Certificate as per format given in Annex 11 of this notification after initial survey by the Administration or by its Recognized Organization and keeps valid with periodical surveys endorsed within window period.

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ANNEX-16: Domestic Safety Management (DSM) System

16.1 Application

This Annex shall apply to Type 4 Coastal vessels of 500 GT and above.

16.2 Introduction

16.2.1 The Domestic Safety Management System (DSM System) hereinafter referred to as the "System", is a system that is based on general principles and objectives of ship safety management and expressed in such terms that it can be applied to vessels plying exclusively under Coastal vessel rules.

16.2.2 Considering the "Company" operating Bangladesh Coastal vessels may consist of single owners/operators, it is not anticipated that their documented safety management systems may not be as extensive in coverage or detail as would be expected from a company operating ships certificated under the International Safety Management (ISM) Code

16.2.3In view of the above, all such companies operating Bangladesh Coastal vessels are required to comply with following requirements for development and implementation of Safety Management System.

16.3 Objectives

16.3.1 The purpose of developing the ISM system is to establish a common standard for safe operation of Bangladesh Coastal vessels engaged exclusively in the domestic trade.

16.3.2 It is recognized that no two shipping companies or ship owners are the same, so also the operations, size and nature of the ships and that ships operate under a wide range of different conditions and locations. For these reasons, the ISM system is based upon general safety principles and the objectives of the ISM system are to:

- Ensure safety in the operation of ship
- Prevent injury, loss of life, damage to property and environment
- Comply with applicable rules and guidelines

16.4 The Safety Management System

In order to meet with the objectives of the ISM system, owners/operators/managers who has assumed the responsibility for operation of the ship and discharge the duties and responsibility of the ISM system (hereinafter referred to as "Company) of Type 4 Bangladesh Coastal vessels Company shall develop a Safety Management System meeting the requirements of the ISM system.

16.5 Safety and Environment Protection Policy

16.5.1 The Company shall develop and implement a policy to address the issues of safety and the protection of environment to fulfill the objectives of the ISM system.

16.5.2 The Company shall ensure that the policy is implemented and maintained at all levels of the organization, both ship-based and shore-based.

16.6 Responsibilities and Authority

16.6.1 Company Responsibilities and Authority: In case the Company who is responsible for the operation of the Coastal vessel is other than the owner must report the full name and details of such Company to the Administration.

16.6.2 The Company shall define &document the responsibility, authority and interrelation of personnel who manage, perform and verifying work relating to and effecting safety and the protection of environment.

16.6.3 The Company is responsible for ensuring that adequate resources and shore- based support is provided to designated person and master to carry out his functions.

16.7 Designated Person

16.7.1 The Company shall nominate an employee as Designated Person Ashore (DPA), who is having appropriate knowledge on Coastal vessel operation and having direct access to top management. The designated person shall be responsible for the safe operation of each Coastal vessel and he should provide link between company and those on board ship.

16.8 Master's Responsibility and Authority

16.8.1 Master shall be responsible for the safe operation of ship and he shall ensure safety and environmental protection policy of the company implemented on board ship.

16.8.2 The Company shall establish in the safety management system that the master has the overriding authority to make decisions regarding the safety, security and environmental protection. Master to request the company's assistance as and when required.

16.9 Resources and Personnel

16.9.1 The Company shall ensure that each Coastal vessel is manned with qualified, certified and medically fit personnel at all times and that these personnel have received appropriate training for their designated duties;

16.9.2 Prior to the first occasion of working on the Coastal vessel, each employee must receive appropriate familiarization training and proper instruction of onboard procedures. This could include but not necessarily limited to:

a) Mooring and unmooring;

b) Launching and recovery of survival craft;

c) Evacuation from all areas of the river-sea vessel;

d) Donning of lifejackets;

e) Use and handling of firefighting equipment; and

f) Safe operation of ship.

16.10 Shipboard Operations

16.10.1 The Company shall identify key shipboard operations with regards to safety of the personnel, ship and protection of environment.

16.10.2 The Company shall develop simple procedures for the key shipboard operation of the Coastal vessel. These shall include, but not limited to:

a) Testing of equipment ,including steering , prior to commencement of passage;

b) Navigation and handling of the river-sea vessel;

c) Maintenance routines;

d) Bunkering operations;

e) Cargo operations;

16.11 Preparation for emergencies

16.11.1 Potential emergencies likely to be encountered by the Coastal vessel must be considered;

16.11.2 Exercises/drills must be carried out in handling of all the emergencies and evacuation from the Coastal vessel;

16.11.3 Where possible, all personnel shall be involved in these exercises/drills, both ashore and onboard ship;

16.11.4 The exercises/drills must be recorded. The names of those who participated shall also be recorded. Attempt to be made that all ship board personnel are involved while carrying out drill/exercises.

16.12 Reporting of Accidents

16.12.1 All accidents and near accidents shall be recorded and reported to the Company, who shall implement corrective action, with the aim of improving safety and protection of environment.

16.13 Certification &Review

16.13.1 Every Company responsible for operations & management of Type 4 Coastal vessels shall be required to be in possession of a valid Domestic Document of Compliance (DDOC).

16.13.2 Assessment of the Company's safety management arrangements and related Documentation ashore shall be carried out annually by means of an audit carried out by the Administration or a Recognized Organization acting on its behalf at the Company's office premises;

16.13.3 Assessment of the Company's safety management arrangements and related documentation onboard the Coastal vessels shall be carried out annually by the Administration or a Recognized Organization acting on it's behalf during the annual survey as set out in Para 11.3.1. No separate audit shall be required to be carried out for assessment of safety management arrangements or related

documentation on board the Company's Coastal vessels;

16.13.4 Compliance with the shore-based requirements of the ISM system shall be demonstrated by way of possession of a "Domestic Document of Compliance" (DDOC);

16.13.5 Compliance with the ISM system onboard Coastal vessels shall be recorded in sub-clause 2.4 on the Bangladesh Coastal Vessel Safety Certificate, as set out in Para 11.8.1. Satisfactory implementation of the system onboard shall be verified during the annual survey of Coastal Vessel Safety Certificate.

16.13.6 The Coastal vessel shall not be required to carry any separate certificate demonstrating compliance with the Code.

16.13.7 Every Company shall undertake a review of its safety management system at least once *every* 5 years.

16.14 Guidelines on Implementation of the ISM system

16.14.1.1 Document Review & Planning

The purpose of the document review is to verify that the Company has a documented Safety Management System that complies with the requirements of the ISM Code.

16.14.1.2 The document review shall be conducted prior to the application for the DDOC in order to provide sufficient time to draft and implement any major revisions that the audit/assessment may require.

16.14.1.3 The draft SMS may be sent to the Administration or Recognized Organization acting on its behalf for the document review.

16.14.1.4 The SMS shall not be burdensome. The system shall cover the requirements of the ISM system in terms of the procedures etc. necessary to safeguard safety and environmental protection without imposing an excess of paperwork.

16.14.2 Assessment for Compliance

16.14.2.1 Every company responsible for management and operations of Type 4 Coastal Vessels shall submit their SMS to the Administration or Recognized Organization acting on its behalf for document review.

16.14.2.2 Upon satisfactory completion of the document review, an initial audit of the Company's safety management arrangements and related documentation ashore shall be carried out by the Administration or Recognized Organization acting on its behalf in line with Para 16.13.2.

16.14.2.3 Upon satisfactory completion of the initial audit, the Company may be issued a full-term "Domestic Document of Compliance" (DDOC) valid for a maximum period of 5 years.

16.14.2.4 Annual audit of the Company's safety management arrangements and related documentation ashore shall be carried out by the Administration or Recognized Organization acting on its behalf each year's (+/- 3 months) after the issuance of a full-term DDOC.

16.14.2.5 A renewal audit of the Company's safety management arrangements and related documentation ashore shall be carried out by the Administration or Recognized Organization acting on its behalf upon the expiry of the full-term DDOC. Upon satisfactory completion of the renewal audit, a fresh full-term DDOC, valid for a maximum period of 5 years, may be issued to the Company.

16.14.2.6 The first assessment of the Company's safety management arrangements and related documentation onboard the Coastal vessels shall be carried out by the Administration or Recognized Organization acting on its behalf during the first annual survey immediately following the issuance of the full-term DDOC.

16.14.2.7 Thereafter, the assessment of the Company's safety management arrangements and related documentation onboard the Coastal vessels shall be carried out by the administration or by a Recognized Organization acting on its behalf, in line with Para 16.13.3 above.

16.14.2.8 It is to be expected that a considerable variance in methodology, practice and record keeping will prevail across the various domestic operators. For this reason, Surveyors/auditors are expected to adopt a non-prescriptive and flexible approach to the assessments/audits.

16.14.3 Non-conformities and Corrective Actions

16.14.3.1 Non-conformities shall fall into 3 categories

a) ***Major Non-Conformity*** means an identifiable deviation that poses a serious threat to personnel or ship safety, and requires immediate corrective action

b) ***Non-Conformity*** means an observed situation where objective evidence indicates a non-fulfillment of a specified requirement of the ISM system.

c) ***Observation*** **means** a statement of fact made during an audit/survey that can be substantiated by objective evidence.

16.14.3.2 Closing out of non-conformities

a) If a major non-conformity is raised, arrangements shall be made for the issue to be addressed immediately. The Company must take immediate remedial action that will allow the major non-conformity to be closed out or downgraded to a non-conformity before the close of audit

b) If a non-conformity is raised, a time-scale for the implementation of corrective action, not exceeding 3 months, shall be agreed to by the auditor and the Company.

c). Observations require no corrective action date but the Company shall be advised that, if not addressed by the next assessment, the observation may become a non-conformity in future.

16.14.3.3 Corrective Action

a) The auditor and the Company shall agree to a suitable corrective action, within a realistic time-scale, at the time of the assessment.

b). The Company shall be responsible for carrying out the corrective actions and reporting to the Administration or Recognized Organization acting on its behalf prior to the agreed action date.

c) The close out of non-conformities other major non-conformity will not necessarily require a re-visit by the auditor. The presentation of suitable objective evidence will be sufficient for closing out non- conformities.

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16.15 Form of Bangladesh Domestic Document of Compliance

DOMESTIC DOCUMENT OF COMPLIANCE

No:

Issued under the provisions of the

NOTIFICATION FOR BANGLADESH COASTAL VESSEL, 2021
Under the authority of

The Government of the People's Republic of Bangladesh

By

(Recognized Organization acting on behalf of *the Bangladesh Flag Administration)*

COMPANY Name : Address :   Company Identification Number:

This is to certify that the safety management system of the company has been audited and that it complies with the requirement of Notification for Bangladesh Coastal Vessels, 2021 Annex 16 for Domestic Safety Management (DSM) system for the type(s) of ship listed below:

This Domestic Document of Compliance is valid until…….. subject to periodical verification

Completion date of the audit on which this certificate is based:……..

Issued at……..
(Place of issue of certificate)

On ……
(Date of Issue)

(Signature of authorized official issuing the certificate)

(Seal or stamp of the issuing authority, as appropriate).

Certificate No:

ENDORSEMENT FOR ANNUAL VERIFICATION

This is to certify that at the annual verification in accordance with the requirement of Annex 12 of the Notification for Bangladesh Coastal Vessels, 2021, the domestic safety management system was found to comply with the requirement of Domestic Safety Management system

1st Annual Verification

Signed: . ……
(Signature of authorized official)

Place: …… .

Date: …….. .

(Seal or stamp of the authority, as appropriate)

2nd Annual Verification

Signed: . ……
(Signature of authorized official)

Place: …… .

Date: …….. .

(Seal or stamp of the authority, as appropriate)

3rd Annual Verification

Signed: . ……
(Signature of authorized official)

Place: …… .

Date: …….. .

(Seal or stamp of the authority, as appropriate)

1st Annual Verification

Signed: . ……
(Signature of authorized official)

Place: …… .

Date: …….. .

(Seal or stamp of the authority, as appropriate)

Form of Interim Bangladesh Domestic Document of Compliance

INTERIM DOMESTIC DOCUMENT OF COMPLIANCE

No:

Issued under the provisions of the

NOTIFICATION FOR BANGLADESH COASTAL VESSELS, 2021

Under the authority of

The Government of the People's Republic of Bangladesh

By

(Recognized Organization acting on behalf of the Bangladesh Flag Administration)

COMPANY Name : Address : Company Identification Number:

THIS IS TO CERTIFY THAT The safety management system of the company has been audited and that it complies with the requirement of Notification for Bangladesh Coastal Vessels, 2021 Annex 16 for Domestic Safety Management (DSM) System for the type(s) of ship listed below

This Domestic Document of Compliance is valid until……

Completion date of the audit on which this certificate is based:……..

Issued at……..
(Place of issue of certificate)

On ……
(Date of Issue)

(Signature of authorized official issuing the certificate)

(Seal or stamp of the issuing authority, as appropriate)

Annex-17: Ship Security

17.1 Application

This Annex shall apply to all Type 4 Coastal vessels

17.2 General

Type 4 Coastal Vessels shall comply with requirements stipulated in the following security matrix:

Type of Vessel	SSP	SSO	CSO	SSAS·	Sec. Equip	Audit of system and verification equipment
Type 4 GT <500	Y	Y (Need not be certified but to be trained by CSO)	Y	N	Para 17.5 Of this annex	Bangladesh Flag Delegated ROs
Type 4 GT>500	Y	Y	Y	Y		

17.3 Ship Security Plan

The SSP referred to in the above matrix shall be a basic Ship Security Plan that shall at a minimum include policies & procedures covering points detailed in Appendix I to this Annex. The SSP shall be user-friendly and contain practical security measures to ensure the security readiness of the Coastal vessels when operating in and around Bangladesh ports and in Bangladesh territorial waters.

17.4 Compliance and verification

17.4.1 Audit of system and verification of equipment of the vessel's security arrangements and related documentation onboard the Coastal vessels shall be carried out annually by the Administration or a Recognized Organization acting on its behalf during the annual survey as set out in Para 11.3.1.

17.4.2 Compliance with the security measures onboard Coastal vessels as required by this Annex shall be verified under clause 2.5 of the Bangladesh Inland-Coastal Vessel Safety Certificate, as set out in Para 11.8.1. The compliance with the requirement of security equipment onboard river-sea vessels as stipulated in Para 17.5shall be recorded in the Record of Equipment and Ship Information, as set out in Para 11.8.1.Coastal vessels shall not be required to carry any separate certificate demonstrating compliance with this Annex.

17.5 Security Equipment

The Security Equipment referred to in the above matrix shall, at a minimum, include:

Security Equipment	Type 4 Coastal Vessel
General Alarm	1 no.
High Beam Torch	2 nos.
Batons	2 nos.
Photo ID for Crew	All Crew
Flood Light (Fixed or Portable)	2 nos.
Walkie Talkies	2 nos.
Whistles	3 nos.
Dog Leg Mirror	2 no.
Hand Held Metal Detector	2 no.
Cable ties	Adequate
Different code colour passes for visitors	Adequate
Night vision binoculars	1 no.
Automatic Identification System	As Stipulated in Annex 9

Appendix: 1 to Annex 17

Access Control Security Measures:

- Maintain a 24-hour watch when in operations
- Positively identify anyone accessing the vessel
- Limit physical access to the vessel and its sensitive areas (e.g. wheelhouse & engine room)
- Screen and check packages, supplies and stores
- Adequate lighting at access points of the vessel

Activity Security Measures

- Secure all unused exit/entrance doors
- Ensure seaward side / quay side surveillance is maintained
- Check for evidence of tampering regularly (e.g. damaged locks, vandalism, open doors, etc.)
- Deny access to unauthorized persons to come onboard
- Report any unattended or suspicious packages, baggage or stores found on board to the relevant Authorities

Security Measures while Navigating in Port and Coastal waters

- Maintain appropriate security level
- Keep a sharp look out for small unlit crafts
- Maintain situational awareness for any suspicious activity/craft
- Report any suspicious activity/craft to the appropriate Authorities

Communication, Security Measures &Contact Information

- Keep communication equipment readily available for reporting of incidents or suspicious activity to relevant authorities
- To report any suspicious activity/craft or person or to seek security advice, please contact:

  CSO (contact details): ....

  PFSO (contact details):

  MRCC (contact details):

  DoS Command Centre Tel 1: Tel 2:

  Email

ANNEX- 18: Carriage of Cargoes

18.1 Application

18.1.1 This Annex shall apply to all Type 4 Coastal vessels.

18.2 Cargo information

18.2.1 The shipper shall provide the Master or his representative with appropriate information on the cargo sufficiently in advance of loading to enable the precautions which may be necessary for proper stowage and safe carriage of the cargo to be put into effect.

18.2.2 In the case of general cargo, the cargo information shall include a general description of the cargo, the gross mass of the cargo or of the cargo units, and any relevant special properties of the cargo.

18.2.3 In the case of solid bulk cargo in vessels of 1600 GT and above, the information shall include description of cargo, mass, stowage factor, need for trimming and trimming procedures, angle of repose, moisture content and transportable moisture limit (TML). Information shall also include whether cargo is harmful or otherwise to marine environment.

18.2.4 In the case of Oil/Chemical a copy of Material Safety Data Sheet (MSDS) issued either by the manufacturer or shipper, as the case may be, to be available on board.

18.3 Stowage and securing of cargo

18.3.1 Cargo carried on or under deck shall be so loaded, stowed and secured as to prevent as far as is practicable, throughout the voyage, damage or hazard to the ship and the persons on board, and loss of cargo overboard. The stowage and securing of the cargo shall confirm to the provision of applicable code. Applicable codes namely IMDG, IMSBC, Grain, Timber & Cargo stowage and securing code.

18.3.2 For Type 4 Coastal vessels of 1600 GT and above, all cargoes, other than solid and liquid bulk cargoes, shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the

Administration or Recognized Organization acting on its behalf.

18.4 Dangerous goods

18.4.1 Type 4 Coastal vessels while carrying dangerous cargoes in packaged form or in bulk, other than Type 4 Coastal vessels of less than 1600 GT carrying Coal or Sulphur in bulk, are required to comply with the requirements of the International Maritime Dangerous Goods Code (IMDG Code), MARPOL Annex III and the International Maritime Solid Bulk cargo Code (IMSBC Code) as appropriate.

18.4.2 Compliance with the requirements of Para 18.4.1 of this Annex shall be demonstrated by means of a certificate issued by the Administration or Recognized Organization acting on its behalf.

18.4.3 Type 4 Coastal vessels of less than 1600 GT, while carrying coal, shall comply with the following requirements:

18.4.3.1 Electrical equipment and cables in the cargo spaces (if applicable) are to be in good condition and positively isolated via removal of circuit breakers

18.4.3.2 Works places (stores, workshops etc.) adjacent to the cargo spaces are to be adequately ventilated.

18.4.3.3 Direct blowing of air into the body of the cargo is to be avoided

18.4.3.4 Cargo spaces ventilation fans, where fitted, are to be of a certified safe type for use in explosive atmospheres

18.4.3.5 Good surface ventilation shall be provided for the cargo

18.4.3.6 Means are to be provided for measuring the temperature of the cargo in the range 0°C to 100°C and pH values of bilge water samples. Such arrangements shall enable the temperature of the coal and the pH values to be measured while being loaded and during the voyage without requiring entry to the cargo space

18.4.3.7 All sources of ignition shall be eliminated. Prohibition notices for welding, burning, cutting or other operations involving the use of fire, smoking, chipping and use of

naked lights, or the introduction of other sources of ignition including the use of spark or arc-producing equipment, are to be posted in the vicinity of cargo spaces.

18.4.3.8 Cargo spaces containing this cargo may become oxygen-depleted. Notices to this effect, warning that precautions shall be taken prior to entry, shall be prominently displayed in the cargo area.

18.4.3.9 Calibrated instruments suitable for use from outside the cargo spaces for measuring (a) Methane concentration, (b) Oxygen concentration (c) Carbon Monoxide concentration, are to be provided. The instrument shall be fitted with an aspirator, flexible connection and a length of tubing to enable a representative sample to be obtained from within the square of the hatch. The tubing shall be stainless steel approximately 0.5 meters in length and 6 mm nominal internal diameter with an integral stainless steel threaded collar

18.4.4 Type 4 Coastal vessels of less than 1600 GT, while carrying Sulphur (crushed, lump and coarse grain), shall comply with the following requirements:

18.4.4.1 Calibrated Electrical fuses in cargo spaces shall be extracted. Spark-arresting screens (wire mesh guards) shall be fitted over inlet and outlet ventilation openings.

18.4.4.2 All sources of ignition shall be eliminated. Prohibition Notices for welding, burning, cutting or other operations involving the use of fire, smoking, chipping and use of naked lights, or the introduction of other sources of ignition including the use of spark or arc-producing equipment, are to be posted in the vicinity of cargo spaces

18.5 Grain

18.5.1 Type 4 Coastal vessels while carrying grain are required to comply with the requirements of the International Code for the Safe Carriage of Grain in Bulk adopted by resolution MSC.23 (59).

18.5.2 Compliance with the requirements of Para 18.5.1 of this Annex shall be demonstrated by means of a certificate issued by the Administration or Recognized Organization acting on its behalf.

18.6 Liquid cargoes

18.6.1 Coastal Tankers shall only carry the following cargoes:

18.6.1.1 Non petroleum, non-hazardous liquid cargoes having flash point of above 60 degrees Celsius

18.6.1.2 Petroleum products having flash point of above 60 degrees Celsius

18.6.1.3 Vegetable Oils of the following types:

- Castor oil
- Coconut oil
- Corn oil
- Cotton seed oil
- Groundnut oil
- Illipe oil
- Linseed oil
- Mango kernel oil
- Palm kernel oil
- Palm kernel olein
- Palm mid fraction
- Palm oil
- Palmolein
- Palm stearin
- Rapeseed oil
- Rice bran oil
- Safflower oil
- Soya bean oil
- Sunflower seed oil
- Tallow
- Tung oil

18.7 For Container Ship

Verified Gross Mass (VGM) to be declared by the shipper to the Master prior loading

18.8 Emergency/Pollution/Response

18.8.1 All Coastal vessels while carrying dangerous cargoes or cargoes hazardous in

nature in bulk or in packaged form as determined by IMSBC Code, IMDG Code and MARPOL, Annex-III as the case may be shall be guided by emergency response measures to be adopted during operational and accidental pollution as prescribed in the contingency documents maintained on board such vessels in accordance with the provisions of domestic safety management system referred to in Annex 16. Such response measures shall highlight the reporting procedures, responsibility and authority of master & crew, response procedures in respect of navigational & seamen- ship aspect, training / drills / exercises to the extent practicable and minimum maintenance of response equipment for the said purpose.

18.9 Civil liability for oil pollution damage

18.9.1 All Coastal tankers carrying more than 600 tons of oil in bulk as cargo shall maintain appropriate insurance cover or other financial security available in Bangladesh insurance market as on date conforming to the relevant provisions of Bangladesh Merchant Shipping Ordinance, 1983.

18.10 Oil/ Hazardous and Noxious Substances (HNS) pollution damage including wreck removal for Coastal cargo ships

18.10.1 All Coastal vessels other than Coastal tankers shall maintain an insurance cover or other financial security available in Bangladesh insurance market as on date conforming to the provisions of Bangladesh Merchant Shipping Ordinance, 1983, as against oil / HNS pollution damage /damage to property and wreck removal.

18.11 Survey

18.11.1 Safety survey for Carriage of Cargo shall be carried out to confirm compliance to the requirements of this annex as per interval given in Annex 11 of this notification to maintain Bangladesh Coastal Vessel Safety Certificate.

18.12 Certification

18.12.1 Vessel to be issued with Bangladesh Coastal Vessel Safety Certificate as per format given in Annex 11 of this notification after initial survey by the Administration or by its Recognized Organization and keep valid with periodical surveys endorsed within window period.

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ANNEX-19: CDC and Articles of Agreement

19.1 Application

19.1.1 This Annexure shall apply to crews engaged on all Type 4 Coastal Vessels.

19.2 Continuous Discharge Certificate-cum-Seafarers Identity Document (CDC-cum- SID)

19.2.1 The crews engaged on Coastal vessels are exempted from possession of a CDC- cum-SID, provided, they are in possession of any photo identity card issued by Government of Bangladesh.

19.3 Articles of Agreement

19.3.1 The crews engaged on Coastal Vessels are exempted from entering into an Article of Agreement as prescribed under the Bangladesh Merchant Shipping Ordinance, 1983 provided there exists an agreement, in a form acceptable to both the crew and the employer.

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