

## **STATEMENT BY THE GOVERNMENT OF GERMANY**

By RESOLUTION MSC.282(86) IMO has adopted among others amendments to SOLAS Chapter V "Safety of Navigation".

This includes in paragraph 2.2 of Regulation 19 - Carriage requirements for shipborne navigational systems and equipment - new subparagraphs .3 and .4 have been added after the existing subparagraph .2.

These new paragraphs require a bridge navigational watch alarm system (BNWAS) equipment for all cargo ships of 150 gross tonnage and upwards and passenger ships irrespective of size constructed on or after 1 July 2011.

Existing ships have to be equipped at a later stage depending sizes and type and year of construction. Not later than the first survey after 1 July 2014 all ships will have to be equipped with BNWAS.

New subparagraph .4 allows "A bridge navigational watch alarm system (BNWAS) which was installed prior to 1 July 2011 may subsequently be exempted from full compliance with the standards adopted by the Organization, at the discretion of the Administration."

For many years Germany requires that all ships with a keel laying date after 1 January 1988 have to be equipped with a fixed installed "Bridge Watch Alarm".

The national performance standard for that equipment is considered to be "equivalent" but not identical with the standard adopted by the Organization.

Therefore, the German Administration referring to SOLAS Regulation V/19.2.2.4 has decided that all ships under German Flag with a construction date prior to 1 July 2011 and already equipped with a fixed installed "Bridge Watch Alarm" in accordance with the German national requirements do not need to update their equipment to the new BNWAS in accordance with the new SOLAS requirements.

All ships under German Flag constructed on or after 1 July 2011 have to comply with a BNWAS which complies with the relevant performance standards adopted by the Organization as required by SOLAS regulations V/19.