ΕΦΗΜΕΡΙΔΑ ΤΗΣ ΚΥΒΕΡΝΗΣΕΩΣ

ΤΗΣ ΕΛΛΗΝΙΚΗΣ ΔΗΜΟΚΡΑΤΙΑΣ

29 Ιουλίου 2021 | ΤΕΥΧΟΣ ΔΕΥΤΕΡΟ | Αρ. Φύλλου **3440**

ΠΕΡΙΕΧΟΜΕΝΑ

ΑΠΟΦΑΣΕΙΣ

ΑΠΟΦΑΣΕΙΣ

Αριθμ. 2263.3-1/52207/2021 (1)

Έγκριση και αποδοχή τροποποιήσεων του Κώδικα του Διεθνούς Ναυτιλιακού Οργανισμού (IMO) για την Κατασκευή και τον Εξοπλισμό των Πλοίων που Μεταφέρουν Επικίνδυνα Χημικά Χύμα (BCH Code) που υιοθετήθηκαν με την υπό στοιχεία: MEPC.91(45) απόφαση του IMO.

Ο ΥΠΟΥΡΓΟΣ
ΝΑΥΤΙΛΙΑΣ ΚΑΙ ΝΗΣΙΩΤΙΚΗΣ ΠΟΛΙΤΙΚΗΣ

Έχοντας υπόψη:

1. Τις διατάξεις:

α) Του άρθρου τέταρτου του ν. 2208/1994 «Κύρωση Πρωτοκόλλου 1988, που αναφέρεται στη Διεθνή Σύμβαση για την Ασφάλεια της Ανθρώπινης Ζωής στη θάλασσα» (Α΄ 71), όπως αυτό αντικαταστάθηκε με το άρθρο 13 του ν. 4770/2021 «Ολοκληρωμένη θαλάσσια πολιτική στον νησιωτικό χώρο, διατάξεις για συμμόρφωση με υποχρεώσεις διεθνούς ναυσιπλοΐας και την αναβάθμιση Λ.Σ. - ΕΛ.ΑΚΤ. και ειδικές ρυθμίσεις για την ψηφιοποίηση και εν γένει ενίσχυση της ανταγωνιστικότητας της ελληνικής ναυτιλίας στη μετά-COVID εποχή» (Α' 15),

β) του π.δ. 83/2019 «Διορισμός Αντιπροέδρου της Κυβέρνησης Υπουργών, Αναπληρωτών Υπουργών και Υφυπουργών» (Α' 121),

γ) του άρθρου 90 του «Κώδικα νομοθεσίας για την Κυβέρνηση και τα κυβερνητικά όργανα» [άρθρο πρώτο του π.δ. 63/2005 (Α' 98)].

2. Το γεγονός ότι από την εφαρμογή των διατάξεων της παρούσας δεν προκύπτει επιβάρυνση σε βάρος των πιστώσεων του τακτικού προϋπολογισμού του ΥΝΑΝΠ σύμφωνα με το υπ' αρ. 2811.8/43946/2021/18-06-2021 έγγραφο ΥΝΑΝΠ/ΓΔΟΥ/ΔΙΠΡΟΠ Α', αποφασίζουμε:

Άρθρο 1

1. Εγκρίνονται και γίνονται αποδεκτές οι τροποποιήσεις του Κώδικα του Διεθνούς Ναυτιλιακού Οργανισμού (IMO) για την Κατασκευή και τον Εξοπλισμό των Πλοίων που Μεταφέρουν Επικίνδυνα Χημικά Χύμα (BCH Code), οι οποίες υιοθετήθηκαν την 05-10-2000 με την υπό στοιχεία MEPC.91(45) απόφαση της Επιτροπής Προστασίας Θαλασσίου Περιβάλλοντος (MEPC) του Διεθνούς Ναυτιλιακού Οργανισμού (IMO).

2. Το κείμενο της ανωτέρω απόφασης του IMO παρατίθεται σε πρωτότυπο στην αγγλική γλώσσα.

RESOLUTION MEPC.91(45)

adopted on 5 October 2000

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

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

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

RECALLING ALSO resolution MEPC.20(22) by which it adopted the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code),

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention") and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") which together specify the amendment procedure of the 1978 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL 73/78),

NOTING that the Maritime Safety Committee, at its seventy-second session, considered and approved the proposed amendments to the BCH Code,

NOTING FURTHER resolution MEPC.90(45), by which the Committee adopted relevant amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code),

RECOGNIZING the need to bring the amendments to the BCH Code into force on the date on which the relevant amendments to the IBC Code enter into force,

HAVING CONSIDERED the proposed amendments to the BCH Code circulated in accordance with article 16(2)(a) of the 1973 Convention,

1. ADOPTS, in accordance with article 16(2)(d) of the 1973 Convention, amendments to the BCH Code, the text of which is set out at Annex to the present resolution;

2. DETERMINES, in accordance with article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 1 January 2002, unless prior to the date, not less than one-third of the Parties or the Parties, the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, having communicated to the Organization their objections to the amendments;

3. INVITES the Parties to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, the amendments shall enter into force on 1 July 2002 upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with article 16(2)(e) of the 1973 Convention, to transmit to all Parties to the 1978 Protocol certified copies of the present resolution and the text of the amendments contained in the annex; and

5. REQUESTS FURTHER the Secretary-General to transmit to the Members of the Organization which are not Parties to the 1978 Protocol copies of the resolution and its Annex.

ANNEX

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

CHAPTER II - CARGO CONTAINMENT

2.12 Cargo hoses carried aboard the ship

1 Existing section 2.12 is replaced by the following:

"2.12 Ship's cargo hoses

2.12.1 Paragraphs 2.12.2 to 2.12.4 apply to cargo hoses installed on board ships on or after 1 July 2002.

2.12.2 Liquid and vapour hoses used for cargo transfer should be compatible with the cargo carried and suitable for the cargo temperature.

2.12.3 Hoses subject to tank pressure or the discharge pressure of pumps should be designed for a bursting pressure not less than 5 times the maximum pressure the hose will be subject to during cargo transfer.

2.12.4 Each new type of cargo hose, complete with end-fittings, should be prototype-tested at a normal ambient temperature with 200 pressure cycles from zero to at least twice the specified maximum working pressure. After this cycle pressure test has been carried out, the prototype test should demonstrate a bursting pressure of at least 5 times its specified maximum working pressure at the extreme service temperature. Hoses used for prototype testing should not be used for cargo service. Thereafter, before being placed in service, each new length of cargo hose produced should be hydrostatically tested at ambient temperature to a pressure not less than 1.5 times its specified maximum working pressure but not more than two-fifths of its bursting pressure. The hose should be stencilled or otherwise marked with the date of testing, its specified maximum working pressure and, if used in services other than the ambient temperature services, its maximum and minimum service temperature, as applicable. The specified maximum working pressure should not be less than 10 bar gauge."

CHAPTER III - SAFETY EQUIPMENT AND RELATED CONSIDERATION

2 Existing paragraph 3.16.11 is replaced by the following:

"3.16.11 The ship should have on board medical first-aid equipment, including oxygen resuscitation equipment and antidotes for cargoes to be carried, based on the guidelines developed by the Organization.”

CHAPTER IV - SPECIAL REQUIREMENTS

3 The existing text of section 4.1 is replaced by the following:

"4.1 Carbon disulphide

Carbon disulphide may be carried either under water pad or under suitable inert gas pad as specified in the following paragraphs.

Carriage under water pad

4.1.1 Provision should be made to maintain a water pad in the cargo tank during loading, unloading and transit. In addition, a suitable inert gas pad should be maintained in the ullage space during transit.

4.1.2 All openings should be in the top of the tank, above the deck.

4.1.3 Loading lines should terminate near the bottom of the tank.

4.1.4 A standard ullage opening should be provided for emergency sounding.

4.1.5 Cargo piping and vent lines should be independent of piping and vent lines used for other cargo.

4.1.6 Pumps may be used for discharging cargo, provided they are of the deepwell or hydraulically driven submersible types. The means of driving a deepwell pump should not present a source of ignition for carbon disulphide and should not employ equipment that may exceed a temperature of 80°C.

4.1.7 If a cargo discharge pump is used, it should be inserted through a cylindrical well extending from the tank top to a point near the tank bottom. A water pad should be formed in this well before attempting pump removal unless the tank has been certified as gas-free.

4.1.8 Water or inert gas displacement may be used for discharging cargo, provided the cargo system is designed for the expected pressure and temperature.

4.1.9 Safety relief valves should be of stainless steel construction.

4.1.10 Because of its low ignition temperature and close clearances required to arrest its flame propagation, only intrinsically safe systems and circuits should be permitted in the hazardous locations described in 10.2.3.

Carriage under suitable inert gas pad

4.1.11 Carbon disulphide should be carried in independent tanks with a design pressure of not less than 0.6 bar gauge.

4.1.12 All openings should be located on the top of the tank, above the deck.

4.1.13 Gaskets used in the containment system should be of a material which does not react with, or dissolve in, carbon disulphide.

4.1.14 Threaded joints should not be permitted in the cargo containment system, including the vapour lines.

4.1.15 Prior to loading, the tank(s) should be inerted with suitable inert gas until the oxygen level is 2% by volume or lower. Means should be provided to automatically maintain a positive pressure in the tank using suitable inert gas during loading, transport and discharge. The system should be able to maintain this positive pressure between 0.1 and 0.2 bar gauge, and should be remotely monitored and fitted with over/underpressure alarms.

4.1.16 Hold spaces surrounding an independent tank carrying carbon disulphide should be inerted by a suitable inert gas until the oxygen level is 2% or less. Means should be provided to monitor and maintain this condition throughout the voyage. Means should also be provided to sample these spaces for carbon disulphide vapour.

4.1.17 Carbon disulphide should be loaded, transported and discharged in such a manner that venting to the atmosphere does not occur. If carbon disulphide vapour is returned to shore during loading or to the ship during discharge, the vapour return system should be independent of all other containment systems.

4.1.18 Carbon disulphide should be discharged only by submerged deepwell pumps or by a suitable inert gas displacement. The submerged deepwell pumps should be operated in a way that prevents heat build-up in the pump. The pump should also be equipped with a temperature sensor in the pump housing with remote readout and alarm in the cargo control room. The alarm should be set at 80°C. The pump should also be fitted with an automatic shut-down device, if the tank pressure falls below atmospheric pressure during the discharge.

4.1.19 Air should not be allowed to enter the cargo tank, cargo pump or lines while carbon disulphide is contained in the system.

4.1.20 No other cargo handling, tank cleaning or deballasting should take place concurrent with loading or discharge of carbon disulphide.

4.1.21 A water spray system of sufficient capacity should be provided to blanket effectively the area surrounding the loading manifold, the exposed deck piping associated with product handling and the tank domes. The arrangement of piping and nozzles should be such as to give a uniform distribution rate of 10 l/m^2/min. Remote manual operation should be arranged such that remote starting of pumps supplying the water-spray system and remote operation of any normally closed valves in the system can be ccarried out from a suitable location outside the cargo area adjacent to the accommodation spaces and readily accessible and operable in the event of fire in the areas protected. The water-spray system should be capable of both local and remote manual operation, and the arrangement should ensure that any spilled cargo is washed away. Additionally, a water hose with pressure to the nozzle when atmospheric temperature permits, should be connected ready for immediate use during loading and unloading operations.

4.1.22 No cargo tanks should be more than 98% liquid-full at the reference temperature (R).

4.1.23 The maximum volume (V_L) of cargo to be loaded in a tank should be:

$$V_L = 0.9V\frac{\rho_R}{\rho_L}$$

where:

V = volume of the tank
ρ_R = relative density of cargo at the reference temperature (R)
ρ_L = relative density of cargo at the loading temperature
R = reference temperature, i.e. the temperature at which the vapour pressure of the cargo corresponds to the set pressure of the pressure-relief valve.

4.1.24 The maximum allowable tank filling limits for each cargo tank should be indicated for each loading temperature which may be applied, and for the applicable maximum reference temperature, on a list approved by the Administration. A copy of the list should be permanently kept on board by the master.

4.1.25 Zones on open deck, or semi-enclosed spaces on open deck within three metres of a tank outlet, gas or vapour outlet, cargo pipe flange or cargo valve of a tank certified to carry carbon disulphide, should comply with the electrical equipment requirements specified for carbon disulphide in column "i", chapter 17. Also, within the specified zone, no other heat sources, like steam piping with surface temperatures in excess of 80°C should be allowed.

4.1.26 Means should be provided to ullage and sample the cargo without opening the tank or disturbing the positive suitable inert gas blanket.

4.1.27 The product should be transported only in accordance with a cargo handling plan that has been approved by the Administration. Cargo handling plans should show the entire cargo piping system. A copy of the approved cargo-handling plan should be available on board. The Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk should be endorsed to include reference to the approved cargo handling plan."

CHAPTER V - OPERATIONAL REQUIREMENTS

4 Existing paragraph 5.3.3 is replaced by the following:

"5.3.3 Officers should be trained in emergency procedures to deal with conditions of leakage, spillage or fire involving the cargo, based on the guidelines developed by the Organization, and a sufficient number of them should be instructed and trained in essential first aid for cargoes carried.

Άρθρο 2
Έναρξη ισχύος

Η ισχύς της παρούσας αρχίζει από τη δημοσίευσή της στην Εφημερίδα της Κυβερνήσεως.

Η απόφαση αυτή να δημοσιευθεί στην Εφημερίδα της Κυβερνήσεως.

Πειραιάς, 16 Ιουλίου 2021

Ο Υπουργός

ΙΩΑΝΝΗΣ ΠΛΑΚΙΩΤΑΚΗΣ

Αριθμ. 2263.3-1/52221/2021 (2)

Έγκριση και αποδοχή τροποποιήσεων του Κώδικα του Διεθνούς Ναυτιλιακού Οργανισμού (ΙΜΟ) για την Κατασκευή και τον Εξοπλισμό των Πλοίων που Μεταφέρουν Επικίνδυνα Χημικά Χύμα (BCH Code) που υιοθετήθηκαν με την υπό στοιχεία: MEPC.249(66) απόφαση του ΙΜΟ.

Ο ΥΠΟΥΡΓΟΣ
ΝΑΥΤΙΛΙΑΣ ΚΑΙ ΝΗΣΙΩΤΙΚΗΣ ΠΟΛΙΤΙΚΗΣ

Έχοντας υπόψη:

1. Τις διατάξεις:

α) Του άρθρου τέταρτου του ν. 2208/1994 «Κύρωση Πρωτοκόλλου 1988, που αναφέρεται στη Διεθνή Σύμβαση για την Ασφάλεια της Ανθρώπινης Ζωής στη θάλασσα» (Α΄ 71), όπως αυτό αντικαταστάθηκε με το άρθρο 13 του ν. 4770/2021 «Ολοκληρωμένη θαλάσσια πολιτική στον νησιωτικό χώρο, διατάξεις για συμμόρφωση με υποχρεώσεις διεθνούς ναυσιπλοΐας και την αναβάθμιση Λ.Σ. - ΕΛ.ΑΚΤ. και ειδικές ρυθμίσεις για την ψηφιοποίηση και εν γένει ενίσχυση της ανταγωνιστικότητας της ελληνικής ναυτιλίας στη μετά-COVID εποχή» (Α’ 15),

β) του π.δ. 83/2019 «Διορισμός Αντιπροέδρου της Κυβέρνησης Υπουργών, Αναπληρωτών Υπουργών και Υφυπουργών» (Α’ 121),

γ) του άρθρου 90 του «Κώδικα νομοθεσίας για την Κυβέρνηση και τα κυβερνητικά όργανα» [άρθρο πρώτο του π.δ. 63/2005 (Α’ 98)].

2. Το γεγονός ότι από την εφαρμογή των διατάξεων της παρούσας δεν προκύπτει επιβάρυνση σε βάρος των πιστώσεων του τακτικού προϋπολογισμού του ΥΝΑΝΠ, σύμφωνα με το υπ’ αρ. 2811.8/43946/2021/18-06-2021 έγγραφο ΥΝΑΝΠ/ΓΔΟΥ/ΔΙΠΡΟΠ Α’, αποφασίζουμε:

Άρθρο 1

1. Εγκρίνονται και γίνονται αποδεκτές οι τροποποιήσεις του Κώδικα του ΙΜΟ για την Κατασκευή και τον Εξοπλισμό των Πλοίων που Μεταφέρουν Επικίνδυνα Χημικά Χύμα (BCH Code), οι οποίες υιοθετήθηκαν την 04-04-2014 με την υπό στοιχεία MEPC.249(66) απόφαση της Επιτροπής Προστασίας Θαλασσίου Περιβάλλοντος (MEPC) του Διεθνούς Ναυτιλιακού Οργανισμού (ΙΜΟ).

2. Το κείμενο της ανωτέρω απόφασης του ΙΜΟ παρατίθεται σε πρωτότυπο στην αγγλική γλώσσα.

RESOLUTION MEPC.249(66)

(Adopted on 4 April 2014)

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

(Cargo containment and Form of Certificate of Fitness)

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

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

RECALLING ALSO resolution MEPC.20(22) by which the Committee adopted the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code),

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention") and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") which together specify the amendment procedure of the 1978 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL),

CONSIDERING that it is highly desirable for the provisions of the BCH Code which are mandatory under MARPOL and recommendatory from a safety standpoint, to remain identical, when adopted by the Marine Environment Protection Committee and the Maritime Safety Committee,

HAVING CONSIDERED proposed amendments to the BCH Code, developed by the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety, at its fifty-fifth session,

1 ADOPTS, in accordance with article 16(2)(b), (c) and (d) of the 1973 Convention, amendments to the BCH Code, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article 16(2)(f)(iii) of the 1973 Convention, that the amendments to the BCH Code shall be deemed to have been accepted on 1 July 2015 unless, prior to that date, not less than one third of the Parties or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;

3 INVITES the Parties to note that, in accordance with article 16(2)(g) (ii) of the 1973 Convention, the amendments to the BCH Code shall enter into force on 1 January 2016 upon their acceptance in accordance with paragraph 2 above;

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

5 REQUESTS the Secretary-General, in conformity with article 16(2) (e) of the 1973 Convention, to transmit to all Parties to MARPOL, certified copies of the present resolution and the text of the amendments to the BCH Code contained in the annex;

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

ANNEX

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

Chapter II - Cargo containment

Part A - Physical protection (Siting of cargo tanks; ship stability)

1 Existing subparagraph 2.2.1 is replaced by the following:

"2.2.1 General: Ships subject to this Code may be assigned the minimum freeboard permitted by the International Convention on Load Lines, 1966. The additional requirements in paragraph 2.2.4, taking into account any empty or partially filled tank as well as the specific gravities of cargoes to be carried, however, should govern the allowed operating draught for any actual condition of loading.

2.2.1.1 All ships engaged in the transport of chemicals in bulk should be supplied with loading and stability manuals for the information and guidance of the master. These manuals should contain details concerning the loaded conditions of full and empty or partially empty tanks, the position of these tanks in the ship, the specific gravities of the various parcels of cargoes carried, and any ballast arrangements in critical conditions of loading. Provisions for evaluating other conditions of loading should be contained in the manuals.

2.2.1.2 All ships subject to the Code shall be fitted with a stability instrument capable of verifying compliance with intact and damage stability requirements approved by the Administration at the first scheduled renewal survey of the ship, on or after 1 January 2016, but not later than 1 January 2021, having regard to the performance standards recommended by the Organization:

.1 notwithstanding the above, a stability instrument fitted on a ship constructed before 1 January 2016 need not be replaced provided it is capable of verifying compliance with intact and damage stability, to the satisfaction of the Administration; and

.2 for the purposes of control under regulation 16 of MARPOL Annex II, the Administration shall issue a document of approval for the stability instrument.

2.2.1.3 The Administration may waive the requirements of paragraph 2.2.1.2 for the following ships provided the procedures employed for intact and damage stability verification maintain the same degree of safety as being loaded in accordance with the approved conditions. Any such waiver shall be duly noted on the Certificate of Fitness referred to in paragraph 1.6.3:

.1 ships which are on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved in the stability information provided to the master in accordance with the requirements of paragraph 2.2.1.1;

.2 ships where stability verification is made remotely by a means approved by the Administration;

.3 ships which are loaded within an approved range of loading conditions; or

.4 ships provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.

Certificate of Fitness

2 Paragraph 6 is replaced with the following:

"6 That the ship must be loaded:

.1*** only in accordance with loading conditions verified compliant with intact and damage stability requirements using the approved stability instrument fitted in accordance with paragraph 2.2.1.2 of the Code;

.2*** where a waiver permitted by paragraph 2.2.1.3 of the Code is granted and the approved stability instrument required by paragraph 2.2.1.2 of the Code is not fitted, loading shall be made in accordance with one or more of the following approved methods:

(i) in accordance with the loading conditions provided in the approved loading manual, stamped and dated ..... and signed by a responsible officer of the Administration, or of an organization recognized by the Administration; or

(ii) in accordance with loading conditions verified remotely using an approved means ……; or

(iii) in accordance with a loading condition which lies within an approved range of conditions defined in the approved loading manual referred to in (i) above; or

(iv) in accordance with a loading condition verified using approved critical KG/GM data defined in the approved loading manual referred to in (i) above;

.3*** in accordance with the loading limitations appended to this Certificate.

Where it is required to load the ship other than in accordance with the above instruction, then the necessary calculations to justify the proposed loading conditions shall be communicated to the certifying Administration who may authorize in writing the adoption of the proposed loading condition.

*** deleted as appropriate

Άρθρο 2
Έναρξη ισχύος

Η ισχύς της παρούσας αρχίζει από τη δημοσίευσή της στην Εφημερίδα της Κυβερνήσεως.
Η απόφαση αυτή να δημοσιευθεί στην Εφημερίδα της Κυβερνήσεως.

Πειραιάς, 16 Ιουλίου 2021

Ο Υπουργός

ΙΩΑΝΝΗΣ ΠΛΑΚΙΩΤΑΚΗΣ

ΕΘΝΙΚΟ ΤΥΠΟΓΡΑΦΕΙΟ

Το Εθνικό Τυπογραφείο αποτελεί δημόσια υπηρεσία υπαγόμενη στην Προεδρία της Κυβέρνησης και έχει την ευθύνη τόσο για τη σύνταξη, διαχείριση, εκτύπωση και κυκλοφορία των Φύλλων της Εφημερίδας της Κυβερνήσεως (ΦΕΚ), όσο και για την κάλυψη των εκτυπωτικών - εκδοτικών αναγκών του δημοσίου και του ευρύτερου δημόσιου τομέα (ν. 3469/2006/Α΄ 131 και π.δ. 29/2018/Α΄58).

1. ΦΥΛΛΟ ΤΗΣ ΕΦΗΜΕΡΙΔΑΣ ΤΗΣ ΚΥΒΕΡΝΗΣΕΩΣ (ΦΕΚ)

• Τα **ΦΕΚ σε ηλεκτρονική μορφή** διατίθενται δωρεάν στο **www.et.gr**, την επίσημη ιστοσελίδα του Εθνικού Τυπογραφείου. Όσα ΦΕΚ δεν έχουν ψηφιοποιηθεί και καταχωριστεί στην ανωτέρω ιστοσελίδα, ψηφιοποιούνται και αποστέλλονται επίσης δωρεάν με την υποβολή αίτησης, για την οποία αρκεί η συμπλήρωση των αναγκαίων στοιχείων σε ειδική φόρμα στον ιστότοπο www.et.gr.

• Τα **ΦΕΚ σε έντυπη μορφή** διατίθενται σε μεμονωμένα φύλλα είτε απευθείας από το Τμήμα Πωλήσεων και Συνδρομητών, είτε ταχυδρομικά με την αποστολή αιτήματος παραγγελίας μέσω των ΚΕΠ, είτε με ετήσια συνδρομή μέσω του Τμήματος Πωλήσεων και Συνδρομητών. Το κόστος ενός ασπρόμαυρου ΦΕΚ από 1 έως 16 σελίδες είναι 1,00 €, αλλά για κάθε επιπλέον οκτασέλιδο (ή μέρος αυτού) προσαυξάνεται κατά 0,20 €. Το κόστος ενός έγχρωμου ΦΕΚ από 1 έως 16 σελίδες είναι 1,50 €, αλλά για κάθε επιπλέον οκτασέλιδο (ή μέρος αυτού) προσαυξάνεται κατά 0,30 €. Το τεύχος Α.Σ.Ε.Π. διατίθεται δωρεάν.

• **Τρόποι αποστολής κειμένων προς δημοσίευση:**

Α. Τα κείμενα προς δημοσίευση στο ΦΕΚ, από τις υπηρεσίες και τους φορείς του δημοσίου, αποστέλλονται ηλεκτρονικά στη διεύθυνση **webmaster.et@et.gr** με χρήση προηγμένης ψηφιακής υπογραφής και χρονοσήμανσης.

Β. Κατ’ εξαίρεση, όσοι πολίτες δεν διαθέτουν προηγμένη ψηφιακή υπογραφή μπορούν είτε να αποστέλλουν ταχυδρομικά, είτε να καταθέτουν με εκπρόσωπό τους κείμενα προς δημοσίευση εκτυπωμένα σε χαρτί στο Τμήμα Παραλαβής και Καταχώρισης Δημοσιευμάτων.

• Πληροφορίες, σχετικά με την αποστολή/κατάθεση εγγράφων προς δημοσίευση, την ημερήσια κυκλοφορία των Φ.Ε.Κ., με την πώληση των τευχών και με τους ισχύοντες τιμοκαταλόγους για όλες τις υπηρεσίες μας, περιλαμβάνονται στον ιστότοπο (www.et.gr). Επίσης μέσω του ιστότοπου δίδονται πληροφορίες σχετικά με την πορεία δημοσίευσης των εγγράφων, με βάση τον Κωδικό Αριθμό Δημοσιεύματος (ΚΑΔ). Πρόκειται για τον αριθμό που εκδίδει το Εθνικό Τυπογραφείο για όλα τα κείμενα που πληρούν τις προϋποθέσεις δημοσίευσης.

2. ΕΚΤΥΠΩΤΙΚΕΣ - ΕΚΔΟΤΙΚΕΣ ΑΝΑΓΚΕΣ ΤΟΥ ΔΗΜΟΣΙΟΥ

Το Εθνικό Τυπογραφείο ανταποκρινόμενο σε αιτήματα υπηρεσιών και φορέων του δημοσίου αναλαμβάνει να σχεδιάσει και να εκτυπώσει έντυπα, φυλλάδια, βιβλία, αφίσες, μπλοκ, μηχανογραφικά έντυπα, φακέλους για κάθε χρήση, κ.ά.

Επίσης σχεδιάζει ψηφιακές εκδόσεις, λογότυπα και παράγει οπτικοακουστικό υλικό.

Ταχυδρομική Διεύθυνση: Καποδιστρίου 34, τ.κ. 10432, Αθήνα	Ιστότοπος: **www.et.gr**
ΤΗΛΕΦΩΝΙΚΟ ΚΕΝΤΡΟ: 210 5279000 - fax: 210 5279054	Πληροφορίες σχετικά με την λειτουργία του ιστότοπου: **helpdesk.et@et.gr**
ΕΞΥΠΗΡΕΤΗΣΗ ΚΟΙΝΟΥ **Πωλήσεις - Συνδρομές:** (Ισόγειο, τηλ. 210 5279178 - 180) **Πληροφορίες:** (Ισόγειο, Γρ. 3 και τηλεφ. κέντρο 210 5279000) **Παραλαβή Δημ. Ύλης:** (Ισόγειο, τηλ. 210 5279167, 210 5279139)	Αποστολή ψηφιακά υπογεγραμμένων εγγράφων προς δημοσίευση στο ΦΕΚ: **webmaster.et@et.gr**
Ωράριο για το κοινό: Δευτέρα ως Παρασκευή: 8:00 - 13:30	Πληροφορίες για γενικό πρωτόκολλο και αλληλογραφία: **grammateia@et.gr**

Πείτε μας τη γνώμη σας,

για να βελτιώσουμε τις υπηρεσίες μας, συμπληρώνοντας την ειδική φόρμα στον ιστότοπό μας.

02034402907210008