

INTLREG

Regulatory Bulletin

December 2018

A semi-annual aide-mémoire of upcoming regulatory changes
in the international shipping industry



Our Mission

The mission of International Register of Shipping is to provide our clients and the public with the services needed by ensuring the safety of life and property at sea, and the prevention of pollution of the marine environment through the development and verification of standards for the design, construction and operational maintenance of marine-related facilities.

Quality Policy

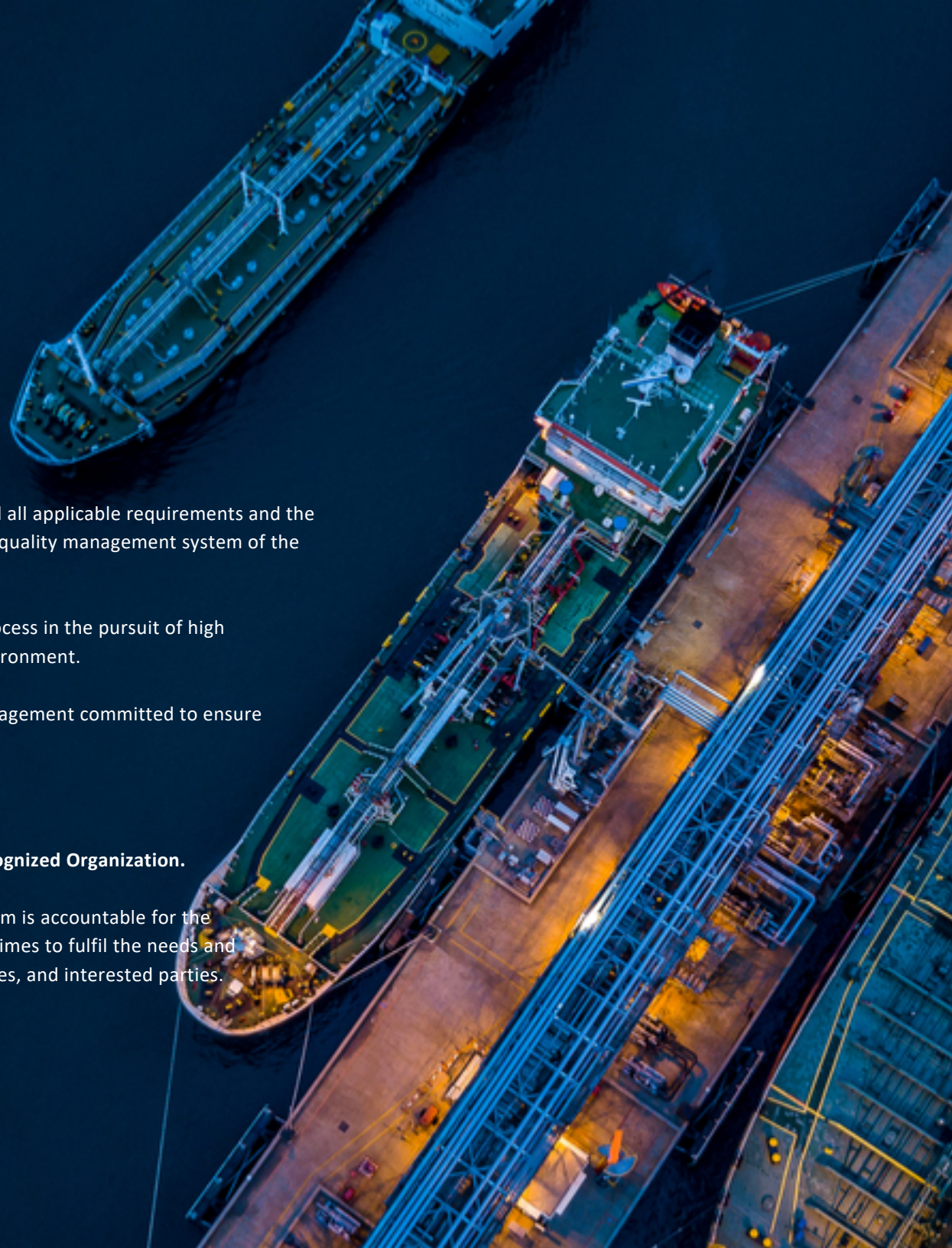
Provide services that meet or exceed the customer expectations and all applicable requirements and the quality of which is continuously perfected through the documented quality management system of the organization and establishment of measurable quality objectives.

We promote continual improvement of our quality management process in the pursuit of high levels of safety of life, property, and protection of the maritime environment.

We believe that our Quality Management System supported by management committed to ensure the continual delivery of:

- **High levels of technical expertise and competence;**
- **Integrity, impartiality and ethical practices; and**
- **Excellence of services as a Classification Society and a Recognized Organization.**

Our entire line management, supported by our internal quality system is accountable for the implementation of our quality policy, and shall be committed at all times to fulfil the needs and meet the requirements of our customer, our suppliers, our employees, and interested parties.



This bulletin is published to serve as an aide-mémoire of upcoming regulatory changes in the international shipping industry.

This bulletin provides information of regulatory changes adopted by the International Maritime Organization (IMO) with entry into force (or action dates) dates from 1st January 2019 to 1st January 2020.

Further information on these regulations can be obtained from the resolution of the appropriate IMO body adopting the new requirements. These resolutions are available at IMO website.



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CONVENTION / REGULATION

MARPOL Annex VI amendments, Baltic & North Sea Emission Control Area for (ECA) NOX / Addition of NOX emission control area

APPLICATION

All ships to which this annex applies

REFERENCE

IMO Resolution MEPC.286(71)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2019

Summary

Further to the existing SOx emission control in the Baltic and North Seas (under Marpol Annex VI Regulation 14), NOx emission control is also established under Regulation 13.

New Ships will be required to have Tier III engines if they visit these sea areas. There are exemption provisions to allow ships fitted dual fuel engines to navigate without complaint fuel (e.g. LNG), or ships with only Tier II engines, to navigate in a NOX Tier III ECA if the ship is departing from a shipyard where the ship is newly built or visiting a shipyard for conversion, repair or maintenance.

Implications

To Ship Owners / Ship Managers

New Ships visiting this area will be required to have Tier III engines. This requires the future trading areas of a ship to be taken into account at the building contract stage.

Ships constructed on or after 1 January 2021, if they are to visit the Baltic or the North Sea (including the English Channel)

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

IMO Resolution A.1116(30)- Escape route signs & equipment location markings

APPLICATION

All ships to which this annex applies

REFERENCE

IMO Resolution A. 1116 (30)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2019

Summary

Recommendations following the Costa Concordia incident, IMO has reviewed the adequacy of shipboard safety signs and markings.

IMO Assembly 30 adopted resolution A.1116(30) Escape route signs and equipment location markings, which harmonises the requirements of SOLAS regulations II-2/13, III/9, III/11 and III/20 taking into account the ISO standard 24409 series on 'Design, location and use of shipboard safety signs, safety-related signs, safety notices and safety markings'. The resolution incorporates the ISO graphical symbols without any changes.

I

Implications

To Ship Owners / Ship Managers

This will affect all ships constructed on or after 1 January 2019 and existing ships which undergo repairs, alterations, modifications and outfitting within the scope of SOLAS Chapters II-2 and/or III, as applicable, on or after 1 January 2019

Related Reference :

A.952 (23) Graphical symbols for shipboard fire control plans.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

Ship designers, shipbuilders, ship-owners, ship operators & ship masters should note that when drawing up fire control plans the new resolution should be used in conjunction with resolution A.952 (23) Graphical symbols for shipboard fire control plans required by SOLAS regulation II-2 / 15.2.4.

CONVENTION / REGULATION

MARPOL amendments to Annex VI, Appendix V- BDN

APPLICATION

All ships to which this annex applies

REFERENCE

IMO Resolution MEPC. 286 (71)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2019

Summary

The existing Appendix V to MARPOL Annex VI does not provide for the provision of fuel oils which do not meet the sulphur limits of either regulation 14.1 (outside ECAs) or regulation 14.4 (within ECAs). This is not a significant issue for users of exhaust gas cleaning systems (EGCS) as an approved equivalent means while the applicable 14.1 limit is 3.50% max sulphur, however when this is reduced from 3.5% to 0.50% in 2020, can be a problem.

The revised BDN includes a new entry (selection box) for the “purchaser’s specified limit value” of the sulphur content. So even fuels with higher sulphur content than required by regulation 14 of Annex VI can be delivered to a ship where the ship uses equivalent measures, such as an EGCS.

Implications

To Ship Owners / Ship Managers

This is intended to avoid any problems during PSC inspections or IAPP Surveys.

Crew to be aware of new requirements in order to ensure that BDN issued comply with the new format, on or after the entry into force date.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to IMSBC Code

APPLICATION

All ships to which this annex applies

REFERENCE

IMO Resolution MSC. 426 (98)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2019

Summary

The International Maritime Solid Bulk Cargoes (IMSBC) Code amendments 03-15 are in force, since 1 January 2017. Amendments 03-15 included a new individual schedule for Iron Ore fines Group A (cargo that may liquefy), a new test procedure for determining the Transportable Moisture Limit (TML) of iron ore fines and a new, recommendatory section on Prevention of pollution by cargo residues from ships.

The new amendments to the IMSBC Code (04-17) includes:

- New individual cargo schedule and revision to existing ones.
- A new testing method to determine the TML for coal up to 50mm in size and amendments to the individual schedule of coal.
- Clear reference to shipper's responsibility and time requirements for the TML and the moisture content tests of Group A cargoes.

Amendments 04-17 will also include new requirements for shippers with regard to classifying and declaring solid bulk cargoes as substances that are harmful to the marine environment (HME).

Implications

To Ship Owners / Ship Managers

Ship-owners and Ship Managers should be aware of the new changes and advise their Masters accordingly.

Mandatory compliance with the amended IMSBC code requirements will commence on 1 January 2019. Voluntarily, Governments may apply the requirements from 1 January 2018.

Related Reference :

CCC.1/Circ.2/Rev.1 on carriage of Bauxite that may liquefy

CCC.1/Circ.4 on carriage of ammonium nitrate based fertiliser (non-hazardous)

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to the IMSBC Code - Harmful to the marine environment (HME) substances

APPLICATION

All ships to which this annex applies

REFERENCE

IMO Resolution MSC. 426 (98)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2019

Summary

IMO developed a classification scheme for solid bulk cargoes to determine whether or not they are harmful to the marine environment (HME) as part of the International Maritime Solid Bulk Cargoes (IMSBC) Code. However, the IMSBC Code is mandatory only under the SOLAS Convention, thus cannot impose environmental requirements as a mandatory instrument. A recommendatory new section 14 'Prevention of pollution by cargo residues from ships' was included in the amendments 03-15 to the IMSBC Code. This section addressed the classification of solid bulk cargoes as HME and prohibited the discharge of such residues at sea. Furthermore, it assigned responsibility to the shipper for classifying and declaring whether a solid bulk cargo is HME or non-HME.

Following the HME amendments to the MARPOL annex V and IMSBC code amendments, the previously recommended section 14- prevention of pollution by cargo residues from ships is now deleted in order to avoid duplication of mandatory requirements. Instead, a clear requirement for the cargo to be declared as HME prior to loading has been added to section 4 of the code and reference is being made to the relevant MARPOL Annex V requirements.

This explicitly assigns the shipper with the responsibility to declare whether a solid bulk cargo is classified as harmful to the marine environment (HME) or non – HME.

Implications

To Ship Owners / Ship Managers

Ship-owners and Ship Managers: Making the HME classification and declaration requirement mandatory might have a significant impact on Ship-owners, Ship Managers and Masters mainly associated with the discharge requirements that accompany the regulation. Finding a suitable reception facility may also be a challenge. Masters are encouraged by IMO to report alleged inadequacies of port reception facilities using the format given in MEPC.1/Circ.834.

All ships carrying solid bulk cargoes, other than grain, will be required to apply the amendments from 1 January 2019. Voluntarily, governments may apply the requirements from 1 January 2018.

Related Reference :

MEPC.1/Circ.834/Rev.1- Consolidated guidance for port reception facility providers and users.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

2016 amendments to the code of Maritime Labour Convention, 2006

APPLICATION

All ships except warships and naval auxiliaries

REFERENCE

Code of the MLC 2006

ENTRY INTO FORCE/APPLICABLE FROM

January 8, 2019

Summary

Work carried out by the International Chamber of Shipping and the International Transport Workers' Federation recognised that harassment and bullying on board ships can have serious consequences to the physical and emotional health of seafarers and negative effects for companies. Also, ILO wishes to align the procedure for the renewal of the Maritime Labour Certificates with that followed by the IMO.

ILO has prepared amendments to the MLC 2006 with regards to:

Regulation 4.3 - Health and safety protection and accident prevention

The intention is to eliminate shipboard harassment and bullying by including relevant provisions in the Code of the MLC 2006.

Regulation 5.1 - Flag State responsibilities

The amendment will now allow an extension of not more than five months of the validity of the Maritime Labour Certificate issued for ships. This will apply in cases where the renewal inspection has been successfully completed, but a new certificate cannot immediately be issued to the ship e.g. Where the flag Administration issues the full term certificate. The amendments were approved by the 105th ILO Conference (7 June 2016, Geneva). The final entry into force date is pending.

Implications

To Ship Owners / Ship Managers

Ship-owners and Ship Managers are advised to review their management systems to ensure they include procedures for the elimination of harassment and bullying on board ship.

All ships except warships and naval auxiliaries, ships engaged in fishing or similar pursuits, ships of traditional build such as dhows and junks and those that navigate exclusively in inland waters or waters within, or closely adjacent to, sheltered waters or areas where port regulations apply.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to MARPOL Annex VI, Regulation 21- Required EEDI for Ro-Ro Cargo and Ro-Ro Passenger ships

APPLICATION

Applicable ships as above

REFERENCE

MEPC. 301(72)

ENTRY INTO FORCE/APPLICABLE FROM

September 1, 2019

Summary

In review of EEDI, the IMO has been made aware of reports of significant problems in meeting EEDI requirements for Ro-Ro Cargo and Ro-Ro Passenger ships.

At MEPC 71, IMO has agreed to increase the reference line by 20% and to introduce a DWT threshold value for larger Ro-Ro cargo ships of 17,000 DWT and Ro-Ro Passenger ships of 10,000 DWT. Background data was verified by the IMO Secretariat for confirmation purposes and reported to MEPC 72 when amendments were adopted. This new reference line will enter into force on 1 September 2019 prior to Phase 2 of the EEDI requirement.

At the request of several member states, MEPC encouraged an early implementation (to phase1 ships) which is stated in the cover resolution of the amendment.

Implications

To Ship Owners / Ship Managers

This will assist Ro-Ro builders and designers in overcoming the reported problems with achieving higher phase EEDI requirements.

This amends the Phase 2 EEDI reference line for the mentioned Ro-Ro vessels, with entry into force aligning with the phase 2 dates but with early implementation also encouraged by IMO.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

This will assist Ro-Ro builders and designers in overcoming the reported problems with achieving higher phase EEDI requirements.

CONVENTION / REGULATION

Amendments to the BWMC, Regulation B-3 - Ballast Water Management for Ships

APPLICATION

All ships subject to BWM Convention

REFERENCE

Ballast Water Management Convention

ENTRY INTO FORCE/APPLICABLE FROM

October 13, 2019

Summary

As the Ballast Water Management (BWM) Convention was written based upon the assumption that the Convention would enter into force by 2007, the provision for a retrofitting schedule has to be revised. An update was done by resolution A.1088 (28) but that was subject to a formal amendment to the Convention.

At MEPC 72, IMO approved a draft amendment to regulation B-3, which will enter into force on 13 October 2019. The amendment is summarised as follows:

The deadline for installing Ballast Water Treatment Systems (BWTS) for existing ships is either:

- No later than the first IOPP renewal survey on or after 8 September 2017 (providing that this survey takes place on or after 8 September 2019; or that the vessel has undertaken an IOPP renewal survey on or after 8 September 2014 but prior to 8 September 2017; or
- No later than the second IOPP renewal survey on or after 8 September 2017 (providing that the first IOPP renewal survey on or after 8 September 2017 takes place before 8 September 2019, and the vessel has not undertaken an IOPP renewal survey on or after 8 September 2014 but prior to 8 September 2017).

For ships (less than 150 GT for oil tankers, and 400 GT for others), and/or those which do not hold IOPP certificates, the installation deadline is the date determined by the Flag Administration but not later than 8 September 2024

For new ships (keel laid on or after 8 September 2017) installation of a BWMS is required by the delivery of the ship.

Implications

To Ship Owners / Ship Managers

The new retrofitting schedule has significant impact on the industry, including the manufacturers of BWMS. However please note that this BWMC amendment formalises the change which has already been announced by IMO.

All ships subject to the BWM Convention (survey and certification - 400 GT or above that have ballast capacity). This includes offshore structures (MODU etc.)

Reference:

MEPC.287(71)- Implementation of the BWM Convention

MEPC.298 (72)-Determination of the survey referred to in regulation B-3, as amended, of the BWM Convention.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to the Ballast Water Management Convention, Regulation D-3 – Approval requirements for Ballast Water Management systems & Code for approval of ballast water management systems

APPLICATION

All ships subject to BWM Convention

REFERENCE

MEPC. 296(72)

ENTRY INTO FORCE/APPLICABLE FROM

October 13, 2019

Summary

IMO has previously adopted guidelines for approving BWMS as non-mandatory MEPC resolutions. The most recent is resolution MEPC.279(70) on 2016 Guidelines for approval of ballast water management systems (G8) (the 2016 Guidelines (G8)), which superseded the Guidelines for approval of ballast water management systems (G8) adopted by resolution MEPC.174(58). It was then decided that the 2016 Guidelines (G8) should be made mandatory and renamed as the Code for approval of Ballast Water Management Systems.

Relevant amendments were made to the BWM Convention and the G8 guidelines (now Code). It is understood that there is no change in the technical content, therefore, any BWMS meeting the 2016 guidelines should be deemed to be approved under the Code. Consequential changes will also be made to the BWM.2 circulars

Implications

To Ship Owners / Ship Managers

There is no change in the technical content, therefore no practical impact but the approval requirements change as follows:

- BWMS installed on or after 28 October 2020 shall be approved in accordance with the BWMS code, as may be amended, and
- BWMS installed before 28 October 2020, shall be approved taking into account the guidelines developed by the organisation or the BWMS code, as may be amended.

To be applied on a mandatory basis from 13 October 2019 for approval of BWMS with the effective date of the change being 28 October 2020.

Related Reference: MEPC. 300(72)- Code for approval of BWMS(BWMS Code) affected, at MEPC 72.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to the Ballast Water Management Convention, Section E - Survey and certification requirements for ballast water management

APPLICATION

All ships subject to BWM Convention

REFERENCE

MEPC. 299(72)

ENTRY INTO FORCE/APPLICABLE FROM

October 13, 2019

Summary

Inconsistencies have been found between Part E of the BWM Convention and the format of the certificate, with regard to the Requirements of the endorsement at an additional survey.

At MEPC 71, IMO agreed that endorsement for “additional survey” on the certificate is not required and approved a consequential draft Amendment to regulation E-1 which is expected to be adopted at MEPC 72. It was also noted that the terminology “Intermediate survey” is omitted from regulation E-5.8, so an amendment to address this was included in the draft amendment.

Implications

To Ship Owners / Ship Managers

No substantial impact - this follows the current practice established by the MARPOL Convention and others. However, it will be necessary to clarify actions that will be required between the respective entries into force of the Convention and this amendment.

From 13 October 2019 for mandatory implementation during approval of ballast water management systems.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to SOLAS II-1/1 and II-1/8-1.3 - provision of computerised stability support for the Master in case of flooding

APPLICATION

Passenger Ships

REFERENCE

MSC. 436(99)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

Amendments to SOLAS chapter II-1 to require the provision on existing ships of a computer able to carry out damage stability Calculations are considered to be necessary.

The application regulations of SOLAS chapter II-1/1 make it clear which regulations are applicable to “new” and “existing” ships.

Regulation II-1/8-1 is amended to include a requirement for existing passenger ships to have either on board or onshore capability to assess stability after damage. New passenger ships (keels laid on or after 1 January 2014) are already required to provide this.

Implications

To Ship Owners / Ship Managers

Existing passenger ships will have to provide suitable stability support. Obtaining the data needed for developing the hull model could be challenging and owners are recommended to start considering what is needed at the earliest opportunity. Loading instruments which comply with IACS UR L5 Type 4 will meet these requirements. Passenger ships constructed before 1 Jan 2014 of 120 m or more in length or with three or more main fire zones from the first renewal survey after 1 January 2025.

Related Reference:

MSC.1/Circ.1532/ Rev.1 Amendments to the revised guidelines on operational information for Masters of Passenger ships for safe return to port.

MSC.1/Circ.1589 Guidelines on operational information for Masters in case of flooding for Passenger ships.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to SOLAS regulation II-1/3-12 - Application of the Code on Noise Levels on Board Ships

APPLICATION

All ships to which this Resolution applies.

REFERENCE

Resolution MSC. 409 (97)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

Discrepancy in the application of the Code on Noise Levels on Board Ships. i.e. ships for which the building contract is placed before 1 July 2014, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2015 and the delivery of which is before 1 July 2018, do not fall either under paragraph 1 or under paragraph 2 of SOLAS regulation II-1/3-12.

The amendment has been made through a minor modification, deleting the words "but before 1 January 2015" in paragraph 2.1 of regulation II-1/3-12.

Implications

To Ship Owners / Ship Managers

This is a minor amendment which clarifies the application of the Code on Noise Levels on Board Ships.

The SOLAS amendments will enter into force on 1 January 2020. As an interim measure MSC.1/Circ.1547 applies. This circular will be revoked once the amendments enter into force.

Related Reference

MSC.1/Circ.1547 on Guidance on the application of SOLAS regulation II-1/3-12 to ships delivered before 1 July 2018

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to SOLAS Chapter II-1 on damage stability

APPLICATION

All ships to which this Resolution applies

REFERENCE

Resolution MSC.(421) 98

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

Amendments to SOLAS Chapter II-1 to harmonize cargo ship and passenger ship damage stability have been in force since 1 January 2009. These amendments made probabilistic damage stability the main method for calculating damage stability for passenger ships and general cargo ships. Since the amendments have entered into force the need for a number of revisions has become apparent. A major review of the subdivision and damage stability requirements contained in Chapter II-1 of SOLAS has been undertaken. Significant changes have been made to the following regulations in parts A, B, B-1, B-2, B-4 and C:

- Regulation 4, making the alternative compliance part of the text rather than a footnote.
 - Regulation 5-1, requiring limiting stability information to include trim.
 - Regulation 6, modifying the required subdivision index, R, for passenger ships.
 - Regulation 7-2, amending the calculation for s.
 - Regulation 9, providing limits on the distance from the keel line which small wells should be unless a damage stability check is made and introducing a minimum limit for the vertical damage extent.
 - Regulation 12, permitting a butterfly valve at the collision bulkhead on cargo ships.
 - Regulation 16, to require testing of watertight hatches.
 - Regulation 17, requiring air pipes which terminate in a superstructure to be considered unprotected openings unless fitted with a watertight means of closure.
 - Regulation 22, removing the possibility of leaving watertight doors open.
- Other minor changes have been made to a number of other regulations.

Implications

To Ship Owners / Ship Managers

Ship Designers: These are significant changes to the damage stability regulations that should be taken into consideration at an early stage. The amendments will be applicable for ships where the contract for construction is signed on or after 1 January 2020, or the keel is laid on or after 1 January 2022 or delivered on or after 1 January 2024.

Related Reference:

Resolution MSC.429(98) - Revised Explanatory Notes to SOLAS chapter II-1 subdivision and damage stability regulations
MSC.1/Circ.1567 – Notification of amendments to SOLAS regulation II-1/12.5.1

To Flags & RO

N/A

To Shipbuilders /
Manufacturers

N/A

CONVENTION / REGULATION

Amendments to SOLAS II-1/19, III/30 and III/37 concerning damage control drills on passenger ships

APPLICATION

Applicable to all Passenger Ships

REFERENCE

Resolution MSC. 421(98)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

The IMO agreed that damage control drills would improve the safety of passenger ships and that appropriate amendments to SOLAS should be developed together with associated guidance.

Amendments to SOLAS chapter II-1 regulation 19 and chapter III regulations 30 and 37 to mandate damage control drills were adopted. The requirements are operational in nature with drills required at regular intervals for all passenger ships. The drills will have to involve crew members who have damage control responsibilities. Additionally drills will have to be recorded and should cover different damage scenarios.

Implications

To Ship Owners / Ship Managers

Additional drills will need to be included in the ships' normal operations.

Applicable to all passenger ships.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to SOLAS regulation II-2/3.56 – Definition of a vehicle carrier

APPLICATION

Applicable to Vehicle Carriers

REFERENCE

Resolution MSC. 421(98)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

It had been highlighted that the definition of vehicle carrier in SOLAS regulation II-2/3.56, as amended by resolution MSC.365 (93), was unclear when considering the application of SOLAS regulation II-2/20-1.

It was agreed that only "pure car and truck carriers" should comply with SOLAS regulation II-2/20-1 and, therefore, the definition provided in SOLAS regulation II-2/3.56 was amended accordingly.

Implications

To Ship Owners / Ship Managers

Revision of the definition in SOLAS regulation II-2/3.56 clarifies that the requirements in SOLAS regulation II-2/20-1, are intended for cargo ships which only carry cargo in ro-ro spaces or vehicle spaces, and which are designed for the carriage of unoccupied motor vehicles without cargo, as cargo.

The amendment will enter into force on 1 January 2020 and will apply to vehicle carriers as per the revised definition for SOLAS regulation II-2/3.56.

Related Reference

MSC.1/Circ.1555 on Unified Interpretations of SOLAS chapter II-2 - SOLAS regulations II-2/3.56 and II-2/20-1, as amended by resolution MSC.365(93), Definition of vehicle carrier

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to SOLAS regulation II-2/9.4.1.3 - Clarifying the requirements for the fire integrity of windows on passenger ships

APPLICATION

Applicable to New Passenger Ships

REFERENCE

Resolution MSC. 421(98)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

A possible error in SOLAS regulation II-2/9.4.1.3.3 was identified. The regulation applied to all passenger ships, but referred to table 9.1 of SOLAS regulation II-2/9 which was only applicable to passenger ships carrying more than 36 passengers.

Amendments to SOLAS regulation II-2/9.4.1.3.3 were drafted to clarify the requirements in chapter II-2 for the fire integrity of windows on passenger ships carrying not more than 36 passengers and

Implications

To Ship Owners / Ship Managers

Revision of the definition in SOLAS regulation II-2/3.56 clarifies that the requirements in SOLAS regulation II-2/20-1, are intended for cargo ships which only carry cargo in ro-ro spaces or vehicle spaces, and which are designed for the carriage of unoccupied motor vehicles without cargo, as cargo.

The amendment will enter into force on 1 January 2020 and will apply to vehicle carriers as per the revised definition for SOLAS regulation II-2/3.56.

Related Reference

MSC.1/Circ.1555 on Unified Interpretations of SOLAS chapter II-2 - SOLAS regulations II-2/3.56 and II-2/20-1, as amended by resolution MSC.365(93), Definition of vehicle carrier special purpose ships with more than 60 (but no more than 240) persons on board.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to SOLAS Chapter II-2/10.5 for the fire protection of domestic boilers

APPLICATION

Applicable to all ships

REFERENCE

Resolution MSC. 409 (97)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

A proposal was considered to amend the existing SOLAS regulation II-2/10.5.1.2.2 regarding the arrangement of 135 litre foam-type extinguishers in boiler rooms.

The text of regulation II-2/10.5.1.2.2 has been amended. Prior to the amendment domestic boilers of less than 175kW were not required to carry an approved 135l foam-type fire extinguisher. The 135l foam extinguishers are now not required for boilers that are protected by a fixed local water-based firefighting system.

Implications

To Ship Owners / Ship Managers

Ships fitted with boilers that are protected by a water-based local application fire-extinguishing system, are no longer required to provide the approved foam-type extinguisher of 135l capacity.

The amendments will enter into force on 1 January 2020 and will apply to new ships from the entry into force date as well as existing ships constructed before 1 January 2020. It should be noted that the Application requirements for existing ships in Chapter II-2 applies to ships constructed on or after 1 July 2012, however these amendments also require ships constructed before 1 July 2012 to comply with the requirements.

Related Reference

MSC.1/Circ.1566 on Voluntary early implementation of the amendments to SOLAS Regulations II-2/1 And II-2/10, adopted by Resolution MSC.409(97)

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to SOLAS II-2/13 to make evacuation analysis mandatory

APPLICATION

Applicable to Passenger ships

REFERENCE

Resolution MSC. 404 (96)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

As technology has advanced it is now relatively simple to analyse the way a passenger ship can be evacuated. These amendments to SOLAS will make evacuation analysis early in the design process mandatory.

Existing paragraph II-2/13.7.4 is deleted. New paragraphs II-2/13.2.7.1 and II-2/13.2.7.2 have been introduced which require escape routes to be evaluated to demonstrate that the ship can be evacuated in the required time. The evacuation simulation will be used to identify and eliminate congestion which may develop during abandonment and demonstrate that escape arrangements are sufficiently flexible to provide for the possibility that certain routes/areas may not be available as a result of a casualty.

Implications

To Ship Owners / Ship Managers

An evacuation analysis will be required for applicable ships. It should be noted that ro-ro passenger ships already have to undertake such an analysis under the requirements of SOLAS II-2/13.7.4.

All passenger ships constructed on or after 1 January 2020 which carry more than 36 passengers. The existing mandatory requirement for conducting evacuation analysis on ro-ro passenger ships will continue to be applicable.

Related Instruments

MSC.1/Circ.1533 on Revised Guidelines on evacuation analyses for new and existing passenger ships. It is recommended that this revised guidance is used early in the design process, for conducting evacuation analyses, on new passenger ships,

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to SOLAS Regulation II-2/18.5 concerning helicopter landing areas on new ships and the FSS Code Chapter 17 - Helicopter Facility Foam Firefighting Appliances

APPLICATION

Foam Application system for Helicopter landing areas

REFERENCE

Resolution MSC. 404 (96)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

It was proposed that the relevant IMO instruments for helicopters be brought into line with the provisions of other UN agencies. As a result of this proposal, new requirements for the provision of foam application systems for helicopter landing areas were agreed. It was also agreed that the guidelines in the annex to MSC.1/Circ.1431 should be redrafted as a new chapter to the International Code for Fire Safety Systems (FSS Code).

Amendments to SOLAS II-2/18 add a new paragraph 2.3 to require a foam application system that complies with the new chapter 17 of the FSS Code. The new Chapter 17 of the FSS Code details the specifications for foam firefighting appliances for the protection of helidecks and helicopter landing areas as required by chapter II-2 of SOLAS.

Implications

To Ship Owners / Ship Managers

Manufacturers / Designers / Shipbuilders / Ship-owners should be aware of the new FSS Code specifications for foam firefighting appliances for the protection of helicopter facilities, as required by Chapter II-2 of SOLAS.

The new chapter 17 and consequential SOLAS amendments enter into force 1 January 2020. It should however be noted that MSC.1/Circ.1523 allows Flag Administrations to implement the requirements earlier at their discretion. The requirements are applicable to new ships having a helicopter landing area, i.e. an area on a ship designated for occasional or emergency landing and not designed for routine helicopter operations.

Related Reference:

MSC.1/Circ.1523 on Early implementation of the amendments to the FSS Code

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to SOLAS II-2/20 and II-2/20-1 concerning fire protection for spaces in which vehicles are carried

APPLICATION

All Ships

REFERENCE

Resolution MSC. 421 (98)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

Confusion in the industry regarding the fire protection requirements which are applicable to cargo spaces which contain vehicles. There are occasions when “ordinary” cargo spaces, i.e. those which are not special category, ro-ro or vehicle spaces as defined by SOLAS II-2/3, will carry vehicles as cargo. Ordinary cargo spaces have fire protection which meets the requirements of SOLAS II-2/19, and when vehicles are carried in them they should also comply with the Dangerous Goods Code and the associated Special Provisions.

SOLAS II-2/20 will be amended to include a statement to clarify that when vehicles are carried in spaces which do not need to meet the requirement of the regulation, then they can be carried in spaces which meet the requirements of SOLAS II-2/19 as long as they are carried in accordance with the IMDG Code.

Implications

To Ship Owners / Ship Managers

This amendment will clarify the existing situation to make clear the relationship between SOLAS and the IMDG Code.

Applicable to all ships (new and existing) with an entry into force date of 1 January 2020.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to SOLAS Regulations III/3 and III/20 on Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear

APPLICATION

Service Providers – Life boat

REFERENCE

Resolution MSC. 404 (96)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

Lifeboats and their fittings require maintaining and servicing to ensure their fitness to function in an emergency. This is done by service providers who can either be associated with a specific manufacturer or can be independent. Previously the requirements for the recognition of such service suppliers were given in non-mandatory instruments, (i.e., MSC.1/Circ.1206/Rev.1 (and MSC.1/Circ.1277)

The SOLAS amendments and associated MSC Resolution (MSC.402(96)) include explicit mandatory text clarifying the requirements for the qualification, authorisation and certification of service suppliers, procedures for maintenance and testing, and what should be carried out at each stage of testing (weekly, monthly, annually, and 5-yearly).

Implications

To Ship Owners / Ship Managers

It was agreed that the ship's crew could not carry out 5 year overhaul and tests and that a service provider could be an entity owned by the company owning the ship.

Applicable to SOLAS ships and service suppliers maintaining their lifeboats, rescue boats, launching appliances and release gear. Entry into force is 1 January 2020.

Related Instruments

MSC.402(96) - Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear

MSC.1/Circ.1578 on Guidelines on safety during abandon ship drills using lifeboats

To Flags & RO

Need to authorise their lifeboat service suppliers. A list of approved service suppliers will have to be provided to the IMO.

To Shipbuilders / Manufacturers

Manufacturers need to find out how their flag Administration intends to authorise them as service suppliers and make appropriate arrangements for authorisation as necessary although they will not need any accreditation or certification when performing servicing, maintenance or testing on their own manufactured equipment. LR already imposes this standard through the LR 'Procedures for the Approval of Service Suppliers', so this should not have a significant impact to LR's clients.

CONVENTION / REGULATION

Amendments to SOLAS Chapter IV and Appendix to accommodate additional mobile satellite systems providers recognised for use in the GMDSS

APPLICATION

All applicable ships

REFERENCE

MSC. 436(99)/ MSC.438(99)/ MSC 439(99)/ MSC 445(99)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

Amendments to SOLAS chapter IV and other related documents are considered to accommodate new mobile satellite systems Recognised for use in the GMDSS.

The amendments are necessary because SOLAS chapter IV currently recognises only Inmarsat as a GMDSS satellite service provider. As the IMO considers recognition of additional GMDSS satellite service providers, it is necessary to replace these references with a generic term.

Implications

To Ship Owners / Ship Managers

It should be noted that MSC 98 also approved consequential amendments to the HSC Code (1994 and 2000) and the SPS Code.

The changes enter into force on 1 January 2020 and are applicable to all ships which are subject to the requirements of GMDSS.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to SOLAS forms E, C and P to include multi-system ship borne radio navigation receivers

APPLICATION

Applies to Multi-System Shipboard Navigation Receiver Performance

REFERENCE

Resolution MSC. 421(98)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

MSC 95 adopted resolution MSC.401 (95) as amended 'Performance standards for multi-system ship borne radio navigation receivers'. As a consequence the SOLAS forms E, C and P also need to be amended to include the option of multi-system ship borne radio navigation receivers.

The current version of SOLAS form E, part 3, item 3.1, and forms C and P, part 5, item 3.1, allows for the selection of a "receiver for global navigation satellite system" or a "receiver for a terrestrial radio navigation system", but not a multi-system receiver. This amendment adds "multi-system ship borne radio navigation receiver" to the options.

Implications

To Ship Owners / Ship Managers

The multi-system ship borne navigation receiver performance standards will allow the combined use of current and future radio navigation systems as well as the augmentation of systems for the provision of position, velocity and time (PNT) data within the maritime navigation system. This amendment to the forms takes account of this equipment.

MSC.401 (95) as amended applies to multi-system ship borne radio navigation receivers installed on or after 31 December 2017. The amendments to Forms E, C and P were adopted at MSC 98 (MSC.421 (98)) and enter into force 1 Jan 2020.

Related Reference

MSC.401(95) - Performance standards for multi-system ship borne radio navigation receivers

MSC.432(98) - Amendments to Performance standards for multi-system ship borne radio navigation receivers (resolution MSC.401(95))

MSC.1/Circ.1575 on Guidelines for Ship borne Position, Navigation and Timing (PNT) Data processing

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to Part A of the International Code on Intact Stability, 2008 (2008 IS Code) under the 1974 SOLAS Convention and the 2008 Load Line Protocol

APPLICATION

International code on Intact Stability

REFERENCE

MSC.443(99) / MSC.444(99)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

Concern had been expressed that by including references to stability criteria in Part B of the 2008 IS Code (non-mandatory) in the main text of Part A of the 2008 IS Code (mandatory) this would in turn make them mandatory. A set of amendments has been agreed which include making some footprints part of the main text where the content was intended to be mandatory, and moving some text into a footnote where it will be non-mandatory.

The changes are extensive covering the following.

- The definition of freeboard deck for open hold container ships and the clarification that fishing vessels are not included in the definition of a “ship engaged in lifting operation” are moved from foot notes to the main text.
- The footnote in Part A to the title of Chapter 2 is deleted.
- The application of part A to offshore supply vessels and special purpose ships is included in the main text.
- Reference to Part B are moved from the main text to foot notes.
- The definition of @ is included in the main text.
- The footnote concerning the angle of roll is moved to the main text.
- The reference to MSC.1/Circ. 1200 is moved to a foot note.

Implications

To Ship Owners / Ship Managers

The change is principally editorial in nature and will have no impact on ship design and construction.

To ships with keel laid on or after 1 January 2020.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to the IBC, BCH, IGC, GC and EGC Codes - Certificate of Fitness

APPLICATION

Amendments to the IBC, BCH, IGC, GC and EGC Codes

REFERENCE

IBC Code: MEPC.302 (72) & MSC. 440 (99) / BCH Code: MEPC.303(72) & MSC. 440(99) / IGC Code: MSC. 441(99)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

It was noted that the changes to the Certificate of Fitness introduced to require a means of confirming that any specific loading Condition complies with damage stability requirements (see item 255 Demonstration of compliance with damage stability requirements for tankers above) required further modification to make it clear that an approved stability manual is still required.

Amendments to the Certificate of Fitness will include a new paragraph 6 stating that the loading and stability information has been provided and a paragraph which states “that the ship must be loaded in accordance with the loading conditions provided in the approved loading and stability information booklet referred to in 6 above;” in paragraph 7.

Implications

To Ship Owners / Ship Managers

When the Certificate of Fitness is reissued it will include the statement relating to an approved stability manual. There will be no Significant impact on ships.

To ships for which the IGC and IBC Codes and earlier versions are applicable.

Related Reference:

MSC-MEPC.5/Circ.14 on Guidance on completing the Certificate of Fitness under the IBC, BCH, IGC, GC and EGC Codes

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to the FSS Code, Chapter 8 - Automatic Sprinkler, Fire Detection and Fire Alarm Systems

APPLICATION

FSS Code

REFERENCE

Resolution MSC. 403(96)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

Following a report to the IMO that detailed several automatic sprinkler system failures on passenger ships it was agreed that MSC.1/Circ.1432 would be amended and a related amendment to Chapter 8 of the International Code for Fire Safety Systems (FSS Code) was also necessary.

The amended MSC.1/Circ.1432 (MSC.1/Circ.1516) includes a new provision for water quality testing for automatic sprinkler systems and new flow charts for the testing and replacement of sprinkler heads and water mist nozzles. The related amendment to Chapter 8 of the FSS Code adds a new requirement for special attention to be paid to the specification of water quality provided by the system manufacturer, to prevent internal corrosion and clogging of sprinklers.

Implications

To Ship Owners / Ship Managers

To note the new requirements for paying special attention to the water quality of the system and the inspection and maintenance regime of automatic sprinkler and water mist systems.

All ships but especially passenger ships fitted with such systems.

Related Instruments

MSC.1/Circ.1432 on Revised guidelines for the maintenance and inspection of fire protection systems and appliances, as amended by

MSC.1/Circ.1516 on Amendments to the Revised guidelines for the maintenance and inspection of fire protection systems and appliances

(MSC.1/Circ.1432)

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to the IGC Code - Applicable fire integrity of wheelhouse windows

APPLICATION

IGC Code

REFERENCE

Resolution MSC. 411(97)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

Inconsistencies were noted between SOLAS regulation II-2/4.5.2.3 and the International Code for the Construction and Equipment of Ships carrying Liquefied Gases in Bulk (IGC Code) paragraph 3.2.5 (resolution MSC.370(93)) with respect to the applicable fire integrity of Wheel house windows.

The IGC code has been revised to align with the requirements given in the above mentioned SOLAS regulation. The amendments remove the requirement for A-0 fire-rated wheelhouse windows. Because discussions on this matter had been extended beyond the 1 July 2016 entry into force date of the IGC Code, as amended by MSC.370(93), it was considered urgent that an associated circular (MSC.1/Circ.1549) should be issued. The circular notifies Administrations of the corrections to the text pending formal entry into force on 1 January 2020.

Implications

To Ship Owners / Ship Managers

In essence, this is a relaxation of the requirements without which compliance with the current requirements to provide A-0 wheelhouse windows included in MSC.370 (93) might be difficult. For ships constructed on or after 1 July 2016 but before the entry into force date, it is recommended to retain a copy of MSC.1/Circ.1549 on board to avoid any potential issues that may arise at a Port State control inspection.

New gas tankers that carry liquefied gas or other products listed in the IGC Code in bulk. Formal entry into force is 1 January 2020, however noting that it will be difficult to comply with the current requirements to provide A-0 wheelhouse windows included in MSC.370 (93), the Flag Administrations concerned should be consulted early in the design/construction process.

Related References:

MSC.1/Circ.1549 on Notification of an amendment to paragraph 3.2.5 of the IGC Code, as amended

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to IGF Code - Applicable fire integrity of wheelhouse windows

APPLICATION

IGF Code

REFERENCE

Resolution MSC. 422(98)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

As a consequence of amendments to paragraph 3.2.5 of the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) (resolution. MSC.411(97) – see item 304) inconsistencies were noted with respect to the applicable fire integrity of wheelhouse windows, within the International Code for the Safety of Ships using Gases or other Low-flashpoint Fuels (IGF Code). It was agreed to align the fire integrity requirements for navigation bridge windows specified in paragraph 11.3.2 of the IGF Code with the amendment to paragraph 3.2.5 of the IGC Code, as adopted by resolution MSC.411 (97) and those in SOLAS Chapter II-2.

The amendments remove the requirement for A-0 fire-rated wheelhouse windows.

Implications

To Ship Owners / Ship Managers

In essence this is a relaxation of the requirements without which compliance with the current requirements included in MSC.391 (95) might be difficult.

Ships using low-flashpoint fuels. Formal entry into force is 1 January 2020, however noting that it will be difficult to comply with the current requirements to provide A-0 wheelhouse windows included in MSC.391(95), the Flag Administrations concerned should be consulted early in the design/construction process, noting that MSC.1/Circ.1568 has been published to allow for potential early implementation.

Related Instruments

MSC.1/Circ.1568 on Notification of amendments to paragraph 11.3.2 of the IGF Code. This circular allows the voluntary early implementation of the amendment to the IGF Code which will enter into force on 1 January 2020.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendment to LSA Code & Amendments to the Revised Recommendations on testing of life-saving appliances Resolution MSC.81(70) on winches and winch brakes

APPLICATION

LSA Code / testing of winches

REFERENCE

Resolution MSC. 425(98) / MSC. 427(98)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

Discrepancy has been identified between Chapter 6 of the Life-Saving Appliances (LSA) Code and the testing requirements for winches and winch brakes in resolution MSC.81(70).

It was agreed to modify the texts of paragraph 6.1.1.5 of the LSA Code and paragraph 8.1.1 of part 1 of the annex to MSC.81(70) and to delete the word 'brakes' and to add 'including winch structural components' to paragraph 6.1.1.6 of the LSA Code.

Implications

To Ship Owners / Ship Managers

Since only winch brakes are designed to have sufficient strength and be prototype tested to withstand a static proof load of not less than 1.5 times the maximum working load, the text "except the winch" in paragraph 6.1.1 of part 2 of the annex to resolution MSC.81 (70) should be read as excluding the winch brakes from the test with a static load of 2.2 times the maximum working load. While manufacturers and surveyors need to be aware of the correction this should have a limited impact on the prototype testing of LSA equipment.

Pre-installation testing of equipment fitted on new ships and new equipment installed on existing ships after 1 January 2020.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

CONVENTION / REGULATION

Amendments to 2008 Intact Stability Code related to anchor handling, towing or lifting Operations

APPLICATION

Anchor handling, towing or lifting duties

REFERENCE

Resolution MSC. 413(97), MSC.414(97), MSC.415(97)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

New intact stability criteria to cover anchor handling, towing and lifting operations have been developed following the loss of the “Bourbon Dolphin”. As not all ships undertake these duties the criteria have been included in the non-mandatory part of the 2008 Intact Stability (IS) Code (Part B). The Introduction and Part A of the 2008 IS Code have been amended to include new definitions and clarification about the new criteria.

The new criteria require an assessment of the ship’s intact stability when undertaking anchor handling, towing or lifting duties.

For anchor handling it will be necessary to know the following to carry out the assessment; displacement of a loading condition, vertical and horizontal angle of the tow wire and the location of the anchor point with respect to the centre of the propulsive force, the stern of the vessel and the ship centreline. It will also be necessary to know some limiting information such as the bollard pull of the vessel, the design maximum wire tension and the permissible tension (the wire tension which can be applied to the vessel as loaded whilst working through a specified tow pin set). An additional heeling moment will then be added to the intact stability GZ curve. There are limits on the area between the heeling moment curve and the GZ curve, the residual righting lever between the heeling moment curve and the GZ curve, the angle of first intercept between the two curves and a minimum freeboard.

The new criteria in Part B also require an assessment of the ship’s intact stability when undertaking towing and lifting operations. It will be necessary to know the following to carry out the assessment;

For towing: displacement of a loading condition, the bollard pull, horizontal transverse force, the distances between the towing point and the vertical centreline of the propulsion unit and between the centre of the propeller to the point at which the tow force is applied, angle of heel in the loading condition, lateral projected area of the underwater hull.

[Continues on next page...](#)

For lifting: the magnitude of the maximum load which can be lifted, the distance between the point the load is applied to the ship and the centreline of the ship, the vertical height of the load.

Additional constructional matters are included in the amendments to part B of the 2008 IS Code covering the provision of a loading instrument, access to the machinery space, location of freeing ports, winch systems and on deck markings.

*The amendments to the introduction and Part A are to include new definitions for “ship engaged in anchor handling operations”, “ship engaged in harbour towing”, “ship engaged in coastal or ocean-going towing”, “ship engaged in lifting operation” and “ship engaged in escort operation” for which the new criteria will be applicable.

Implications

To Ship Owners / Ship Managers

Where a ship is expected to carry out anchor handling, towing or lifting duties the necessary calculations should be carried out and the Stability criteria satisfied. This will provide standard additional calculations to be assessed and approved where mandated by the Flag Administration. Approval would be carried out by the relevant Flag Administration or Recognised Organisation where the assessment is delegated. Additionally operational guidance for the crew will be required. Vessels engaged in anchor handling, towing or lifting duties. Related References: Amendments to Part B of the 2008 IS Code for towing, lifting and anchor handling operations.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A



CONVENTION / REGULATION

Amendments to 1994 & 2000 HSC Codes

APPLICATION

HSC Code

REFERENCE

Resolution MSC. 423(98) and MSC.424 (98)

ENTRY INTO FORCE/APPLICABLE FROM

January 1, 2020

Summary

Many discussion at various IMO meetings it was agreed that clarification was needed regarding the application of the paragraphs

8.10.1.5 To 8.10.1.6 of the 1994 and 2000 High-Speed Craft (HSC) Codes, which concern the exemption from the requirement to carry a rescue boat for high-speed craft of less than 30m (2000 HSC Code) and 20m (1994 HSC Code).

New text to chapter 8 – Life Saving Appliances and Arrangements has been agreed. High-speed craft of less than 30m (2000 HSC Code) and 20m (1994 HSC Code) in length may be exempted from carrying a rescue boat, provided that the requirements in the sub-paragraphs of 8.10.1.6 are fulfilled, and provided a person can be rescued from the water in a horizontal or near-horizontal body position (MSC.1/Circ.1185/Rev.1).

Implications

To Ship Owners / Ship Managers

Revision of the text will mean retroactive application of the requirements for HSC craft under 20m (1994 Code) and under 30m (2000 Code). HSC Code craft dating back to 1996 that have been exempted from the rescue boat requirement would need to be checked to ensure that they have a suitable arrangement or will have to add equipment to demonstrate they can rescue a helpless person from the water in a horizontal or near horizontal body position.

The requirement will apply to existing ships on international voyages constructed on or after 1 Jan 1996 (1994 HSC Code) and also ships with the keel laid on or after 1 July 2002 (2000 HSC Code).

Related References

MSC.1/Circ.1569 on Notification of amendments to the 1994 and 2000 HSC Codes. This circular allows the voluntary early implementation of amendments to the 1994 and 2000 HSC Code which enter into force on 1 January 2020.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

Ship Designers, Shipbuilders and Ship-owners should ensure that they have sufficient arrangements/equipment in place to satisfy the requirement of allowing a helpless person to be recovered from the water in a horizontal or near-horizontal body position and if in doubt discuss the matter with their Administration.

CONVENTION / REGULATION

Amendments to the IMDG Code (Amendment 39-18)

APPLICATION

IMDG Code

REFERENCE

MSC. 442(99)

ENTRY INTO FORCE/APPLICABLE FROM

1 January 2020 (Voluntary application
from 1 Jan 2019)

Summary

The IMDG Code is regularly reviewed to take into account new requirements for existing substances or new substances. The previous amendment to the IMDG Code is Amendment 38-16 which entered into force on 1 January 2018.

Further to the regular updates to classification, segregation, packing and marking of dangerous goods, Amendment 39-18 includes:

- New provisions for the transport of samples and the transport of wastes
- New special provisions applicable to Lithium batteries and vehicles powered by a fuel cell engine.
- Inclusion of new ISO standards for gas cylinders of all types.
- A new paragraph regarding the transport to or from offshore oil platforms, mobile offshore drilling units and other offshore installations.
- A new storage code (SW30) for special stowage provisions is introduced.

Implications

To Ship Owners / Ship Managers

Ship-owners and ship managers of ships carrying dangerous goods must be familiar with the developments on the IMDG Code, including amendments 39-18. The IMDG Code comprises operational requirements relating to packing, labelling, stowage, segregation and handling and emergency response action, aimed at Shippers and Ship Operators.

Applicable to all ships intending to carry packaged dangerous cargoes will have to implement the new requirements from 1 January 2020.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

N/A

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