

LOCAL VESSELS ADVISORY COMMITTEE

Sub-committee on Class I and Class II Vessels

Amendments to Code of Practice – Safety Standards for Class II Vessels

Purpose

This paper sets out the Marine Department (MD)'s proposed amendments to the Code of Practice Safety Standards for Class II Vessels (CoP) in connection with the introduction of "gas carrier" as a new Class II vessel ship-type and the consequential amendments to relevant legislations.

Background

2. Due to the flammability, toxicity, asphyxiation, corrosivity, reactivity, low temperature and vapour pressure of the liquefied gas that a gas carrier carries in bulk, its construction, equipment, operation, survey and certification requires comprehensive and proven safety standards to minimize the risk to the vessel, its crew and to the environment. International Maritime Organization's 2014 IGC Code ¹ provides mandatory requirements for all the gas carriers currently operating internationally with good safety records for many years.

Proposed Amendment of CoP

3. MD proposes to adopt the 2014 IGC Code, and together with other relevant requirements in CoP, as the safety standards for locally licensed gas carriers. A new Chapter XIII is introduced in the CoP for this purpose.

¹ 2014 IGC Code means the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk as adopted by resolution MSC.5(48) and amended by resolution MSC. 370(93).

4. A locally licensed gas carrier is regarded as a high-risk Class II local vessel and its cargo is considered dangerous goods. As such, relevant sections of the CoP are also amended accordingly to incorporate the new ship-type “gas carrier”.

5. The proposed amendments of CoP for the above changes are in the Annex 1.

Advice Sought

6. Members are invited to comment on the proposed amendments of CoP before 29.3.2023.

Enclosure: Annex 1 (Proposed CoP Amendments)

Marine Department

Local Vessels Branch

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