

LOCAL VESSELS ADVISORY COMMITTEE

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 ship type of Class II vessel 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, design, operation and certification etc. require comprehensive and proven safety standards to minimize the risk to the vessel, its crew and to the environment. As such, the International Maritime Organization’s 2014 IGC Code¹ provides mandatory requirements for all gas carriers currently operating internationally.

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.

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 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).

Advice Sought

6. The proposed amendments were circulated to the Local Vessels Advisory Committee Class I and II Vessels Subcommittee on 22 March 2023. As of 29 March 2023, no amendments or other comments were made by Subcommittee members. The proposed amendments were therefore supported by the Local Vessels Advisory Committee Class I and II Vessels Subcommittee.

7. Members are hereby invited to comment on the proposed amendments of CoP. Members' comments, if any, are to be submitted to the Secretary on or before 17 April 2023.

Enclosure: Annex (Proposed CoP Amendments)

Marine Department
Local Vessel Safety Branch
April 2023

Code of Practice – Safety Standards for Class II Vessels (CoP II)

CoP Amendment for the Introduction of Gas Carrier

(Coming into force on 05.05.2023)

CoP II is amended as follows:

1. Chapter I amended (General)

- i. Section 3.1, under the definition of “dangerous goods carrier”, after “oil carrier” ——
Add
“ or a gas carrier”.

- ii. Section 3.1, before “gross tonnage” ——
Add
““gas carrier” means a cargo ship constructed or adapted and used for the carriage in bulk of any liquefied gas or other products listed in the table of chapter 19 of the 2014 IGC Code;”.

- iii. Section 3.1, before “IBC Code” ——
Add
“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);”.

- iv. Section 3.1, under the definition of “high risk vessel”, after “oil carrier,” ——
Add
“a gas carrier.”.

- v. Section 5, Category of Vessel, in the table below the column “Oil Carrier” ——
Add
a new row as follows:

Gas Carrier	*	*		
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2. Chapter II amended (Survey / Inspection, Issuance of Certificate and Plan Approval)

- i. In Table 7-2, after “Oil” in the heading “Class IIA DG/Oil/NLS Carrier” ——
Add
“/Gas”.

- ii. In Table 7-2, after “Oil” in the heading “Class IIA Vessel other than DG/Oil/NLS Carrier”

—
Add

“/Gas”.

- iii. In Table 7-3, after “oil carrier” in *11 of Remarks—

Add

“, gas carrier”.

3. Chapter IIIA amended (Hull Construction, Machinery, Electrical Installations and Fittings – Category A Vessel)

- i. 7.1(a) —

Repeal

“(a) oil tanker;”

Substitute

“(a) oil carrier;”.

- ii. 7.1(d) —

Repeal

“(d) tug; or”

Substitute

“(d) tug;”.

- iii. after 7.1(d) —

Add

“(e) gas carrier; or”.

- iv. 7.1(e) —

Repeal

“(e) vessel plying beyond Hong Kong waters”

Substitute

“(f) vessel plying beyond Hong Kong waters”.

- v. 8.4(a) —

Repeal

“(a) <oil tanker carrying cargo oil having a flash point not exceeding 60°C (closed cup test)>;”

Substitute

“(a) <oil carrier carrying cargo oil having a flash point not exceeding 60°C (closed cup test)>;”.

- vi. 8.4(d) —

Repeal

“(d) <tug>; or”

Substitute

“(d) <tug>;”.

vii. after 8.4(d) ——

Add

“(e) <gas carrier>; or”.

viii. 8.4(e) ——

Repeal

“(e) <Category A vessel plying beyond Hong Kong waters>”

Substitute

“(f) <Category A vessel plying beyond Hong Kong waters>”.

4. Chapter IV amended (Freeboard and Stability)

After the first section under the header Class II Vessel in table under Section 1.1——

Add

a new section with a row as follows:

Gas Carrier	HKLLC	IMO	HKLLC	IMO
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5. Chapter XII amended (Vessel Safe Operation and Operator Requirements)

i. After 3.2(f) ——

Add

“(g) gas carrier;”.

ii. 3.2(g) ——

Repeal

“(g) any other type of vessel as considered by the Director not suitable to be operated by only a combined coxswain.”

Substitute

“(h) any other type of vessel as considered by the Director not suitable to be operated by only a combined coxswain.”.

6. Annex I-5A amended (Requirements for the Replacement of Main Engine)

i. item (v) of Remarks——

Repeal

“(v) Category A vessels that may ply beyond Hong Kong waters.”

Substitute

“(v) Category A vessels that may ply beyond Hong Kong waters;”

ii. after item (v) of Remarks——

Add

“(vi) Gas carrier.”.

7. Annex U-4 amended (Minimum Safe Manning Requirements)

- i. In the heading of [Table-1] ——

Repeal

“Dry Cargo Vessel ^(c) and Oil Carrier/Tanker ^(f)”

Substitute

“Dry Cargo Vessel ^(c), Oil Carrier/Tanker and Gas Carrier ^(f)”.

- ii. item (f) of Notes ——

Repeal

“Coxswain, engine operator and crewmembers working onboard oil tankers/carriers should hold relevant oil tanker/carrier safety training certificates respectively. For oil tankers/carriers, noxious liquid substance carriers and dangerous goods carriers, one extra deck crew is required to assist with deck operational and emergency measures.”

Substitute

“Coxswain, engine operator and crewmembers working onboard oil carriers and gas carriers should hold relevant oil carrier and gas carrier safety training certificates respectively. For oil carriers, gas carriers, noxious liquid substance carriers and dangerous goods carriers, one extra deck crew is required to assist with deck operational and emergency measures.”.

8. The following new Chapter XIII is added:

CHAPTER XIII SPECIAL REQUIREMENTS FOR GAS CARRIERS

1. Application to Gas Carriers

- 1.1 Unless expressly provided otherwise, this chapter applies to gas carriers falls under the definition of new vessel as defined in S.2 of the Survey Regulation. Such gas carriers shall comply with the requirements of this chapter in addition to any other applicable requirements of this code of practice.

2. Requirements for gas carriers

- 2.1 A gas carrier shall comply with the requirements of the 2014 IGC Code in entirety and be surveyed and certified as provided for in that Code.
- 2.2 A gas carrier shall hold a valid classification certificate issued by an AO as a gas carrier certifying the vessel is in full compliance with the rules published by the AO governing the main and additional class notations assigned which cover all aspects of the design,

construction, service and operation under 2014 IGC Code for the gas carrier's purposes.

- 2.3 A gas carrier shall hold a valid Certificate of Fitness as defined in the 2014 IGC Code issued by an AO.