

**Summary of Amendments to the
International Regulations for Preventing Collisions at Sea 1972 (COLREGs)**

No.	Rule/ Annex	Existing Provisions	Amended Provisions	Explanations/Remarks
I. Amendments to the Schedule in accordance with Resolution A.910(22), entered into force 29.11.2003				
1.	Rule 3 Para.(a)	The word "vessel" includes every description of water craft, including non-displacement craft and seaplanes, used or capable of being used as a means of transportation on water.	The word "vessel" includes every description of water craft, including non-displacement craft, WIG craft and seaplanes, used or capable of being used as a means of transportation on water	The definition of vessel is amended to include WIG craft.
	Rule 3 Para.(m)	N/A	The term "Wing-In-Ground (WIG) craft" means a multimodal craft which, in its main operational mode, flies in close proximity to the surface by utilizing surface-effect action."	A new paragraph is added to define a new type of vessel.
2.	Rule 8 Para.(a)	Any action taken to avoid collision shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.	Any action to avoid collision shall be taken in accordance with the Rules of this Part and shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.	Amendment to emphasize compliance with the rules of COLREGs.
3.	Rule 18 Para.(f)	N/A	(i) A WIG craft shall, when taking off, landing and in flight near the surface, keep well clear of all other vessels and avoid impeding their navigation; (ii) a WIG craft operating on the water surface shall comply with the Rules of this Part as a power-driven vessel.	A new paragraph is added to regulate the behavior of WIG craft.
4.	Rule 23 Para.(c)	N/A	A WIG craft only when taking off, landing and in flight near the surface shall, in addition to the lights prescribed in	A new paragraph is added to regulation the additional

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			paragraph (a) of this Rule, exhibit a high intensity all-round flashing red light.”	light requirement for WIG craft.
5.	Rule 31	Where it is impracticable for a seaplane to exhibit lights and shapes of the characteristics or in the positions prescribed in the Rules of this Part she shall exhibit lights and shapes as closely similar in characteristics and position as is possible.	Where it is impracticable for a seaplane or a WIG craft to exhibit lights and shapes of the characteristics or in the positions prescribed in the Rules of this Part she shall exhibit lights and shapes as closely similar in characteristics and position as is possible.	To allow WIG craft to exhibit lights and shapes closely similar to the convention requirements.
6.	Rule 33 Para.(a)	A vessel of 12 m or more in length shall be provided with a whistle and a bell and a vessel of 100 m or more in length shall, in addition, be provided with a gong, the tone and sound of which cannot be confused with that of the bell. The whistle, bell and gong shall comply with the specifications in Annex III to these Regulations. The bell or gong or both may be replaced by other equipment having the same respective sound characteristics, provided that manual sounding of the prescribed signals shall always be possible.	A vessel of 12 metres or more in length shall be provided with a whistle, a vessel of 20 metres or more in length shall be provided with a bell in addition to a whistle, and a vessel of 100 metres or more in length shall, in addition, be provided with a gong, the tone and sound of which cannot be confused with that of the bell. The whistle, bell and gong shall comply with the specification in Annex III to these Regulations. The bell or gong or both may be replaced by other equipment having the same respective sound characteristics, provided that manual sounding of the required signals shall always be possible.	The requirement is amended to allow vessel of 12 metres or more but less than 20 metres in length not be provided with a bell. The new requirement is less stringent for vessels with length between 12 to 20 metres.
7.	Rule 35 Para.(i)	N/A	A vessel of 12 metres or more but less than 20 metres in length shall not be obliged to give the bell signals prescribed in paragraphs (g) and (h) of this Rule. However, if she does not, she shall make some other efficient sound signal at intervals of not more than 2 minutes	A new paragraph is added to allow a vessel of 12 metres or more but less than 20 metres in length to make efficient sound

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				signals other than those required by COLREGs. This is a consequential amendment due to Rule 33, Para.(a)
8.	Annex I Sec.13	<p>High speed craft</p> <p>The masthead light of high speed craft with a length to breadth ratio of less than 3.0 may be placed at a height related to the breadth of the craft lower than that prescribed in paragraph 2(a)(i) of this Annex, provided that the base angle of the isosceles triangles formed by the sidelights and masthead light, when seen in end elevation, is not less than 27°.</p>	<p>High-speed craft*</p> <p>(a) The masthead light of high-speed craft may be placed at a height related to the breadth of the craft lower than that prescribed in paragraph 2(a)(i) of this annex, provided that the base angle of the isosceles triangles formed by the sidelights and masthead light, when seen in end elevation, is not less than 27°.</p> <p>(b) On high-speed craft of 50 metres or more in length, the vertical separation between foremast and mainmast light of 4.5 metres required by paragraph 2(a)(ii) of this annex may be modified provided that such distance shall not be less than the value determined by the following formula:</p> $y = \frac{(a + 17\psi)C}{1000} + 2$ <p>where: y is the height of the mainmast light above the fore mast light in metres;</p>	<p>References are made for the definition of High-speed craft</p> <p>The amended Para.(a) now allows all high-speed crafts to use the special (more favorable) criteria when deciding the height of masthead light.</p> <p>The new Para.(b) allows high-speed craft of 50 metres or more to have an alternative method when determine the required vertical separation between two mast lights.</p>

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			<p>a is the height of the foremast light above the water surface in service condition in metres; ψ is the trim in service condition in degrees; C is the horizontal separation of masthead lights in metres.</p> <p>* Refer to the International Code of Safety for High-Speed Craft, 1994 and the International Code of Safety for High-Speed Craft, 2000.</p>	Requirements in both the amendments in paragraphs (a) and (b) are less stringent than the previous ones.
9.	Annex III Sec.1 Para.(a)	<p>The fundamental frequency of the signal shall lie within the range 70-700Hz.</p> <p>The range of audibility of the signal from a whistle shall be determined by those frequencies, which may include the fundamental and/or one or more higher frequencies, which lie within the range 180-700 Hz ($\pm 1\%$) and which provide the sound pressure levels specified in subparagraph (c).</p>	<p>The fundamental frequency of the signal shall lie within the range 70-700Hz. The range of audibility of the signal from a whistle shall be determined by those frequencies, which may include the fundamental and/or one or more higher frequencies, which lie within the range 180-700Hz (+/-1%) for a vessel of 20 metres or more in length, or 180-2100Hz (+/-1%) for a vessel of less than 20 metres in length and which provide the sound pressure levels specified in paragraph 1(c) below.</p>	The amendment allow smaller vessels (less than 20 metres in length) to use higher frequencies when determine range of audibility.
	Annex III Sec.1 Para.(c) The 1 st Sub-para. and the	<p>A whistle fitted in a vessel shall provide, in the direction of maximum intensity of the whistle and at a distance of 1 m from it, a sound pressure level in at least one 1/3rd-octave band within the range of frequencies 180-700 Hz ($\pm 1\%$) of not less than the appropriate figure given in the table</p>	<p>A whistle fitted in a vessel shall provide, in the direction of maximum intensity of the whistle and at a distance of 1 metre from it, a sound pressure level in at least one 1/3rd-octave band within the range of frequencies 180-700Hz (+/-1%) for a vessel of 20 metres or more in length, or 180-2100Hz (+/-1%) for a vessel of less than 20</p>	The amendments allow smaller vessel (less than 20 metres in length) to have the alternatives for complying with the requirements with lower

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	table	<p data-bbox="409 264 488 288">below.</p> <table border="1" data-bbox="409 347 925 1015"> <thead> <tr> <th data-bbox="409 347 584 616">Length of vessel in metres</th> <th data-bbox="584 347 790 616">1/3rd-octave band level at 1 metre in dB referred to $2 \times 10^{-5} \text{ N/m}^2$</th> <th data-bbox="790 347 925 616">Audibility range in nautical miles</th> </tr> </thead> <tbody> <tr> <td data-bbox="409 616 584 695">200 or more</td> <td data-bbox="584 616 790 695">143</td> <td data-bbox="790 616 925 695">2</td> </tr> <tr> <td data-bbox="409 695 584 815">75 but less than 200</td> <td data-bbox="584 695 790 815">138</td> <td data-bbox="790 695 925 815">1.5</td> </tr> <tr> <td data-bbox="409 815 584 935">20 but less than 75</td> <td data-bbox="584 815 790 935">130</td> <td data-bbox="790 815 925 935">1</td> </tr> <tr> <td data-bbox="409 935 584 1015">Less than 20</td> <td data-bbox="584 935 790 1015">120</td> <td data-bbox="790 935 925 1015">0.5</td> </tr> </tbody> </table>	Length of vessel in metres	1/3rd-octave band level at 1 metre in dB referred to $2 \times 10^{-5} \text{ N/m}^2$	Audibility range in nautical miles	200 or more	143	2	75 but less than 200	138	1.5	20 but less than 75	130	1	Less than 20	120	0.5	<p data-bbox="1012 264 1659 336">metres in length, of not less than the appropriate figure given in the table below.</p> <table border="1" data-bbox="1023 395 1644 1126"> <thead> <tr> <th data-bbox="1023 395 1229 687">Length of vessel in metres</th> <th data-bbox="1229 395 1458 687">1/3rd-octave band level at 1 metre in dB referred to $2 \times 10^{-5} \text{ N/m}^2$</th> <th data-bbox="1458 395 1644 687">Audibility range in nautical miles</th> </tr> </thead> <tbody> <tr> <td data-bbox="1023 687 1229 783">200 or more</td> <td data-bbox="1229 687 1458 783">143</td> <td data-bbox="1458 687 1644 783">2</td> </tr> <tr> <td data-bbox="1023 783 1229 879">75 but less than 200</td> <td data-bbox="1229 783 1458 879">138</td> <td data-bbox="1458 783 1644 879">1.5</td> </tr> <tr> <td data-bbox="1023 879 1229 975">20 but less than 75</td> <td data-bbox="1229 879 1458 975">130</td> <td data-bbox="1458 879 1644 975">1</td> </tr> <tr> <td data-bbox="1023 975 1229 1126">Less than 20</td> <td data-bbox="1229 975 1458 1126">120*¹ 115*² 111*³</td> <td data-bbox="1458 975 1644 1126">0.5</td> </tr> </tbody> </table> <p data-bbox="1012 1190 1659 1262">*1 When the measured frequencies lie within the range 180-450Hz</p> <p data-bbox="1012 1286 1659 1358">*2 When the measured frequencies lie within the range 450-800Hz</p> <p data-bbox="1012 1382 1659 1406">*3 When the measure frequencies lie within the range</p>	Length of vessel in metres	1/3rd-octave band level at 1 metre in dB referred to $2 \times 10^{-5} \text{ N/m}^2$	Audibility range in nautical miles	200 or more	143	2	75 but less than 200	138	1.5	20 but less than 75	130	1	Less than 20	120* ¹ 115* ² 111* ³	0.5	<p data-bbox="1731 264 2051 384">sound intensities when the sound signal is at higher frequencies.</p>
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			800-2100Hz	
	Annex III Sec.2 Para.(b)	Bells and gongs shall be made of corrosion-resistant material and designed to give a clear tone. The diameter of the mouth of the bell shall be not less than 300 mm for vessels of 20 m or more in length, and shall be not less than 200 mm for vessels of 12 m or more but of less than 20 m in length. Where practicable, a power-driven bell striker is recommended to ensure constant force but manual operation shall be possible. The mass of the striker shall be not less than 3% of the mass of the bell.	Bells and gongs shall be made of corrosion-resistant material and designed to give a clear tone. The diameter of the mouth of the bell shall be not less than 300 mm for vessels of 20 metres or more in length. Where practicable, a power-driven bell striker is recommended to ensure constant force but manual operation shall be possible. The mass of the striker shall be not less than 3 per cent of the mass of the bell.	The amendment removes the requirements of bell diameter (200 mm) for vessels between 12 to 20 metres in length. This is a consequential amendment due to Rule 33 Para. (a).
II. Amendments to the Schedule in accordance with Resolution A.1004(25), entered into force 01.12.2009				
1.	Annex IV Sec.1 Para.(d)	a signal made by radiotelegraphy or by any other signalling method consisting of the group ... _ _ _ ... (SOS) in the Morse Code	a signal made by any signalling method consisting of the group ... --- ... (SOS) in the Morse Code	The amendment removes the use of radiotelegraphy signals as this kind of equipment has been phased out.
	Annex IV Sec.1 Para.(l)	the radiotelegraph alarm signal	a distress alert by means of digital selective calling (DSC) transmitted on: (i) VHF channel 70, or (ii) MF/HF on the frequencies 2187.5 kHz, 8414.5 kHz, 4207.5 kHz, 6312 kHz, 12577 kHz or 16804.5 kHz;	The amendment removes the use of radiotelegraph as this kind of equipment has been phased out. DSC is added as an option

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				for transmitting distress alerts.
	Annex IV Sec.1 Para.(m)	the radiotelephone alarm signal	a ship-to-shore distress alert transmitted by the ship's Inmarsat or other mobile satellite service provider ship earth station	The amendment removes the use of radiotelephone as this kind of equipment has been phased out. Inmarsat and mobile satellite is added as an option for transmitting distress alerts.
2.	Annex IV Sec.2	The use or exhibition of any of the foregoing signals except for the purpose of indicating distress and need of assistance and the use of other signals which may be confused with any of the above signals is prohibited.	The use or exhibition of any of the foregoing signals, except for the purpose of indicating distress and need of assistance and the use of other signals which may be confused with any of the above signals, is prohibited.	Two comas are added. No substantive changes made.
3.	Annex IV Sec.3 Chapeau	Attention is drawn to the relevant sections of the International Code of Signals, the Merchant Ship Search and Rescue Manual and the following signals	Attention is drawn to the relevant sections of the International Code of Signals, the International Aeronautical and Maritime Search and Rescue Manual, Volume III and the following signals:	To update the name of the publication for search and rescue.
III. Amendments to Regulation 2 (Interpretation) of Cap.369N				
1.	2(1)	"International Regulations" (國際規則) means the International Regulations for Preventing Collisions at Sea 1972 as amended by Resolution A464(XII) of the Inter-governmental	"International Regulations" (國際規則) means the International Regulations for Preventing Collisions at Sea 1972 except Rules 39, 40 and 41, as set out in the Schedule	To reflect the amendments to the Schedule.

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		Maritime Consultative Organization and Resolutions A.626(15), A.678(16) and A.736(18) of the International Maritime Organization and set out in the Schedule		
2.	2(1)	Definitions of "Merchant Shipping Notice" (商船公告) and "Notice to Mariners" (航海通告)	To be deleted as not used in the amended Regulation	To delete these terms as they are not used any more in Cap.369N.
3.	2(2)	<p>(a) Any reference in the International Regulations to the traffic separation schemes adopted by the Organization (referred to in rules 1(d) and 10(a) of those regulations) is a reference to the schemes listed in Notice to Mariners No. 17 and therein specified as being so adopted by being marked "*" in the margin, each such scheme being shown in detail on the charts specified in that Notice in relation to that scheme.</p> <p>(b) "Notice to Mariners No. 17" means Notice to Mariners No. 17 in the current issue of the Annual Summary of Admiralty Notices to Mariners, as amended by any Notice to Mariners subsequent to the coming into force of the said Annual Summary which the Hydrographer of the Navy considers relevant from time to time.</p>	The reference to the traffic separation schemes in Rules 1(d) and 10(a) of the International Regulations is a reference to the schemes set out in the publication entitled "Ships' Routeing" published and amended from time to time by the Organization.	To replace the reference to UK publications with a reference to IMO publication.

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4.	2(4)	<p>2(4) The reference to the International Code of Signals in paragraph 3 of Annex IV to the International Regulations is a reference to the International Code of Signals (1969), Consolidated Edition 1991, published in the United Kingdom by Her Majesty's Stationery Office, and the reference to the Merchant Ship Search and Rescue Manual in that paragraph is a reference to the manual of that name published in 1993 by the Organization; and such references include a reference to any document amending either of those publications which is considered by the Cap 369N - MERCHANT SHIPPING (SAFETY) (SIGNALS OF DISTRESS AND PREVENTION OF COLLISIONS) REGULATIONS 2 Secretary of State in the United Kingdom to be relevant from time to time and is specified in a Merchant Shipping Notice.</p>	<p>2(4) The reference to the International Code of Signals in paragraph 3 of Annex IV to the International Regulations is a reference to the International Code of Signals adopted and amended from time to time by the Organization.</p> <p>2(5) The reference to the International Aeronautical and Maritime Search and Rescue Manual, Volume III in Annex IV to the International Regulations is a reference to Volume III of the International Aeronautical and Maritime Search and Rescue Manual adopted and amended from time to time by the Organization and the International Civil Aviation Organization</p>	<p>For the amended 2(4), to replace the reference to UK publications with a reference to IMO publication.</p> <p>For the new 2(5), to update the name and publisher of the publication.</p>