

## PORT OPERATIONS COMMITTEE

### Proposed Amendments to Freight Containers (Safety) Ordinance (Cap. 506)

#### PURPOSE

The purpose of this paper is to seek members' views on the proposal of amending the titled local legislation to implement the latest amendments to the "International Convention for Safe Containers (CSC), 1972" (the Convention).

#### BACKGROUND

2. In 1972, the International Maritime Organization (IMO) adopted the Convention which aimed at facilitating the international transport of containers by providing uniform international safety regulations and testing standard. The Convention came into force internationally in 1977 and extended to Hong Kong in 1997 through the implementation of the Freight Containers (Safety) Ordinance (Cap. 506) and its subsidiary legislation.

3. On 3 December 2010 and 21 June 2013, the Maritime Safety Committee (MSC) of the IMO adopted resolutions MSC. 310(88) and MSC. 355(92) related to the new amendments to the Convention, which entered into force on 1 July 2012 and 1 July 2014 respectively. These amendments introduce significant, physical changes to the Safety Approval Plate (SAP) and additional safety tests. A copy of each of the resolutions is at **Appendix 1** and **Appendix 2** respectively.

#### PROPOSED LEGISLATIVE AMENDMENTS

4. The salient amendments stipulated in resolutions MSC. 310(88) and MSC. 355(92) are as below:

#### ***4.1 Updating the terminology on Safety Approval Plates***

The majority of the amendments are to ensure uniform use of terminology and align physical dimensions and units to the SI system (international system of units). Specifications for SAPs have also been updated in the Convention.

#### ***4.2 Marking of containers with limited stacking or racking capacity***

Those containers considered to have limited stacking or racking capacity will be required to be conspicuously marked to the ISO standard.<sup>1</sup> The standard covers the serial number, owner, country code and size code of any given shipping container.

#### ***4.3 Testing containers operating with one door removed***

Containers with one door removed would have to undergo additional tests before being approved for operation under the new amendments.

5. Marine Department will amend Cap. 506 and its subsidiary legislation to reflect the latest amendments as mentioned in the above paragraph 4.

### **CONSULTATION**

6. Members' comments, if any, are sought on our proposal to implement the above mentioned amendments to the Convention by amending the existing Freight Containers (Safety) Ordinance (Cap. 506) and its subsidiary legislation.

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**Multi-lateral Policy Division**

Enclosures:

Appendix 1: IMO Res. MSC. 310(88)

Appendix 2: IMO Res. MSC. 355(92)

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<sup>1</sup> ISO is the acronym for the International Organization for Standardization that develops voluntary International Standards.