

Shipping Consultative Committee
Amendments to SOLAS, Load Lines and related Codes

1. The following amendments to SOLAS, 1988 Load Lines Protocol and related Codes had entered into force on **1 January 2014**

No.	Amendment items	Description	MSIN issued
i)	SOLAS Reg.III/20.11.2.4 Free-fall Lifeboat <i>Applicable to all cargo ships</i>	The new sub-para .4 stated that the five yearly overload test of free-fall lifeboat release systems can be done either with only operating crew on board, or by a simulated launching in accordance with MSC.1/Cir.1206/Rev.1. Details can be found in Resolution MSC.325(90).	MSIN No. 20/2013 was issued on 2 July 2013.
ii)	SOLAS Reg.VI/5-2 Carriage of bulk liquid cargoes <i>Applicable to all cargo ships</i>	A new regulation prohibiting the blending of bulk liquid cargoes and production processes during sea voyages. Details can be found in Resolution MSC.325(90)	MSIN No. 20/2013 was issued on 2 July 2013.
iii)	SOLAS Reg.VII/4 Carriage of dangerous goods <i>Applicable to all cargo ships, HSC/DSC and passenger ships.</i>	Existing regulation replaced with new text clarifying that transport documentation shall be in accordance with the IMDG Code. Details can be found in Resolution MSC.325(90)	MSIN No. 20/2013 was issued on 2 July 2013.
iv)	SOLAS Reg.XI-1/2 Enhanced survey program <i>Applicable to all bulk carriers and oil tankers.</i>	The guidelines for enhanced survey program will to be replaced by the 2011 ESP Code (adopted by IMO Resolution A.1049(27)). Details can be found in Resolution MSC.325(90)	MSIN No. 20/2013 was issued on 2 July 2013.
v)	FSS Code, Chapter 6 Fixed foam fire-extinguishing systems <i>Applicable to cargo ships, HSC/DSC and passenger ships, Keel-laid \geq 1 January 2014</i>	The new Chapter 6 defines in detail the minimum requirements for fixed foam fire-extinguishing system. Fire and component testing are now required for both inside air foam systems and conventional high expansion foam system, hence type approval certificate according to IMO MSC.1/Circ.1384 is required for all such system when the FSS Code is in force. Details can be found in Resolution MSC.327(90).	MSIN No. 21/2013 was issued on 2 July 2013.
vi)	FSS Code, Chapter 8.2.1.1. Automatic Sprinkler, Fire detection and Fire Alarm	New sentence added to describe permitted systems for control stations where water may cause damage to essential equipment. Details can be found in Resolution MSC.327(90).	MSIN No. 21/2013 was issued on 2 July 2013.

	<p>Systems</p> <p><i>Applicable to cargo ships, HSC/DSC and passenger ships, Keel-laid \geq 1 January 2014</i></p>		
vii)	<p>IMDG Code</p> <p>Ship carrying dangerous goods</p> <p><i>Applicable to cargo ships, HSC/DSC and passenger ships</i></p>	<p>Minor changes were made throughout the IMDG Code.</p> <p>Details can be found in Resolution MSC.328(90).</p>	<p>MSIN No. 33/2013 was issued on 23 September 2013.</p>
viii)	<p>Load Lines Protocol Annex II/Reg.47</p> <p>Southern Winter Seasonal Zone</p> <p><i>Applicable to all cargo ships and passenger ships</i></p>	<p>New definition provided for the northern boundary of the Southern Winter Seasonal Zone in order to shift the Winter Seasonal Zone off the southern tip of Africa further southward by 50 miles.</p> <p>Details can be found in Resolution MSC.329(90) and the Corrigendum (MSC 90/28/Add.1/Rev.1/Corr.1).</p>	<p>MSIN No. 22/2013 was issued on 2 July 2013.</p>

2. The following amendments to SOLAS, 1988 Load Lines Protocol and related Codes had entered into force on **1 July 2014**

No.	Amendment items	Description	MSIN issued
i)	<p>Code on Noise Levels on Board Ships</p> <p><i>Applicable to cargo ships and passenger ships ≥ 1 July 2014</i></p>	<p>The ships shall be constructed to reduce on-board noise and to protect personnel from noise in accordance with new “Code on noise levels on-board ships”. The Code required measurement of noise levels in work, navigation, accommodation and service spaces under simulated port conditions and at normal services speed at no less than 80% of the maximum continuous rating (MCR).</p> <p>Details can be found in Resolution MSC.337(91).</p>	<p>MSIN No. 5/2014 was issued on 6 January 2014.</p>
ii)	<p>SOLAS Reg.II-1/3-12</p> <p>Protection against noise</p> <p><i>Applicable to cargo ships and passenger ships of GT $\geq 1,600$. Building contract is placed on or after 1 July 2014, or in the absence of building contract, keel laid ≥ 1 January 2015 or delivered ≥ 1 July 2018. (Not applicable to ship types as listed in para. 1.3.4 of the Code)</i></p>	<p>New regulation 3-12 has been introduced by making provisions for reduction of noise mandatory. The ships shall be constructed to reduce on-board noise and to protect personnel from noise in accordance with resolution MSC.337(91) Code on noise levels on-board ships. Some recommendatory parts of chapter I of the Code are still to be treated as non-mandatory.</p> <p>(Note: the existing regulation 36 is deleted and left blank)</p> <p>Details can be found in Resolution MSC.338(91)</p>	<p>MSIN No. 2/2014 was issued on 2 January 2014.</p> <p>MSIN No. 14/2014 was issued on 11 April 2014.</p>
iii)	<p>SOLAS Reg.II-2/1.2.4.7</p> <p>Application</p> <p><i>Cargo ships and passenger ships, keel laid ≥ 1 February 1992, keel laid ≤ 30 June 2002. Carriage of dangerous goods</i></p>	<p>New subparagraph .7 has been added to clarify that fire detection system covering ro-ro or cargo spaces on vessels built in this period do not need to comply with SOLAS / II-2/19.3.3 provided they comply with reg. 54.2.3 (as adopted by MSC.13(57)).</p> <p>Details can be found in Resolution MSC.338(91)</p>	<p>MSIN No. 2/2014 was issued on 2 January 2014.</p>
iv)	<p>SOLAS Reg.II-2/1.2.4.8</p> <p>Application</p> <p><i>Cargo ships and passenger ships, keel laid ≥ 1 September 1984, keel laid ≤ 30 June 2002. Carriage of dangerous goods</i></p>	<p>New subparagraph .8 has been added to clarify that fire main, bilge and personal protection for ro-ro or cargo spaces on vessels built in this period do not need to comply with SOLAS/ II-2/19.3.2, .5, .6 and .9 provided they comply with reg. 54.2.1, .5, .6 and .9 (as adopted by res. MSC.1(XLV)).</p> <p>Details can be found in Resolution MSC.338(91)</p>	<p>MSIN No. 2/2014 was issued on 2 January 2014.</p>
v)	<p>SOLAS Reg.II-2/1.2.5</p> <p>Application</p> <p><i>Cargo ships and passenger ships, keel laid ≤ 30 June 2012. To be complied by 1 July 2019.</i></p>	<p>Low volume alarm on self-contained compressed air breathing apparatus for fire-fighter’s outfit is required by 1 July 2019.</p> <p>Details can be found in Resolution MSC.338(91)</p>	<p>MSIN No. 2/2014 was issued on 2 January 2014.</p>
vi)	<p>SOLAS Reg.II-2/9</p> <p>Containment of fire</p>	<p>The tables 9.3 to 9.6 in the Regulation have been amended giving stricter insulation requirements for several boundaries to containment of fire within ro-ro</p>	<p>MSIN No. 2/2014 was issued on 2 January 2014.</p>

	<i>Cargo ships and passenger ships, keel laid \geq 1 July 2014.</i>	<p>and special category spaces. A new note has been added to tables 9.4 and 9.6 clarifying that vessels constructed before 1 July 2014 should comply with the previous requirements applicable at time of construction.</p> <p>The paragraphs of 9.6.2 and 9.6.3 were deleted (requirement covered by revised table 9.3 and 9.4) and subsequent paragraphs were renumbered.</p> <p>Details can be found in Resolution MSC.338(91)</p>	
vii)	<p>SOLAS Reg.II-2/10.5.6.3.1</p> <p>Fire fighting</p> <p><i>Cargo ships and passenger ships, keel laid \geq 1 July 2014.</i></p>	<p>Sub-para. 1 was clarified so that all this paragraph is applicable for any combustion machinery, regardless of service it supplied power to.</p> <p>Details can be found in Resolution MSC.338(91)</p>	MSIN No. 2/2014 was issued on 2 January 2014.
viii)	<p>SOLAS Reg.II-2/10.10.1 & 10.4</p> <p>Fire fighting</p> <p><i>(for Reg.II-2/10.10.1)</i> <i>Cargo ships and passenger ships, keel laid \geq 1 July 2012.</i></p> <p><i>(for Reg.II-2/10.4)</i> <i>Cargo ships and passenger ships, keel laid \geq 1 July 2014</i></p> <p><i>Cargo ships and passenger ships, keel laid \leq 30 June 2014 to be provided not later than the first safety equipment survey after 1 July 2018</i></p>	<p>Paragraph 10.1 was replaced with an added reference to the revised FSS Code (new para. Ch.3/2/1.2.2) on requirement for low volume alarm on the self-contained compressed air breathing apparatus.</p> <p>A new sub-paragraph 10.4 has been added. Two-way portable radiotelephone apparatus of explosion proof or intrinsically safe for fire-fighter's communication have to be provided for each fire parties (as in Reg.III/37).</p> <p>Details can be found in Resolution MSC.338(91)</p>	MSIN No. 2/2014 was issued on 2 January 2014.
ix)	<p>SOLAS Reg.II-2/15.2.2.6</p> <p>Instructions, on-board training and drills</p> <p><i>Cargo ships and passenger ships, keel laid \geq 1 July 2012.</i></p>	<p>New sub-paragraph regarding provision for recharging breathing apparatus used during drills or a suitable number of spare cylinders.</p> <p>Details can be found in Resolution MSC.338(91)</p>	MSIN No. 2/2014 was issued on 2 January 2014.
x)	<p>SOLAS Reg.II-2/20.6.1 and sub-para. s. .1.1 & 1.2</p> <p>Protection of vehicle, special category and ro-ro spaces</p>	<p>Sub-paragraphs 6.1. and 6.2 regarding fixed fire-fighting systems have been replaced. In sub-paragraph .1.1. water spray systems and foam systems complying with the FSS Code have been included as alternatives to fixed gas</p>	MSIN No. 2/2014 was issued on 2 January 2014.

	<i>Cargo ships and passenger ships, keel laid \geq 1 July 2014.</i>	fire-extinguishing system for vehicle spaces and ro-ro spaces which were not special category spaces. The reference to fixed water based fire-fighting system in sub-para. .1.2 was also revised to refer to the revised FSS Code. Details can be found in Resolution MSC.338(91)	
xi)	SOLAS Reg.III/17-1.1 Recovery of persons from the water <i>Cargo ships, HSC/DSC, non ro-ro passenger ships and ro-ro passenger ships, keel laid \geq 1 July 2014. Applicable also to ships to which SOLAS Chapter III does not apply (as per MSC.346(91))</i>	All ships shall have ship specific plans and procedures for recovery of persons from the water. <i>Existing ships shall comply within this regulation by first periodical or renewal survey after 1 July 2014.</i> Guidelines for development of such plans and procedures were also adopted and issued as MSC.1/Circ.1412. Details can be found in Resolution MSC.338(91)	MSIN No. 2/2014 was issued on 2 January 2014.
xii)	SOLAS Appendix Certificates <i>All cargo ships - Cargo Ship Safety Construction Certificate, Cargo Ship Safety Equipment Certificate, Cargo Ship Safety Radio Certificate All cargo ships and passenger ships – Exemption Certificate</i>	The forms of certificate and records of equipment were replaced. Editorial changes. Details can be found in Resolution MSC.338(91)	MSIN No. 2/2014 was issued on 2 January 2014.
xiii)	Load Lines Protocol Annex I / Reg.27(11), 27(13) Initial condition of loading and Condition of equilibrium <i>Applicable to all cargo ships and passenger ships</i>	The amendments updated the text in Annex I, Chapter III / Reg.27(11) providing clarification on how to define initial condition of loading for which to check damage stability compliance. In addition, Reg. 27(13) it specifically stated that compliance is not required to be demonstrated for service conditions. Details can be found in Resolution MSC.345(91).	MSIN No. 3/2014 was issued on 2 January 2014.
xiv)	FSS Code, Chapters 3, 5, 7, 8, 12, 13, & 14 <i>Applicable to all cargo ships, HSC/DSC and passenger ships</i> FSS Code, Chapter 9 <i>Applicable to cargo ships, HSC/DSC and passenger ships, keel laid \geq 1 July 2014</i>	New sentences, paragraphs and replacements of existing texts in the chapters listed (typically existing interpretations in IMO circulars were being moved into the FSS Code). A new Chapter 14 regarding fixed deck foam systems has totally replaced the existing chapter. New sentences and paragraphs have been added to chapter 9 to clarify requirements for detection and alarm systems. Details can be found in Resolution MSC.339(91) and	MSIN No. 6/2014 was issued on 6 January 2014.

		the corrigendum (MSC 91/22/Add.1/Corr.2).	
xv)	<p>PSPC Amendments</p> <p>Performance standard for protective coatings</p> <p><i>Applicable to all cargo ships and passenger ships</i></p>	<p>The previous reference to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18)) has to be replaced by a reference to the International Code on the enhanced programme of inspections during surveys of bulk carriers and oil tankers, 2011 (2011 ESP Code) (resolution A.1049(27)).</p> <p>Details can be found in Resolution MSC.341(91) and MSC.342(91).</p>	MSIN No. 4/2014 was issued on 6 January 2014.

3. The following amendments to SOLAS, 1988 Load Lines Protocol and related Codes will enter into force on **1 January 2015**

No.	Amendment items	Description	MSIN issued
i)	SOLAS Reg.III/19.2.2, 19.3.3, 19.3.6 and 19.4.2.5	Regulation 19.2.2. has been amended as such mustering of newly embarked passengers shall take place prior to or immediately upon departure, instead of as previously within 24 hours.	MSIN No. 22/2014 was issued on 2 July 2014.

	<i>Applicable to all ships</i>	As regards for regulation 19.3.3, 19.3.6 and 19.4.2.5, new paragraphs and sub-paragraphs giving requirements to enclosed space entry and rescue drills for crew members every two months. The drills to be recorded in the log-books. Previous item 3.3. and 3.4 are renumbered as 3.4 and 3.5. Details can be found in Resolution MSC.350(92)	
ii)	SOLAS Reg.V/19.1.2.4 <i>Applicable to cargo ships and passenger ships keel laid \leq 30 June 2002</i> <i>Passenger ships to be provided not later than the first survey after 1 January 2016;</i> <i>Cargo ships \geq 3,000 GT to be provided not later than the first survey after 1 January 2016;</i> <i>Cargo ships \geq 500 GT and $<$ 3,000 GT to be provided not later than the first survey after 1 January 2017;</i> <i>Cargo ships \geq 150 GT and $<$ 500 GT to be provided not later than the first survey after 1 January 2018;</i>	Carriage requirements of Bridge navigational watch alarm system (BNWAS) was introduced by resolution MSC.282(86). While the intent was to required carriage of BNWAS to both new and existing ships. However, owing to the error in the text, ships constructed prior to 1 July 2002 was not subject of the requirement. The amendments stipulated and clarified that BNWAS was applicable to all ships, also included existing ships built before 1 July 2002 with a phase-in implementation; and regarding exemptions for ships which would be taken permanently out of service within two years after the implementation date. (Phase-in period is between 1 st survey after 1 January 2016 and 1 January 2018, depending on ships type and size.) Details can be found in Resolution MSC.350(92)	MSIN No. 22/2014 was issued on 2 July 2014.
iii)	SOLAS Reg.XI-1/1 Authorization of recognized organizations <i>Applicable to all ships</i>	The amendments specified that Administration shall authorize organizations, including classification societies in accordance with the provisions of the present Convention and with the Code for Recognized Organizations (RO Code). The proposed amendments also make the RO Code (part 1 and part 2) mandatory. Details can be found in Resolution MSC.350(92).	MSIN No. 22/2014 was issued on 2 July 2014.
iv)	ISM Code 6.2.2 Resources and personnel ISM Code 12.2	Reg.6.2 has been replaced by 6.2.1, while the new sub-para 6.2.2. required that company's responsibility of ensuring manning of the ship shall also encompass all aspects of maintaining safe operations on board, referring to the Principles of minimum safe manning, as adopted by Res. A.1047(27). New para. 12.2 has been introduced by requiring that	MSIN No. 24/2014 was issued on 2 July 2014.

	<p>Company verification, review and evaluation</p> <p><i>Applicable to all ships</i></p>	<p>the Company should verify periodically whether all those undertaking delegated ISM related-tasks are acting in conformity with the Company's responsibilities under the ISM Code.</p> <p>Details can be found in Resolution MSC.353(92) and the corrigendum (MSC 92/26/Add.1/Corr.1)</p>	
v)	<p>IMSBC Code</p> <p><i>Applicable to all cargo ships, GT ≥ 500</i></p>	<p>The amendments may be applied in whole or in part on a voluntary basis as from 1 January 2014. Those several amendments to the IMSBC Code including the followings have been adopted and will enter into force on 1 January 2015.</p> <ul style="list-style-type: none"> (i) Insertion of new and revised definition of GHS, manual of Test and Criteria, Potential sources of ignition, Sources of heat and Competent authority; (ii) Cargo under in-transit fumigation; (iii) Sampling procedures and certificates or declarations of the moisture content when a concentrate or other cargo which may liquefy is carried; (iv) Procedures to protect the cargo from any precipitation and water ingress, if the cargo is loaded on to the ship from barges; (v) Sampling of stationary stockpiles; (vi) Complementary test procedure for determining the possibility of liquefaction; (vii) A complete re-write of section 9.2.3 on material hazards only in bulk (MHB); (viii) Some schedules in Appendix 1 have been modified and new schedules have been added. <p>Details can be found in Resolution MSC.354(92)</p>	<p>MSIN No. 9/2014 was issued on 12 February 2014.</p>
vi)	<p>HSC Code</p> <p>HSC Code 1994 (Chapter 18.5.4)</p> <p>&</p> <p>HSC Code 2000 (chapter 18.5.4)</p> <p><i>Applicable to all high speed craft</i></p>	<p>New paragraph has been introduced giving requirements to enclosed space entry and rescue drills for crew members every two months. The drills to be recorded in the log-books.</p>	<p>MSIN No. 26/2014 was issued on 16 July 2014.</p>
vii)	<p>Load Lines Protocol Annex I / Reg.2-1</p> <p>Authorization of recognized organizations</p> <p><i>Applicable to all ships</i></p>	<p>The amendments specified that Administration shall authorize organizations, including classification societies in accordance with the provisions of the present Convention and with the Code for Recognized Organizations (RO Code). The proposed amendments also make the RO Code (part 1 and part</p>	<p>MSIN No. 23/2014 was issued on 2 July 2014.</p>

		2) mandatory. Details can be found in Resolution MSC.356(92).	
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