Shipping Consultative Committee
Amendments to SOLAS and related Codes

1. The following amendments to SOLAS and related Codes entered 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** *Applicable to all ships carrying passengers and engaged in international voyages which last for more than 24 hours (Regulation III/19.2.2 and III/19.2.3)* *Applicable to all ships*	Regulation 19.2.2 amended in order that mustering of newly embarked passengers shall take place prior to or immediately upon departure, instead of as previously within 24 hours. For regulations 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)	MSIN No. 22/2014 was issued on 2 July 2014.
ii)	**SOLAS Reg.V/19.1.2.4** *Applicable to cargo ships and passenger ships keel laid ≤ 30 June 2002* *Passenger ships to be provided not later than the first survey after 1 January 2016;* *Cargo ships ≥ 3,000 GT to be provided not later than the first survey after 1 January 2016;* *Cargo ships ≥ 500 GT and < 3,000 GT to be provided not later than the first survey after 1 January 2017;* *Cargo ships ≥ 150 GT and < 500 GT to be provided not later than the first survey after 1 January 2018;*	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 1st 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)	**ISM Code 6.2.2** Resources and personnel **ISM Code 12.2** Company verification, review and evaluation *Applicable to all ships*	Reg.6.2 has been replaced by 6.2.1, while the new sub-para 6.2.2.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 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. Details can be found in Resolution MSC.353(92) and the corrigendum (MSC 92/26/Add.1/Corr.1)	MSIN No. 24/2014 was issued on 2 July 2014.
iv)	**IMSBC Code** *Applicable to all cargo ships, GT ≥ 500*	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. (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. Details can be found in Resolution MSC.354(92)	MSIN No. 9/2014 was issued on 12 February 2014.
v)	**HSC Code** HSC Code 1994 (Chapter 18.5.4) & HSC Code 2000 (chapter 18.5.4) *Applicable to all high speed craft*	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. Details can be found in Resolution MSC 351(92) and MSC.352(92)	MSIN No. 26/2014 was issued on 16 July 2014.

2. The following amendments to related Code took effect on **5 June 2015**

No.	Amendment items	Description	MSIN issued
i)	**2008 IS Code Part B** Chapter 6 – Icing Considerations Took effect on 5 June 2015 *Applicable to cargo ships carrying timber deck cargoes*	New provisions regarding ice accretion on cargo ships carrying timber deck cargoes. Details can be found in Resolution MSC.398(95)	MSIN No. 50/2015 was issued on 23 October 2015.

3. The following amendments to SOLAS and related Codes will enter into force on **1 January 2016**

No.	Amendment items	Description	MSIN issued
i)	**SOLAS Chapter II-1** Regulation 29 - Steering gear *Applicable to any ships (new or existing) for which steering gear test on sea-trials from 1 January 2016* **SOLAS Chapter II-2** Regulations 1, 4.5.5, and 16.3.3 *Applicable to new oil and chemical tankers, carrying low flash point cargoes (not exceeding 60^{o}C, constructed (keel laid) on or after 1 January 2016.* Regulations 3, 9.7, and 20 *Applicable to new cargo ships and passenger ships constructed (keel laid) on or after 1 January 2016.* Regulation 13.4 *Applicable to new cargo and passenger ships.*	To solve the problem for some ships not able to reach their operating draught under ballast condition, alternative solutions are provided for the verification of the main and emergency steering gear during sea trial. Fixed Inert Gas Systems are to be used on new oil and chemical tankers of 8,000 to 20,000 dwt. Revision of the requirements on ventilation, including ventilation ducts (e.g. hatches for inspection and cleaning, A-60 insulation for machinery spaces ventilation running through accommodation spaces, an automatically and remotely operated fire damper for galley ranges exhaust ducts). The amendments require that two means of escape are provided from the main workshop within a machinery space with at least one of these escape routes providing a continuous fire shelter to a safe position outside the machinery space.	MSIN No. 30/2015 was issued on 25 August 2015.

	Regulations 1, 3, and 20-1(new) *Applicable to "Vehicle Carriers", which carry Hydrogen Fuel Cell Vehicles and Compressed natural Gas Vehicles.* Regulations 10 *Applicable to new ships with keel laid on or after 1 January 2016. For ships designed to carry containers on or above weather deck.*	New fire safety requirements for ships carrying motor vehicles with compressed hydrogen or compressed natural gas in their tanks as cargo (e.g. electrical equipment and wiring used in spaces intended to carry such vehicles shall be of a certified safety type complying with IEC 60079 standard (Electrical Apparatus for Explosive Gas Atmospheres)). For ships carrying containers on deck, additional fire-fighting equipment, i.e., movable fire monitors and portable water mist lances are required. These requirements dependent on number of tiers of containers and ship's breadth. Details can be found in Resolution MSC.365(93)	
ii)	**FSS Code** Chapter 15 – Inert Gas System *Applicable to new oil and chemical tankers, carrying low flash point cargoes (not exceeding 60^{o}C, constructed (keel laid) on or after 1 January 2016.*	Chapter 15 has been rewritten to reflect the new requirements on inert gas systems. Oil and chemical tankers of 8,000 dwt and above that are constructed (keel laid) on or after 1 January 2016 shall be fitted with fixed inert gas systems complying with the proposed new Chapter 15 of the Fire Safety Systems Code (FSS) Code. Details can be found in Resolution MSC.367(93)	MSIN No. 48/2015 was issued on 23 October 2015.
iii)	**LSA Code** Section 2.2 – Lifejackets *Applicable to the manufacture and testing of new SOLAS lifejackets.*	Testing results for using the Reference Test Devices (RTDs) are amended. Also, clarification is provided on the testing required for infants' and children's lifejackets and the need for infants and children to participate in jump and drop tests. Details can be found in Resolution MSC.368(93).	MSIN No. 33/2015 was issued on 25.08.2015
iv)	**IBC Code** Chapter 2.2 – Freeboard and intact stability *Applicable to new and existing Chemical tankers.* Chapter 8 – Cargo tank venting and gas-freeing arrangements *Applicable to new and existing Chemical tankers.*	New requirements for Chemical tankers to be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements, approved by the Administration. New requirements regarding cargo tank purging. Details can be found in Resolution MSC.369(93)	MSIN No. 47/2014 was issued on 16.12.2014
v)	**IGC Code** The revised code will enter into force on 1 January 2016 *Applicable to new gas tankers keel laid on or after 1 July 2016.*	The IGC Code is fully revise taking into account the latest technologies, operational practices and the increasing size of the newest ships. The changes cover ship design and arrangement, electrical systems, cargo handling, and operation. Details can be found in Resolution MSC.370(93)	MSIN No. 47/2015 was issued on 23 October 2015.

vi)	**2011 ESP Code** *Applicable to oil tankers and bulk carriers (including ore carriers and combination carriers) ≥ 500 GT*	The amendments to the 2011 ESP Code bring it into line with the following the relevant IACS unified requirements on surveys of oil tankers and bulk carriers. The amendments will be enforced at the first survey after 1 January 2016. Details can be found in Resolution MSC.371(93)	MSIN No. 49/2015 was issued on 23 October 2015.
vii)	**IMDG Code** *Applicable to new ships and existing ships intending to carry IMDG cargoes.*	The amendments will be effective on a voluntary basis from 1 January 2015 and mandatory from 1 January 2016: – Amendments to Column 16 – Stowage and segregation. The column has been divided providing more detailed information on the requirements under Chapter 7 of the IMDG Code; – New stowage code list has been developed; – Special provisions for the carriage of vehicles UN 3166 and UN3171 (SP 961 and SP 962); – Water-reactive materials issues; – Revision of DSC/Circ.12 (Guidance on the continued use of existing IMO type portable tanks and road tank vehicles for the transport of dangerous goods); – Marine pollutants; and – Counterfeit refrigerant. Details can be found in Resolution MSC.372(93)	MSIN No. 4/2015 was issued on 13.01.2015
viii)	**BCH Code** Chapter II – Cargo Containment Part A – Physical protection (Siting of cargo tanks; ship stability) – Paragraph 2.2.1 *Applicable to existing chemical tankers. These ships shall comply at the first scheduled renewal survey of the ship on or after 1 January 2016, but not later than 1 January 2021.*	All existing chemical tankers shall be fitted with an approved stability instrument, capable of verifying compliance with intact and damage stability requirements. Existing instruments needs not replacement if satisfactory to the Administration. There are some conditions for exemptions. Paragraph 6 of Certificate of Fitness is updated accordingly. Details can be found in Resolution MSC.376(93)	MSIN No. 47/2014 was issued on 16.12.2014
ix)	**GC Code** Chapter II/2.2 – Freeboard and stability *Applicable to existing gas tankers*	New requirements for Gas carriers to be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements, approved by the Administration. Details can be found in Resolution MSC.377(93)	MSIN No. 47/2015 was issued on 23 October 2015.
x)	**IMSBC CODE** Voluntary since 1 January 2016; and Mandatory from 1 January 2017	The new amendments include: 1. A new schedule for Iron Ore fines Group A (cargo that may liquefy) and new test procedure for determining the Transportable Moisture Limited (TML) of Iron Ore fines. 2. A recommendatory new section addresses the classification of solid bulk cargoes as harmful to	MSIN No. 42/2015 was issued on 10.09.2015

		the marine environment (HME) and the prohibition of their discharge at sea. Furthermore, it assigns the shipper as responsible to classify and declare whether a solid bulk cargo is an HME or non-HME. Details can be found in Resolution MSC.393(95)	

4. The following amendments to SOLAS and related Codes will enter into force on **1 July 2016**

No.	Amendment items	Description	MSIN issued
i)	**SOLAS Chapter II-2** Regulation 10 – Fire Fighting *Applicable to all ships with keel laid on or after 1 July 2012..*	The amendment clarifies the application of SOLAS II-2/10.5.2.2 relevant to the provision of additional fire-extinguishing arrangements (such as portable foam applicator / 45L foam type fire extinguisher). The words "of category A" were added to the title of SOLAS II-2/10.5.2 as "Machinery spaces of category A containing internal combustion machinery".	Relevant MSINs to be issued in Jan 2016
	SOLAS Chapter VI Regulation 2 – Cargo information *Applicable to all containers which are to be stowed on a ship subject to SOLAS VI*	New SOLAS VI/2 introduces mandatory verification of the gross mass of containers and the guidelines for its implementation. Shippers will be responsible under SOLAS to obtain the gross mass of a container and provide this information in advance to the ship's Master and terminals. The ship's Master will be able to refuse a container that has not been provided with a verified gross mass.	
	SOLAS Chapter XI-1 Regulation 7 - Atmosphere testing instrument for enclosed spaces (new) *Applicable to new and existing ships.*	The new SOLAS XI-1/7 introduced mandatory carriage requirements for portable atmosphere testing instruments on board all ships. The new portable instrument is not to be used as part of the personal protective safety equipment; it is to be part of the ship's equipment. The portable testing instrument should be used to test the space from the outside to render the space safe for entry. The multi-gas meter should cover as a minimum to following gases: oxygen, flammable gases or vapours, carbon monoxide and hydrogen sulphide.	
	SOLAS Appendix – Certificate (SE) *Applicable to new and existing SOLAS cargo ships.*	Amending the relevant entries for the total number of persons accommodated by free-fall lifeboats in the Record of Equipment for the Cargo Ship Safety Equipment Certificate and the Cargo Ship Safety Certificate. Details can be found in Resolution MSC.380(94)	

ii)	**2011 ESP CODE** *Applicable to oil tankers and bulk carriers.*	The amendments consist with the latest IACS requirements on surveys of oil tankers and bulk carriers. Details can be found in Resolution MSC.381(94)	Relevant MSINs to be issued in Jan 2016

5. The following amendments to SOLAS and related Codes will enter into force on **1 January 2017**

No.	Amendment items	Description	MSIN issued
i)	**SOLAS Chapter XIV** *Applicable to all ships which have SOLAS certificates and which operate in polar waters* *Ship constructed on or after 1 January 2017 will have to comply with the full Polar Code requirements..* *Ships constructed before 1 January 2017 will have to comply with the relevant requirements of the Polar Code by the first intermediate or renewal survey after 1 January 2018.* *Ships which do not operate in polar waters will not have to comply with the requirements of the code.*	The International Code for Ships Operating in Polar Waters (Polar Code) has been made mandatory by adding a new SOLAS chapter XIV. The Polar Code mainly specifics additional requirements on safety measures and environmental protection for ships sailing in the polar waters. These requirements including the following areas:- (a) Polar water operational manual (b) Ship structure (c) Subdivision and stability (d) Watertight and weathertight integrity (e) Machinery (f) Fire safety and protection (g) Life saving appliances and arrangements (h) Navigation (i) Communication (j) Voyage planning (k) Manning and training Moreover, the Polar Code has requirements covering the MARPOL related matters including amendments to MARPOL Annexes I, II, IV and V. The Polar Code is goal based in order to allow the use of innovation to meet the requirements. Section A of the code contained mandatory regulations, while the non-mandatory guidance is contained in Section B. Details can be found in Resolutions MSC.385(94), MSC.386(94), MEPC.264(68), MEPC.265(68) and MEPC.1/Circ.856	MSIN No. 40/2015 was issued in 31 August 2015
ii)	**SOLAS Chapter II-2** Regulation 4 – Probability of ignition & Regulation 11 - Structural integrity *Applicable to new tankers*	Regulations 4.5, 11.6.1, 11.6.2 and 11.6.3.2 were amended to clarify the provisions relating to the secondary means of venting cargo tanks.	Relevant MSINs to be issued in 2016

	constructed on or after 1st January 2017 Regulation 20 – Protection of vehicle, special category and *Applicable for all passenger and cargo ships as detailed in regulation (new and existing) regardless whether an air quality management system has been installed*	Regulations 20.3.1.2.1 and 20.3.1.2.2 were amended to introduce air quality management for the ventilation of closed vehicle spaces, closed ro-ro and special category spaces together with the introduction of a revised guidelines and operational recommendations for ventilation systems in ro-ro spaces (MSC.1/Circ.1515) which approved by MSC 95. This is an optional requirement as ship may still meet the existing II-2/20 prescriptive requirements. Details can be found in Resolution MSC.392(95)	
iii)	**SOLAS Chapter II-1** Regulation 2 – Definitions Regulation 55 – Alternative design and arrangements Regulation 56 – Application (ships using low-flashpoint fuels) Regulation 57 – Requirements for ships using low-flashpoint fuels) & **SOLAS Chapter II-2** Regulation 4 – Probability of ignition **Appendix** Form of Passenger Ship Safety Certificate, Form of Cargo Ship Safety Construction Certificate, and Form Cargo Ship Safety Certificate *(Please see below the applicability related to IGF Code)*	Regulations 2, 55, 56, 57 of SOLAS Chapters II-1 , Regulation 4 of chapter II-2 and SOLAS Appendix were amended in order that the International Code of Safety for Ships using gases or other Low-flashpoint Fuels (IGF Code) could be made mandatory. Details can be found in Resolutions MSC.392(95), MSC.394(95) and MSC.395(95)	Relevant MSINs to be issued in 2016
iv)	**IGF Code** *Applicable to cargo ships ≥ 500 GT and passenger ships using low-flashpoint fuels as follows:-* *(i) The building contract of which is placed on or after 1 January 2017;*	The International Code of Safety for Ships using gases or other Low-flashpoint Fuels (IGF Code) has been made mandatory by introducing associated amendments to SOLAS Chapters II-1 and II-2. The relevant regulations were revised as follows:- (a) Regulation II-1/56 on application; (b) Regulation II-2/4 and	Relevant MSINs to be issued in 2016

	(ii) in the absence of a building contract, the keel laid on or after 1 July 2017; or *(iii) delivery of which is on or after 1 January 2021.* *IGF Code would not apply to IGC Code ships, even in the case of IGC Code ships using low-flashpoint fuels that are not cargo.*	(c) Form of certificate – there will not be a separate IGF Certificate. The basic philosophy of the IGF Code is to provide mandatory requirements for the arrangement, installation, control and monitoring machinery, equipment and systems using low flashpoint fuels, such as liquefied natural gas (LNG), to minimize the risk to the ship, its crew and environment, having regard to the nature of the fuel involved. Details can be found in Resolution MSC.391(95)	

Note: This list is not exhaustive, further details about the amendments can be found in the relevant resolutions issued by IMO.

Technical Policy Branch
Multi-lateral Policy Division
Hong Kong Marine Department
November 2015