

**Shipping Consultative Committee**  
**Amendments to Merchant Shipping Regulations**

**Purpose**

1. The purpose of this paper is to seek members' view on the proposed amendments to the Merchant Shipping Regulations listed out at Appendix 1 to implement the amendments to the International Convention for the Safety of Life at Sea (SOLAS), 1974 adopted by the International Maritime Organization (IMO) on 20 May 2005.

**Background**

2. SOLAS 1974 and its amendments are implemented in Hong Kong through the Merchant Shipping (Safety) Ordinance, Cap. 369 and its sub-legislation.

3. The Maritime Safety Committee of the IMO adopted resolution MSC.194(80) on 20 May 2005 to amend certain technical requirements in chapters II-1, II-2, VI, IX, XI-1, XI-2 and the Appendix of the SOLAS to enhance ship safety standards. The details of the amendments are set out in Annex 1 and Annex 2 of the resolution, which are expected to enter into force on 1 January 2007 and 1 January 2009 respectively. A copy of the resolution is attached as Appendix 2.

**Summary of Amendments**

4. Annex 1 to Resolution MSC.194(80)

***Chapter II-1: Construction – Structure, subdivision and stability, machinery and electrical installation***

(a) Amendments to regulation 2 – Definition

New definition of bulk carrier is provided in this regulation.

(b) New regulation II-1/3-7 – Construction drawings maintained on board and ashore

Ship construction drawings are required to be kept on board new ships and ashore by the ship's company.

- (c) New regulation II-1/3-8 – Towing and mooring equipment  
Towing and mooring equipment are required to be fitted on board new ships for safe towing and mooring operations.
  - (d) New regulation II-1/23-3 – Water level detectors on single hold cargo ships other than bulk carriers  
The time frame for fitting water level detector in the cargo hold of all single hold cargo ships other than bulk carriers is provided in this regulation.
  - (e) Amendments to regulation II-1/31 – Machinery controls  
The automation system for ships constructed on or after 1 July 2004 shall be designed to ensure that threshold warning of impending or imminent slowdown or shutdown of the propulsion system is given to allow the officer in charge of the navigational watch time to assess navigational circumstances in an emergency.
  - (f) Editorial amendments were made to regulations II-1/3-1, 3-2, 3-3, 3-4, 3-5 and 3-6.
5. Annex 2 to Resolution MSC.194(80)

***Chapter II-1: Construction – Structure, subdivision and stability, machinery and electrical installations***

- (a) Parts A, B, B-1 and B-2 of this chapter were completely re-written to harmonize the subdivision and damage stability requirements contained in various IMO instruments. Probabilistic concept was adopted to develop the new criteria of subdivision and damage stability.
- (b) New requirements on bilge pumping arrangement were added to Part C of this chapter.

***Chapter II-2: Construction – Fire protection, fire detection and fire extinction***

- (c) Consequential editorial amendments were made to regulations II-2/4, 10 and 20 due to revision of chapter II-1.

***Chapter VI: Carriage of Cargoes***

- (d) Consequential editorial amendment was made to regulation VI/7 due to revision of chapter II-1.

### ***Chapter IX: Management for the safe operation of ships***

- (e) Consequential editorial amendment was made to regulation IX/1 due to revision of chapter II-1.

### ***Chapter XI-1: Special measures to enhance maritime safety***

- (f) Consequential editorial amendment was made to regulation XI-1/2 due to revision of chapter II-1.

- (g) New regulation XI-1/3-1 – Company and registered owner identification number

Every company and registered owner shall be provided with an identification number. Such numbers shall be inserted on the ISM and ISPS certificates when they are issued or renewed on or after 1 January 2009.

- (h) Amendments to regulation XI-1/5 – Continuous synopsis record

The registered owner identification number and the company number shall be inserted in continuous synopsis records when they are issued or renewed on or after 1 January 2009.

### ***Chapter XI-2: Special measures to enhance maritime security***

- (i) Consequential editorial amendment was made to regulation XI-2/1 due to revision of chapter II-1.

### ***Appendix: Certificates***

- (j) Consequential editorial amendment was made to the Form of Safety Certificate for Passenger Ships due to revision of chapter II-1.

## **The Proposed Legislative Amendments**

6. Since the SOLAS Convention is applicable to Hong Kong, it is our obligation to implement the new amendments unless we have sufficient reasons to act otherwise. The relevant local legislation is therefore required to be amended to keep in line with the new international requirements.

## **Consultation**

7. Members' comments, if any, are sought on our proposal to implement the new

SOLAS requirements in Hong Kong by amending the relevant Merchant Shipping Regulations.

Marine Department  
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