



# 香港商船資訊

## HONG KONG MERCHANT SHIPPING INFORMATION NOTE

### Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended

*To : Shipowners, Ship Managers, Ship Operators, Masters, Classification Societies and Shipbuilders*

#### *Summary*

The purpose of this Note is to promulgate IMO resolution MSC. 421(98) to advise the parties concerned of the amendments to chapters II-1, II-2, III and Appendix of the International Convention for the Safety of Life at Sea (SOLAS), 1974 which are expected to enter into force on 1 January 2020.

1. The Maritime Safety Committee (MSC) of the International Maritime Organization (IMO), at its 98th session (MSC 98), adopted the resolution MSC. 421(98) on 15 June 2017 to amend SOLAS. The amendments will enter into force on 1 January 2020.
2. Significant amendments to chapters II-1, II-2, III and the appendix of SOLAS are exhibited as follows, amongst others:-

<u>Resolution</u>	<u>Chapter/Part/Reg.</u>	<u>Matters of concern</u>
MSC.421(98)	II-1/A/1	Revision of the application date of the amendments to this Chapter
	II-1/A/2	Revision of several definitions (amidship, draught and deepest subdivision draught, etc.)
	II-1/B/4, B-1/5 - 8	Amendments to the subdivision and stability concerning the requirements of damage stability for passenger ships
	II-1/B-1/8-1	Tightening of the requirements concerning the availability of essential systems in case of flooding damage and operational information after a flooding casualty

II-1/B-1/5	Removal of the existing footnote to the title
II-1/B-1/5-1, 8-1.3	Revision of the list of cited references in the existing footnote to the title
II-1/B-2/9	<p>Requirements of double bottoms in passenger ships and cargo ships other than tankers</p> <p>Para. 3: Insertion of specific requirements imposed on cargo ships as regards alternative drainage arrangements that enable protection equivalent to that afforded by a double bottom</p> <p>Para. 6 and 7: Relaxation of application scope of the requirements on the capacity of cargo ships that are not fitted with a double bottom to withstand bottom damages</p> <p>Para. 8: Revision of the requirements of the assumed extent of bottom damage</p>
II-1/B-2/10	Revision of the requirements of watertight bulkheads in passenger ships and cargo ships other than tankers
II-1/B-2/12	<p>New requirements which allow the use of a butterfly valve fitted in the pipe(s) piercing the collision bulkhead in all cargo ships, as an alternative means</p> <p>(In conjunction with the adoption of this mandatory requirement, MSC 98 approved the associate non-mandatory instrument in the form of IMO circular MSC.1/Circ.1567 on Notification of amendments to SOLAS regulation II-1/12.5.1)</p>
II-1/B-2/13	<p>Openings in watertight bulkheads of passenger ships</p> <p>Verbal modification of the term “stokehold” to more generic description “machinery spaces” referred to in the first clause of paragraph 11.1 “Where trunkways or tunnels for access from crew accommodation to the machinery spaces, for piping, or for any other purpose are carried through watertight bulkheads...”</p>

II-1/B-2/15	<p>Openings in the shell plating of passenger ships and cargo ships</p> <p>Para. 4: Extension of requirements on portability of deadlights in passenger accommodation to steerage passengers;</p> <p>Para. 5.1: Relaxation of requirements on prohibition of installation of sidescuttles by confining the application to any spaces which are appropriated exclusively to the carriage of cargo</p> <p>Para. 8.2.1 &amp; 8.4: Textual amendments to the requirements in respect of the separate discharge led through the shell plating and watertight sealing arrangement</p>
II-1/B-2/16 – 16-1	<p>Construction and initial testing of watertight doors, sidescuttles, gangway and cargo ports etc.</p> <p>Para. 16.1: Extension of the application of the requirements on construction and testing of watertight closures to watertight hatches on cargo ships</p> <p>Para. 16-1.2 &amp; 16-1.3: Limitation of the application scope of the specific requirements on ventilation trunks to passenger ships and ro-ro passenger ships</p>
II-1/B-2/17	<p>Internal watertight integrity of passenger ships: New requirements on the air pipes which terminate in a superstructure which shall be considered unprotected openings unless fitted with a watertight means of closure</p>
II-1/B-4/19	<p>Damage control information: Removal of the possibility of leaving watertight doors in passenger ships open during navigation</p>
II-1/B-4/19-1	<p>New requirements of damage control drills for passenger ships</p>
II-1/B-4/20	<p>Revision of the requirements of determination of the ship's stability on completion of loading of the ship and prior to its departure</p>

II-1/B-4/21	Textual modification of the expression “drills” to “operational tests” referred to in paragraph 1 and 4
II-1/B-4/22	New requirements of watertight doors taking into account the IMO circular MSC.1/Circ.1564 on the <i>Revised Guidance for Watertight Doors on Passenger Ships which may be opened during navigation</i>
II-1/B-4/22-1	Tightening of the application scope of the requirements on provision of flooding detection systems for passenger ships carrying 36 or more persons
II-1/B-4/23	Minor changes to fine-tune the expression of provisions for better coherence with the context, such as changing “whilst the ship is underway” to “during navigation” in paragraph 23.1
II-1/B-4/24	New inclusion of administrative discretion to prescribe the requirement for the recording of the time needed for the opening or closure of watertight doors
II-1/C/35-1	Insertion of new requirements on bilge pumping arrangements to those ships subject to the provisions of paragraph 1.1.1 of regulation 1 of SOLAS II-1 as amended by the said IMO resolution MSC. 421(98)
II-2/A/3.56	Revision of the definition of a vehicle carrier
II-2/C/9	Extension of application of the requirements on the fire integrity of the windows to passenger ships constructed on or after 1 January 2020
II-2/G/20	Clarification of the fire safety requirements for cargo spaces containing vehicles with fuel in their tanks for their own propulsion, specifically vehicles which do not use their own propulsion within the cargo spaces

II-2/G/20-1	Minor adjustment to the wordings by removal of the provisions “vehicle spaces of” to tally with the newly amended definition of a “vehicle carrier” and better clarify the application scope of the requirements for the vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo
III/A/1	Revision of the application date of the amendments to this Chapter
III/B/30	Requirements of damage control drill for passenger ships
III/B/37	Additional item to be included in the muster list in respect of the specific duty to exercise damage control for flooding emergencies in the case of passenger ships
Appendix	Amendments to Form E, part 3, item 3.1 and Forms C and P, part 5, item 3.1 to include the option of multi-system shipborne radio navigation receivers

3. The details of the above IMO resolution MSC. 421(98) associated with the pertinent IMO circular MSC.1/Circ. 1564 can be found on the website of Marine Department (<http://www.mardep.gov.hk/en/msnote/msin.html>) as attachments to this Note.

4. Shipowners, ship managers, ship operators, masters, classification societies and shipbuilders of Hong Kong registered ships are reminded to note the above amendments and act accordingly.

Marine Department  
Multi-lateral Policy Division

13 June 2018