



香港商船資訊

HONG KONG MERCHANT SHIPPING INFORMATION NOTE

Unified Interpretations of SOLAS Chapter II-1 and 2011 TDC Code

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

Summary

The purpose of this Note is to promulgate the Unified Interpretations of SOLAS Chapter II-1 and the Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011 ("2011 TDC Code").

1. The Maritime Safety Committee (MSC) of the International Maritime Organization (IMO), at its 105th session in April 2022, approved circulars MSC.1/Circ.1362/Rev.1 and MSC.1/Circ.1653 regarding the Unified Interpretations (UIs) of SOLAS Chapter II-1 and 2011 TDC Code in order to provide more specific interpretation in relation to the relevant matters in paragraph 2.

2. The amendments involve the following: -

<u>Circular</u>	<u>Chapter/Reg.</u>	<u>Matters of concern</u>
MSC.1/Circ.1362/Rev.1	II-1/5.4 and 5.5	Amendment to the stability/loading information in conjunction with the alterations of lightweight. This circular revokes MSC.1/Circ.1362
MSC.1/Circ.1653	II-1/5-1 and 2011 TDC Code	Timber deck cargo in the context of damage stability requirements. This circular supersedes MSC/Circ.998

3. The IMO circulars MSC.1/Circ.1362/Rev.1 and MSC.1/Circ.1653 can be found on the website of Marine Department (<https://www.mardep.gov.hk/en/msnote/msin.html>) as attachment to this Note.

4. Shipowners, ship managers, ship operators, ship masters, classification societies and shipbuilders of Hong Kong registered ships are required to use these unified interpretations when applying relevant requirements.

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