



## 香港商船資訊

## HONG KONG MERCHANT SHIPPING INFORMATION NOTE

**Early implementation of the amendments to SOLAS regulation II-1/29**

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

***Summary***

The purpose of this Note is to promulgate the early implementation of the amendments to SOLAS regulation II-1/29, concerning the methods to demonstrate compliance with the requirements relating to the main and auxiliary steering gear.

1. The Maritime Safety Committee (MSC) of the International Maritime Organization (IMO), at its 93<sup>rd</sup> session in May 2014, agreed to the early implementation of the amendments to SOLAS regulation II-1/29, concerning the methods to demonstrate compliance with the requirements relating to the main and auxiliary steering gear, and subsequently issued an IMO circular MSC.1/Circ.1482.
2. The amendments to SOLAS regulation II-1/29 concerning the methods to demonstrate compliance with the requirements relating to the main and auxiliary steering gear, which were adopted by MSC at its 93<sup>rd</sup> session by means of resolution MSC.365(93). The MSC agreed to allow compliance to be demonstrated in accordance with the methods listed under paragraphs 3.2 and 4.2 of the amended regulation before the entry-into-force date (i.e. 1 January 2016) of the related amendments.
3. The resolution MSC.365(93) and the circular MSC.1/Circ.1482 related to the relevant amendments and the early implementation respectively can be found as attachments to this Note on the website of Marine Department (<http://www.mardep.gov.hk/en/msnote/msin.html>).

4. Shipowners, ship managers, ship operators, ship masters, classification societies and shipbuilders of Hong Kong registered ships are advised to note this circular regarding the early implementation of the amendments to SOLAS regulation II-1/29.

Marine Department  
Multi-lateral Policy Division

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