



香港商船資訊

HONG KONG MERCHANT SHIPPING INFORMATION NOTE

**International Convention for the Safety of Life At Sea (SOLAS), 1974,
As Amended**

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

Summary

The purpose of this Note is to promulgate the rules for the design and construction of bulk carriers and oil tankers of an organization, which is recognized by Administrations in accordance with the provisions of SOLAS regulation XI-1/1, confirmed by the Maritime Safety Committee to be in conformity with the goals and functional requirements of the Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers.

1. In accordance with the *Guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tankers* (resolution MSC.296(87)) (GBS Guidelines), the International Maritime Organization (IMO) took action to implement the GBS verification audits on the organization's rules for the design and construction of bulk carriers and oil tankers by virtue of SOLAS regulation II-1/3-10.3, submitted by 12 Submitters, which are organizations recognized by Administrations (ROs) in accordance with the provisions of SOLAS regulation XI-1/1, from the Secretary General of the IMO, pursuant to the GBS Guidelines.
2. Subsequently, the Maritime Safety Committee (MSC) of the IMO at its 96th session (MSC 96) in May 2016, considered the verification audit reports together with the Corrective Action Plans which addressed the non-conformities and findings identified by the audit teams.
3. As a result of the deliberation, the MSC 96 confirmed that the rules provided by the ROs conform to the goals and functional requirements of the *International goal-based ship construction standards for bulk carriers and oil tankers* (resolution MSC.287(87)) (GBS Standards) and issued a circular MSC.1/Circ. 1518 to the effect of promulgation of such rules.

4. The said circular also provides that non-conformities pinpointed in the verification audit reports, which are to be rectified by the 12 Submitters, have to be subject to a fresh verification audit. Observations identified in by the verification audit teams are to be addressed by the ROs and submit the outcomes to the Secretary-General of the IMO thereafter. The annex of the circular lists all the ROs whose rules have been found compliant with the the GBS Standards.

5. The IMO circular MSC.1/Circ.1518 as an attachment to this Note can be found on the webpage of Marine Department (<http://www.mardep.gov.hk/en/msnote/msin.html>).

6. Shipowners, ship managers, ship operators, masters, classification societies and ship builders of Hong Kong registered ships are required to take note of the list of ROs in the said Circular and the goal-based ship construction standards set forth in the GBS Guidelines and act accordingly.

Marine Department
Multi-lateral Policy Division

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