

# ALL SHIPS

## Amendments entering into force on **1<sup>st</sup> January 2020**

Convention	Reference	Summary	Origin	
<b>MARPOL Annex VI</b>	Reg 14	<b>Chapter 3 - Requirements for control of emissions from ships</b> Regulation 14 Sulphur Oxides (SOx) and Particulate Matter. The fuel oil standard in regulation 14.1.3 of MARPOL Annex VI shall become effective on 1 January 2020.	MEPC.280(70)	(NE)
<b>MARPOL Annex VI</b>	Reg 19.5	<b>Phase 2 EEDI</b> : 1 Jan 2020 / 31 Dec 2014 Ship of 400 gross tonnage and above	MEPC.203(62)	(N)
<b>SOLAS</b>	II-1/1	<b>Stability - revision of Chap II-1</b> <ul style="list-style-type: none"> <li>• Definitions of draft, trim and bulkhead deck,</li> <li>• Minimum metacentric height (GM) or maximum center of gravity (KG) is to be accompanied by maximum permissible trim versus draught,</li> <li>• Stability information to be supplied to the master,</li> <li>• Required subdivision index R,</li> <li>• Special requirements concerning passenger ship stability,</li> <li>• System capabilities and operational information after a flooding casualty on passenger ships,</li> <li>• Double bottoms in passenger ships,</li> <li>• Construction and initial tests of watertight doors,</li> <li>• Damage control information,</li> <li>• Periodical operation and inspection of watertight doors, in passenger ships, etc.</li> </ul>	MSC.421(98)	(N)
<b>SOLAS</b>	II-1/3-12	<b>Code on Noise Levels on Board</b> The Code on Noise Levels on Board shall apply to ships contracted for construction before 1 July 2014 and the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009.	MEPC.409(97)	(N)
<b>SOLAS</b>	II-2/10.5	<b>Fire protection of domestic boilers</b> In the case of domestic boilers of less than 175 kW, or boilers protected by fixed water-based local application fire-extinguishing systems, as required by paragraph 5.6, an approved foam-type extinguisher of at least 135 l capacity is not required.	MSC.409(97)	(NE)
<b>SOLAS</b>	II-2/18.5	<b>Helicopter facilities</b> Ships constructed on or after 1 January 2020, having a helicopter landing area, shall be provided with foam firefighting appliances which comply with the relevant provisions of chapter 17 of the Fire Safety Systems Code.	MSC.404(96)	(N)
<b>SOLAS</b>	III-1	<b>Application of Chapter III - life-saving appliances and arrangements</b> For ships constructed before 1 July 1998, the Administration shall: <ol style="list-style-type: none"> <li>.1 Ensure that, subject to the provisions of paragraph 4.2, the requirements which are applicable under chapter III of the International Convention for the Safety of Life at Sea, 1974, in force prior to 1 July 1998 to new or existing ships as prescribed by that chapter are complied with;</li> <li>.2 Ensure that when life-saving appliances or arrangements on such ships are replaced or such ships undergo repairs, alterations or modifications of a major character which involve replacement of, or any addition to, their existing life-saving appliances or arrangements, comply with the requirements of this chapter. However, if a survival craft other than an inflatable liferaft is replaced without replacing its launching appliance, or vice versa, the survival craft or launching appliance may be of the same type as that replaced; and</li> <li>.3 Ensure that the requirements of regulations 30.3 and 37.3.9 are complied with</li> </ol>	MSC.421(98)	(E)

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Convention	Reference	Summary	Origin	
SOLAS	II-2/20	<p><b>Fire protection for spaces in which vehicles are carried</b></p> <p>Regulation 20 – Protection of vehicle, special category and ro-ro spaces</p> <p>2.1.2 On all ships, vehicles with fuel in their tanks for their own propulsion may be carried in cargo spaces other than dedicated ro-ro spaces, provided that all the following conditions are met:</p> <ul style="list-style-type: none"> <li>• The vehicles do not use their own propulsion within the cargo spaces;</li> <li>• The cargo spaces are in compliance with the appropriate requirements of regulation 19; and</li> <li>• The vehicles are carried in accordance with the IMDG Code, as defined in regulation VII/1.1.</li> </ul>	MSC.421(98)	NE
SOLAS	III-3, III-20	<p><b>Life saving appliances</b></p> <p>Maintenance, testing and inspections of life-saving appliances shall be carried out in a manner having due regard to ensuring reliability of such appliances.</p> <p>Launching appliances, lifeboat and rescue boat release gear, including fast rescue boat release gear, free-fall lifeboat release systems, davit-launched liferaft automatic release hooks, lifeboats and rescue boats, including fast rescue boats shall be subject to a thorough examination at the annual surveys required by regulations I/7 or I/8, as applicable.</p>	MSC.402(96) MSC.404(96)	NE
SOLAS	Appendix - forms E,C and P	<p><b>Radionavigation receiver</b></p> <p>Addition of the multi-system shipborne radionavigation receiver in 3.1 of Records of equipment for ship safety forms P, E and C.</p>	MSC 421(98)	NE
FSS Code	chapter 8	<p><b>Amendments to the FSS Code</b></p> <p>Chapter 8 - Automatic sprinkler, fire detection and fire alarm systems</p> <p>2.4.1 General</p> <p>2.4.1.1 Any parts of the system which may be subjected to freezing temperatures in service shall be suitably protected against freezing.</p> <p>2.4.1.2 Special attention shall be paid to the specification of water quality provided by the system manufacturer to prevent internal corrosion of sprinklers and clogging or blockage arising from products of corrosion or scale-forming minerals.</p>	MSC 403 (96)	NE
FSS Code	chapter 17	<p><b>Helicopter facilities</b></p> <p>A new chapter 17 is added after existing chapter 16 as follows:</p> <p>Chapter 17 - Helicopter facility foam firefighting appliances</p>	MSC 403 (96)	N
IGF Code	paragraph 11.3.2	<p><b>Ship arrangements - Windows and sidescuttles</b></p> <p>Removal of the requirement for A-0 fire-rated wheelhouse windows, i.e alignment of the fire integrity requirements for navigation bridge windows specified in paragraph 11.3.2 of the IGF Code with the amendment to paragraph 3.2.5 of the IGC Code, and those in SOLAS II-2/4.5.2.3.</p> <p>MSC.1/Circ.1568 on Notification of amendments to paragraph 11.3.2 of the IGF Code allows the voluntary early implementation of the amendment to the IGF Code.</p>	MSC.442(98)	N
LSA Code	6.1.1.5, 6.1.1.6	<p><b>Chapter VI - launching and embarkation appliances</b></p> <p>6.1 Launching and embarkation appliances</p> <p>6.1.1.5 The launching appliance and its attachments other than winches shall be of sufficient strength to withstand a factory static proof load test of not less than 2.2 times the maximum working load.</p> <p>6.1.1.6 Structural members and all blocks, falls, padeyes, links, fastenings and all other fittings used in connection with launching equipment shall be designed with a factor of safety on the basis of the maximum working load assigned and the ultimate strengths of the materials used for construction. A minimum factor of safety of 4.5 shall be applied to all structural members including winch structural components and a minimum factor of safety of 6 shall be applied to falls, suspension chains, links and blocks.</p>	MSC.425(98)	NE
2008 IS Code	part.A	<p><b>Amendments to Part A of the 2008 IS code</b></p> <p>Mandatory criteria : the footnote to the existing title of chapter 2 is deleted.</p> <p>These resolutions shall be read and interpreted together with res. MSC.413(97) as one single instrument.</p>	MSC.443(99) MSC.444(99)	N

## Amendments entering into force on 1<sup>st</sup> January 2020

Convention	Reference	Summary	Origin
2008 IS Code	part A and part B	<p><b>Vessels engaged in anchor handling, towing or lifting duties</b> Amendments to the introduction and Part A of the International code on intact stability, 2008 (2008 IS CODE)</p> <p>In paragraph 1.2, the following new subparagraphs .7 to .9 are inserted after the existing subparagraph.6:</p> <ul style="list-style-type: none"> <li>.7 Ships engaged in anchor handling operations;</li> <li>.8 Ships engaged in harbour, coastal or ocean-going towing operations and escort operations;</li> <li>.9 Ships engaged in lifting operations.</li> </ul> <p>The following new paragraphs 2.27 to 2.31 are inserted after the existing paragraph 2.26:</p> <p><b>2.27</b> Ship engaged in anchor handling operations means a ship engaged in operations with deployment, recovering and repositioning of anchors and the associated mooring lines of rigs or other vessels. Forces associated with anchor handling are generally associated with the winch line pull and may include vertical, transverse, and longitudinal forces applied at the towing point and over the stern roller.</p> <p><b>2.28</b> Ship engaged in harbour towing means a ship engaged in an operation intended for assisting ships or other floating structures within sheltered waters, normally while entering or leaving port and during berthing or unberthing operations.</p> <p><b>2.29</b> Ship engaged in coastal or ocean-going towing means a ship engaged in an operation intended for assisting ships or other floating structures outside sheltered waters in which the forces associated with towing are often a function of the ship's bollard pull.</p> <p>The following new paragraphs 3.4.1.7 to 3.4.1.10 are added after existing paragraph 3.4.1.6:</p> <p>3.4.1.7 For a ship engaged in an anchor handling operation, the standard loading conditions should be as follows, in addition to the standard loading conditions for a cargo ship in paragraph 3.4.1.2:</p> <ul style="list-style-type: none"> <li>• Service loading condition at the maximum draught at which anchor handling operations may occur with the heeling levers as defined in paragraph 2.7.2 for the line tension the ship is capable of with a minimum of 67% stores and fuel, in which all the relevant stability criteria as defined in paragraph 2.7.4 are met;</li> <li>• Service loading condition at the minimum draught at which anchor handling operations may occur with the heeling levers as defined in paragraph 2.7.2 for the line tension the ship is capable of with 10% stores and fuel, in which all the relevant stability criteria as defined in paragraph 2.7.4 are met.</li> </ul> <p>3.4.1.8 For a ship engaged in a harbour, coastal or ocean going towing operation and/or escort operation, the following loading conditions should be included in addition to the standard loading conditions for a cargo ship in paragraph 3.4.1.2:</p> <ul style="list-style-type: none"> <li>• Maximum operational draught at which towing or escorting operations are carried out, considering full stores and fuel;</li> <li>• Minimum operational draught at which towing or escorting operations are carried out, considering 10% stores and fuel; and</li> <li>• Intermediate condition with 50% stores and fuel.</li> </ul> <p>3.4.1.9 For ships engaged in lifting, loading conditions reflecting the operational limitations of the ship, while engaged in lifting shall be included in the stability booklet. Use of counter ballast, if applicable, shall be clearly documented, and the adequacy of the ships stability in the event of the sudden loss of the hook load shall be demonstrated.</p>	MSC.413(97) MSC.414(97) MSC.415(97)





# PASSENGER SHIPS

## Amendments entering into force on 1<sup>st</sup> January 2020

Convention	Reference	Summary	Origin	
SOLAS	II-2/9.4.1.3	<p><b>Requirements for the fire integrity of windows on passenger ships</b></p> <p>New passenger ships, or when existing windows are replaced on existing ships. For ships carrying more than 36 passengers, windows facing survival craft, embarkation and assembly stations, external stairs and open decks used for escape routes, and windows situated below liferaft and escape slide embarkation areas shall have fire integrity as required in table 9.1. Where automatic dedicated sprinkler heads are provided for windows, ""A-0"" windows may be accepted as equivalent.</p> <p>For ships carrying not more than 36 passengers, windows facing survival craft and escape slide, embarkation areas and windows situated below such areas shall have fire integrity at least equal to ""A-0"" class.</p>	MSC.421(98)	(NE)
SOLAS	II-2/13.3.2.7.1	<p><b>Evacuation analysis for passenger ships</b></p> <p>Escape routes of passenger ships constructed on or after 1 January 2020 carrying more than 36 passengers shall be evaluated by an evacuation analysis early in the design process. The analysis shall be used to identify and eliminate, as far as practicable, congestion which may develop during an abandonment, due to normal movement of passengers and crew along escape routes, including the possibility that crew may need to move along these routes in a direction opposite to the movement of passengers.</p> <p>The analysis refers to principles of the Revised Guidelines on evacuation analyses for new and existing passenger ships (MSC.1/Circ.1533).</p>	MSC.404(96)	(N)
SOLAS	II-1/1, II-1/8-1.3	<p><b>Stability - computer</b></p> <p>Amendments to SOLAS chapter II-1 require the provision on existing ships of a computer able to carry out damage stability calculations are considered to be necessary. Passenger ships constructed before 1 January 2014 of 120 m or more in length or with three or more main fire zones from the first renewal survey after 1 January 2025 Regulation II-1/8-1 henceforth includes a requirement for existing passenger ships to have either onboard or onshore the capability to assess stability after damage.</p>	MSC.436(99)	(E)
SOLAS	II-1/19, III/30, III/37	<p><b>Damage control drills for passenger ships</b></p> <p>A damage control drill shall take place at least every three months. The entire crew need not participate in every drill, but only those crew members with damage control responsibilities.</p> <p>At least one damage control drill each year shall include activation of the shore-based support, if provided in compliance with regulation II-1/8-1.3, to conduct stability assessments for the simulated damage conditions.</p> <p>Every crew member with assigned damage control responsibilities shall be familiarized with their duties and about the damage control information before the voyage begins. A record of each damage control drill shall be maintained in the same manner as prescribed for the other drills in regulation III/19.5.</p>	MSC.421(98)	(NE)


# PASSENGER SHIPS

Amendments entering into force on **1<sup>st</sup> January 2020**

Convention	Reference	Summary	Origin	
<b>1994 HSC code</b>	8.10.1.5, 8.10.1.6	<p><b>1994 HSC Code, sufficient number of rescue boats for marshalling liferafts/ exemption from the requirement to carry a rescue boat for high-speed craft of less than 20m.</b></p> <p>Existing ships on international voyages constructed on or after 1 Jan 1996 (1994 HSC Code)</p> <p>High-speed craft of less than 20m in length may be exempted from carrying a rescue boat, provided that the requirements in the sub-paragraphs of 8.10.1.6 are fulfilled, and provided a person can be rescued from the water in a horizontal or near-horizontal body position (MSC.1/Circ.1185/Rev.1).</p> <p>Chapter 8 - Life-saving appliances and arrangements 8.10 Survival craft and rescue boats</p> <p>.5 Notwithstanding the provision of .4 above, craft should carry sufficient rescue boats to ensure that, in providing for abandonment by the total number of persons the craft is certified to carry:</p> <p>.5.1 Not more than nine of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; or</p> <p>.5.2 If the Administration is satisfied that the rescue boats are capable of towing a pair of such liferafts simultaneously, not more than 12 of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; and</p> <p>.5.3 The craft can be evacuated within the time specified in 4.8.</p> <p>High-speed craft of less than 20m in length may be exempted from carrying a rescue boat, provided that the requirements in the sub-paragraphs of 8.10.1.6 are fulfilled, and provided a person can be rescued from the water in a horizontal or near-horizontal body position (MSC.1/Circ.1185/Rev.1).</p> <p>Chapter 8 - Life-saving appliances and arrangements 8.10 Survival craft and rescue boats</p> <p>.6 Craft of less than 20 m in length may be exempted from carrying a rescue boat, provided the craft meets all of the following requirements:</p> <p>.6.1 The craft is arranged to allow a helpless person to be recovered from the water in a horizontal or near-horizontal body position;</p> <p>.6.2 Recovery of the helpless person can be observed from the navigating bridge; and</p> <p>.6.3 The craft is sufficiently manoeuvrable to close in and recover persons in the worst intended conditions.</p> <p>HSC Code craft dating back to 1996 that have been exempted from the rescue boat requirement would need to be checked to ensure that they have a suitable arrangement or will have to add equipment to demonstrate they can rescue a helpless person from the water in a horizontal or near-horizontal body position.</p> <p>According to MSC.1/Circ.1569, voluntary early implementation of amendments to the 1994 and 2000 HSC Code is allowed.</p>	MSC.423(98) MSC.1/Circ.1569	
<b>FSS Code</b>	chapter 13	<p><b>Amendments to the FSS Code - design of stairway widths</b></p> <p>Chapter 13 - Arrangement of means of escape</p> <p>In paragraph 2.1.2.2.2.1, the text of case 2 is replaced with the following: "Case 2: Passengers in public spaces occupied to 3/4 of maximum capacity, 1/3 of the crew distributed in public spaces; service spaces occupied by 1/3 of the crew; and crew accommodation occupied by 1/3 of the crew."</p>	MSC.410(97)	

# RO-RO

Amendments entering into force on **1<sup>st</sup> January 2020**

Convention	Reference	Summary	Origin
<b>SOLAS</b>	II-2/3.56	<b>Definition of vehicle carrier</b> Regulation II-2/3.56 is replaced as follows: "Vehicle carrier means a cargo ship which only carries cargo in ro-ro spaces or vehicle spaces, and which is designed for the carriage of unoccupied motor vehicles without cargo, as cargo."	MSC.421(98) 



# GAS CARRIERS

## Amendments entering into force on **1<sup>st</sup> January 2020**

Convention	Reference	Summary	Origin
IGC Code	Paragraph 3.2.5	<p><b>Ship arrangements - Windows and sidescuttles</b></p> <p>By removing the requirement for A-0 fire-rated wheelhouse windows, amendment aligns IGC code paragraph 3.2.5 with the requirements given in SOLAS regulation II-2/4.5.2.3.</p> <p>Chapter 3 - Ship arrangements 3.2 Accommodation, service and machinery spaces and control stations "3.2.5 Windows and sidescuttles facing the cargo area and on the sides of the superstructures and deckhouses within the limits specified in 3.2.4, except wheelhouse windows, shall be constructed to ""A-60"" class. Sidescuttles in the shell below the uppermost continuous deck and in the first tier of the superstructure or deckhouse shall be of fixed (non-opening) type."</p> <p>An associated circular on Notification of an amendment to paragraph 3.2.5 of the IGC Code (MSC.1/Circ.1549 ) has been issued to notify Administrations of the corrections to the text pending formal entry into force on 1 January 2020.</p>	MSC.411(97) MSC.1/Circ.1549 <span style="float: right;">(N)</span>
IGC Code, GC Code, EGC Code		<p><b>Certificate of Fitness</b></p> <p>Amendments to the model form of the Certificate of Fitness under the IGC, GC and EGC Code.</p> <p>6 The loading and stability manuals required by paragraph 2.2.1.1 of the Code have been supplied to the ship in an approved form.</p> <p>7 The ship must be loaded only in accordance with loading conditions verified compliant with intact and damage stability requirements using the approved stability instrument fitted in accordance with paragraph 2.2.1.2 of the Code.</p>	MSC.441(99) <span style="float: right;">(NE)</span>





# TANKERS

Amendments entering into force on **1<sup>st</sup> January 2020**

Convention	Reference	Summary	Origin	
<b>IBC Code</b>		<p><b>Amendments to the model form of the Certificate of Fitness under the IBC Code</b></p> <p>6 The loading and stability manuals required by paragraph 2.2.1.1 of the Code have been supplied to the ship in an approved form.</p> <p>7 The ship must be loaded only in accordance with loading conditions verified compliant with intact and damage stability requirements using the approved stability instrument fitted in accordance with paragraph 2.2.1.2 of the Code.</p>	MSC.440(99)	(NE)
<b>BCH Code</b>		<p><b>Amendments to the model form of the Certificate of Fitness under the BCH Code</b></p> <p>Ships constructed before 1 Jul 1986</p> <p>6 The loading and stability manuals required by paragraph 2.2.1.1 of the Code have been supplied to the ship in an approved form.</p> <p>7 The ship must be loaded only in accordance with loading conditions verified compliant with intact and damage stability requirements using the approved stability instrument fitted in accordance with paragraph 2.2.1.2 of the Code.</p>	MSC.446(99)	(E)





# CARGO SHIPS

Amendments entering into force on **1<sup>st</sup> January 2020**

Convention	Reference	Summary	Origin	
<b>SOLAS</b>	XI-1/2-1	<p><b>Harmonization of survey periods of cargo ships not subject to the ESP Code</b></p> <p>For cargo ships not subject to enhanced surveys under regulation XI-1/2, notwithstanding any other provisions, the intermediate and renewal surveys included in regulation I/10 may be carried out and completed over the corresponding periods as specified in the 2011 ESP Code.</p>	MSC.409(97)	