



MARITIME INDUSTRY AUTHORITY

13 December 2016

MARINA ADVISORY NO. 2016-23

Series of 2016

TO : ALL SEAFARERS, SHIPPING COMPANIES/OPERATORS, MANNING AGENCIES, OTHER MARITIME ENTITIES, MARINA CENTRAL AND REGIONAL OFFICERS AND EMPLOYEES, ALL CONCERNED

SUBJECT : IMO CIRCULAR LETTER NO. 3697 ON AMENDMENTS TO THE SOLAS 1974, IGF CODE, 1994 HSC CODE, 2000 HSC CODE, LSA CODE AND IMSBC CODE

Notice is hereby given to all concerned that in line with the 97th Session of the Maritime Safety Committee, which was held on 21-25 November 2016, draft amendments to the following were approved, as reflected in the IMO Circular Letter No. 3697 dated 6 December 2016, which is attached as an integral part of this Advisory:

1. International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended;
2. International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code);
3. International Code of Safety for High-speed Craft, 1994 (1994 HSC Code);
4. International Life-Saving Appliances Code (LSA Code); and,
5. International Maritime Solid Bulk Cargoes Code (IMSBC Code),

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For information and guidance of all concerned.


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Date of Publication: 19/12/16
Date of Submission to ONAR:

Date of Publication: 19 December 2016
Business Mirror

Date of Submission to ONAR: 04 January 2017



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Circular Letter No.3697
6 December 2016

To: All IMO Members
Contracting Governments to the International Convention for the Safety of
Life at Sea, 1974

Subject: **Amendments to the International Convention for the Safety of Life at Sea
(SOLAS), 1974, as amended**

**Amendments to the International Code of Safety for Ships using Gases
or other Low-flashpoint Fuels (IGF Code)**

**Amendments to the International Code of Safety for High-speed Craft,
1994 (1994 HSC Code)**

**Amendments to the International Code of Safety for High-speed Craft,
2000 (2000 HSC Code)**

**Amendments to the International Life-Saving Appliances Code
(LSA Code)**

**Amendments to the International Maritime Solid Bulk Cargoes Code
(IMSBC Code)**

1 The Maritime Safety Committee, at its ninety-seventh session (21 to 25
November 2016) approved draft amendments to:

- .1 chapter II-2 and Appendix of the International Convention for the Safety
of Life at Sea (SOLAS), 1974, as amended; set out in annex 1;
- .2 the International Code of Safety for Ships using Gases or other
Low-flashpoint Fuels (IGF Code), set out in annex 2;
- .3 the International Code of Safety for High-speed Craft, 1994 (1994 HSC
Code), set out in annex 3;
- .4 the International Code of Safety for High-speed Craft, 2000 (2000 HSC Code),
set out in annex 4;



- .5 the International Life-Saving Appliances Code (LSA Code), set out in annex 5; and
- .6 the International Maritime Solid Bulk Cargoes Code (IMSBC Code), set out in annex 6,

for circulation with a view to adoption at its ninety-eighth session (7 to 16 June 2017).

2 The Secretary-General has the honour to transmit herewith, in accordance with article VIII(b)(i) of the International Convention for the Safety of Life at Sea, 1974, the text of the aforementioned proposed amendments to the Convention, the IGF Code, the 1994 HSC Code, 2000 HSC Code, LSA Code and the IMSBC Code, given in annexes 1 to 6, respectively, for consideration with the view to adoption by the Committee at its ninety-eighth session, in accordance with article VIII(b)(iv) of the Convention.

ANNEX 1

DRAFT AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE
SAFETY OF LIFE AT SEA, 1974, AS AMENDEDCHAPTER II-2
CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTIONPART A
GENERAL

Regulation 3 – Definitions

- 1 Regulation II-2/3.56 is replaced as follows:

"56 *Vehicle carrier* means a cargo ship with multi deck ro-ro spaces designed only for the carriage of empty cars and trucks as cargo and excludes other types of ro-ro cargo ships or container/ro-ro ships, even when carrying empty cars and trucks as cargo."

PART C
SUPPRESSION OF FIRE

Regulation 9 – Containment of fire

- 2 The following new paragraphs 4.1.3.4 to 4.1.3.6 are added after the existing paragraph 4.1.3.3:

"4.1.3.4 Notwithstanding the requirement in paragraph 4.1.3.3, the requirements in paragraphs 4.1.3.5 and 4.1.3.6 shall apply to ships constructed on or after [date of entry into force].

4.1.3.5 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. To be considered under this paragraph, the sprinkler heads must either be:

- .1 dedicated heads located above the windows, and installed in addition to the conventional ceiling sprinklers; or
- .2 conventional ceiling sprinkler heads arranged such that the window is protected by an average application rate of at least 5 l/min per square metre and the additional window area is included in the calculation of the area of coverage; or
- .3 water-mist nozzles that have been tested and approved in accordance with the guidelines approved by the Organization*; and

Windows located in the ship's side below the lifeboat embarkation area shall have fire integrity at least equal to "A-0" class.

4.1.3.6 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.

* Refer to the *Revised guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS regulation II-2/12 (resolution A.800(19), as amended).*"

PART G SPECIAL REQUIREMENTS

Regulation 20 – Protection of vehicle, special category and ro-ro spaces

3 The existing paragraph under 2.1 is numbered as 2.1.1, the following paragraph 2.1.2 is added after the paragraph 2.1.1:

"2.1.2 Notwithstanding the above, cargo spaces on all ships, which contain vehicles with fuel in their tanks for their own propulsion that are loaded/unloaded into spaces which do not meet the requirements of this regulation and which do not use their own propulsion within the cargo space, are not required to comply with this regulation, providing the vehicles are carried in compliance with the appropriate requirements of regulation 19 and the IMDG Code, as defined in regulation VII/1.1."

APPENDIX CERTIFICATES

RECORD OF EQUIPMENT FOR PASSENGER SHIP SAFETY (FORM P)

4 In part 5, the existing item 3.1 is replaced by the following:

"3.1 Receiver for a global navigation satellite system/terrestrial radionavigation system/multi-system shipborne radionavigation receiver^{3,4}"

RECORD OF EQUIPMENT FOR CARGO SHIP SAFETY (FORM E)

5 In part 3, the existing item 3.1 is replaced by the following:

"3.1 Receiver for a global navigation satellite system/terrestrial radionavigation system/multi-system shipborne radionavigation receiver^{2,3}"

RECORD OF EQUIPMENT FOR CARGO SHIP SAFETY (FORM C)

6 In part 5, the existing item 3.1 is replaced by the following:

"3.1 Receiver for a global navigation satellite system/terrestrial radionavigation system/multi-system shipborne radionavigation receiver^{2,3}"

ANNEX 2

**DRAFT AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR SHIPS
USING GASES OR OTHER LOW-FLASHPOINT FUELS (IGF CODE)**

**CHAPTER 11
FIRE SAFETY**

11.3 Regulations for fire protection

1 In paragraph 11.3.2, the words "and any boundaries above that, including navigation bridge windows, shall have A-0 class divisions" are deleted.

ANNEX 3

**DRAFT AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY
FOR HIGH-SPEED CRAFT, 1994 (1994 HSC CODE)**

**Chapter 8
Life-saving appliances and arrangements**

8.10 Survival craft and rescue boats

1 Paragraphs 8.10.1.5 and 8.10.1.6 are replaced as follows:

- "5 notwithstanding the provisions 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;
- .5.1 not more than nine of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; or
- .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
- .5.3 the craft can be evacuated within the time specified in 4.8.
- .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:
 - .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;
 - .6.2 recovery of the helpless person can be observed from the navigating bridge; and
 - .6.3 the craft is sufficiently manoeuvrable to close and recover persons in the worst intended conditions."

ANNEX 4

**DRAFT AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY
FOR HIGH-SPEED CRAFT, 2000 (2000 HSC CODE)**

**Chapter 8
Life-saving appliances and arrangements**

8.10 Survival craft and rescue boats

1 Paragraphs 8.10.1.5 and 8.10.1.6 are replaced as follows:

- "5 notwithstanding the provisions of .4 above, craft shall carry sufficient rescue boats to ensure that, in providing for abandonment by the total number of persons the craft is certified to carry:
- .5.1 not more than nine of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; or
- 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
- .5.3 the craft can be evacuated within the time specified in 4.8.
- .6 craft of less than 30 m in length may be exempted from carrying a rescue boat, provided the craft meets all of the following requirements:
- .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;
- .6.2 recovery of the helpless person can be observed from the navigating bridge; and
- .6.3 the craft is sufficiently manoeuvrable to close in and recover persons in the worst intended conditions."

ANNEX 5

**DRAFT AMENDMENTS TO THE INTERNATIONAL
LIFE-SAVING APPLIANCES (LSA) CODE**

**CHAPTER VI
LAUNCHING AND EMBARKATION APPLIANCES**

Section 6.1 – Launching and embarkation appliances

- 1 Paragraphs 6.1.1.5 and 6.1.1.6 of are replaced as follows:

"6.1.1.5 The launching appliance and its attachments other than winch shall be of sufficient strength to withstand a factory static proof load test of not less than 2.2 times the maximum working load.

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."

ANNEX 6

**DRAFT AMENDMENTS TO THE INTERNATIONAL MARITIME
SOLID BULK CARGOES (IMSBC) CODE
(Amendments related to HME substances and paragraphs 4.5.1 and 4.5.2)**

**Section 1
General Provisions**

1.4 Application and implementation of this Code

- 1 In paragraph 1.4.2, the words "Paragraph 4.2.2.2;" and "Section 14 Prevention of pollution by cargo residues from ships;" are deleted.

**Section 4
Assessment of acceptability of consignments for safe shipment**

- 2 The existing paragraph 4.2.2.1 is renumbered as "4.2.2".
- 3 In the renumbered paragraph 4.2.2, in subparagraph .15, the word "and" is deleted.
- 4 In the renumbered paragraph 4.2.2, a new subparagraph .16 is inserted as follows:
- "16 whether or not the cargo is classified as harmful to the marine environment in accordance with Annex V of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended; and"
- 5 In the renumbered paragraph 4.2.2, the existing subparagraph .16 is renumbered as subparagraph .17.
- 6 Paragraph 4.2.2.2 "The cargo information should include whether or not the cargo is harmful to the marine environment*" and the corresponding footnote are deleted.
- 7 Replace the existing paragraphs 4.5.1 and 4.5.2 with the following:
- "4.5.1 The shipper shall be responsible for ensuring that a test to determine the TML of a solid bulk cargo is conducted within six months to the date of loading the cargo. Notwithstanding this provision, where the composition or characteristics of the cargo are variable for any reason, the shipper shall be responsible for ensuring that a test to determine the TML is conducted again after it is reasonably assumed that such variation has taken place.
- 4.5.2 The shipper shall be responsible for ensuring that sampling and testing for moisture content is conducted as near as practicable to the date of commencement of loading. The interval between sampling/testing and the date of commencement of loading shall never be more than seven days. If the cargo has been exposed to significant rain or snow between the time of testing and the date of completion of loading, the shipper shall be responsible for ensuring that the moisture content of the cargo is still less than its TML, and evidence of this is provided to the master as soon as practicable."

Section 13
References to related information and recommendation

8 In section 13.2.7 "Minimum information/documentation", new rows are added at the end of section as follows:

4.2	MARPOL Annex V, regulation 4.3	<i>Discharge of garbage outside special areas</i>
4.2	MARPOL Annex V, regulation 6.1.2.2	<i>Discharge of garbage within special areas</i>

Section 14
Prevention of pollution by cargo residues from ships

9 Section 14 is deleted.
