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Shipping Information Notice – 056 Amendments to Conventions / Resolutions Update

To: Ship owners, Operators, Managers, DPA's

This Shipping Information Notice (SIN) provides an overview of the known amendments to the existing statutory instruments and regulations, mandatory under the Conventions and associated Codes and Resolutions.

Convention / Code	Amendment / Resolution	Date of Entry into Force	Applicable to	Subject
MARPOL	Annex VI, Reg. 13 – Baltic Sea and North Sea Emission Control Area (ECA) (NOx). Res. MEPC.286 (71).	01 Jan 2019	Ships constructed on or after 01 January 2021 if they are to visit the Baltic or the North Sea (inclusive of the English Channel).	New ships which visit this area will be required to be fitted with Tier III engines. In the future, trading areas of ships will need to be assessed at the contract stage.
Assem. Res. A.1116(30)	Res. A.1116(30) on Escape route signs and equipment location markings	01 January 2019	Ships constructed on or after 01 January 2019 and existing ships which undergo repairs, alterations, modifications and outfitting within the scope of SOLAS Chapt.II-2 and/or III, as applicable, on or after 01 January 2019.	Naval architects/designers, builders, owners, operators, masters should be aware that when drawing up fire control plans the new resolution should be used in conjunction with Res. A.952(23) Graphical symbols for shipboard fire control plans.
MARPOL	Annex VI,	01 January	Bunker delivery	The revised BDN includes a

	Appendix V – Bunker Delivery Note (Res. MEPC.286(71))	2019	notes issued on or after the entry into force date.	new entry for the “purchaser’s specified limit value” of the sulphur content. This would enable fuels with higher sulphur content than required by Reg. 14 to be delivered to a ship which utilises equivalent measures (e.g. EGCS). The aim is to avoid issues during inspections/surveys.
IMSBC Code	Amendments 04-17 IMSBC Code. Res. MSC.426(98)	01 January 2019	Ships carrying solid bulk cargoes (other than grain).	<p>Amendments include: New individual cargo schedules and revisions to existing ones; new testing method to determine TMLs for coal (up to 50 mm size) and amendments to the individual schedule of coal; clear reference to shippers’ responsibility and time requirements for the TML and the moisture content test of Group A cargoes.</p> <p>The amendments will also include requirements for shippers in relation to the classification and declaration of solid bulk cargoes as substances that are harmful to the marine environment (HME).</p>
IMSBC Code	Amendments to IMSBC Code. Res.MSC.426 (98).	01 January 2019	Ships carrying solid bulk cargoes (other than grain).	<p>New Section 14 has been included in amendments 03-15 to the IMSBC Code. The section deals with the classification of solid bulk cargoes as HME and prohibits its discharge its residues at sea. The amendments also assign the responsibility to the shipper for classifying and declaring whether solid bulk cargoes are HME or not.</p> <p>Given the issues associated with the carriage of HME in</p>

				relation to discharge requirements, Masters are encouraged by the IMO to report alleged inadequacies of port reception facilities (please refer to MEPC.1/Circ.834).
MARPOL	Amendments to MARPOL Annex IV – Establishment of Special Area under MARPOL Annex IV (Sewage) in the Baltic Sea	01 June 2019	New passenger ships.	
SOLAS	Amendments to SOLAS reg. II-1/3-12 Application of the Code on Noise Levels on ships (MSC.409(97)) and MSC.1/Circ.1547	01 Jan 2020	Ships for which the building contract is placed prior to 01 July 2014, the keels of which are laid or set at a similar stage of construction on or after 01 January 2015 and the delivery of which is prior to 01 July 2018.	Minor amendment to clarify the application of the Code on Noise levels on board ships. As an interim MSC.1/Circ.1547 applies up until 01 January 2020.
SOLAS	Amendments to SOLAS II-1 on damage stability. MSC.421 (98).	01 January 2020	Ships where the contract for construction is signed on or after 01 January 2020, or the keel is laid on or after 01 January 2022 or delivered on or after 01 January 2024.	The following significant changes were made to the following regulations in parts A, B, B-1, B-2, B-4 and C: a) Reg. 4, making the alternative compliance part of the text as opposed to a footnote; b) Reg. 5-1, requiring limiting stability information to include trim; c) Reg. 6, modifying the reqd. subdivision index, R Pax ships; d) Reg. 7-2 amending calculation for s; e) Reg.9 provision of limits on the distance from the keel

				<p>line which small wells should be unless a damage stability check is made and introduction of a min limit for the vertical damage extent.</p> <p>f) Reg.12 permitting a butterfly valve at the collision bulkhead on cargo ship;</p> <p>g) Reg. 16 requirement to test W/T hatches</p> <p>h) Reg. 17 Requiring air pipes which end in a superstructure to be considered unprotected openings unless fitted with W/T means of closure;</p> <p>i) Reg. 22, removing the possibility of leaving W/T doors open.</p> <p>j) Other minor changes to other Regs.</p>
SOLAS	Amendments to SOLAS II-1/19, III/30 and III/37 in relation to damage control drills on Passenger ships. MSC.421 (98).	01 Jan 2020	All Passenger ships.	Amendments will require drills (damage control drills) to be undertaken at regular intervals. The drills will need to involve the participation of crew members who have damage control responsibilities. The drills will need to be recorded and should cover different damage scenarios.
SOLAS	Amendments to SOLAS II-2/3.56 (Vehicle Carrier). MSC.421 (98).	01 Jan 2020	Vehicle carriers (as per revised SOLAS II-2/3.56 definition).	<p>Amendment clarifies that only “pure car and truck carriers” need to comply with SOLAS II-2/20-1.</p> <p>SOLAS II-2/20-1 are intended for cargo ships which only carry cargo in ro-ro spaces or vehicle spaces and which are designed for the carriage of unoccupied motor vehicles without cargo, as cargo.</p>
SOLAS	Amendments to SOLAS II-2/9.4.1.3. MSC.421 (98).	01 Jan 2020	New passenger ships or when existing windows are replaced on	Amendments explicitly require that for ships carrying not more than 36 passengers, windows facing survival craft,

	Clarification of the requirements for the fire integrity of windows on passenger ships		existing ships.	escape slides, embarkation areas and windows located below such areas have to be A-0 (Class fire rating) or equivalent.
SOLAS	Amendments to SOLAS II-2/10.5 fire protection of domestic boilers. MSC.409 (97).	01 Jan 2020	New ships from 01 Jan 2020 and ships built before 01 Jan 2020. The application requirements for existing ships in Chap. II-2 applies to ships constructed on or after 01 Jul 2012, however the amendments will also apply to ships constructed before 01 Jul 2012.	Prior to the amendment domestic boilers of less than 175kW were not required to carry approved 135l foam type extinguishers. The 135l foam extinguishers are now not required for boilers that are protected by a fixed local water based fire fighting system.
SOLAS	Amendments to SOLAS II-2/13 evacuation analysis mandatory. MSC.404 (96).	01 Jan 2020	Passenger ships constructed on or after 01 Jan 2020 which carry more than 36 passengers.	An evacuation analysis will be required to be undertaken. The existing mandatory requirements for conducting evacuation analysis on ro-ro passenger ships (as per SOLAS II-2/13.7.4) continue to apply.
SOLAS FSS Code	Amendments SOLAS II-2/18.5 in relation to helicopter landing areas on new ships and the FSS Code Chapt.17 - Helicopter facility foam firefighting appliances. MSC.403(96)	01 Jan 2020	New ships having a having a helicopter landing area i.e. area on a ship designated for occasional or emergency landing and not designed for routine helicopter operations.	Amendments will require foam application systems compliant with Chapt.17 (new) of the FSS Code to be fitted. Chapt.17 of the FSS Code will provide the technical specifications for foam firefighting appliances for the protection of helidecks and helicopter landing areas as per SOLAS II-2 requirements. MSC.1/Circ.1523 will allow for Administrations to implement the relevant requirements at an early date at their discretion.
SOLAS	Amendments	01 Jan 2020	All ships (new	Amendments will clarify that

	SOLAS II-2/20 and II-2/20-1 Fire protection for spaces in which vehicles are carried. MSC. 421(98)		and existing).	when vehicles are carried in spaces which do not need to meet the relevant regulation, then vehicles could be carried in spaces which comply with SOLAS II-2/19 requirements, provided they are carried in accordance with the provisions of the IMDG Code.
SOLAS	Amendments SOLAS III/3 and III/20 requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear. MSC. 421 (98)	01 Jan 2020	All ships.	Amendments contain explicit mandatory text which clarify the requirements in relation to: a) qualification; b) authorisation; c) certification of service supplier/companies; d) procedures for maintenance and testing; e) Items to be covered at each stage of testing (weekly, monthly, annually and 5-yearly).
SOLAS	Amendments to SOLAS forms E, C and P to include multi-system shipborne radionavigation receivers. MSC. 421 (98)	01 Jan 2020	All multisystem shipborne navigation receivers installed on or after 31 Dec 2017.	As a result of MSC.95 adopting Res. MSC.401 (95), it would now be permissible for a multi –system shipborne navigation receiver to combine the use of current and future radio navigation systems in addition to the augmentation of systems for the provision of position, velocity and time (PNT) data within the maritime navigation system. This amendment adds the words “multi-system shipborne radionavigation receiver” to SOLAS forms E, C and P.
FSS Code	FSS Code Chapter 8 Automatic sprinkler, fire detection and fire alarm systems. MSC. 403 (96)	01 Jan 2020	All ships	The amendments include a new provision for water quality testing for automatic sprinkler systems and new flow charts for the testing and replacement of sprinkler

				heads and water mist nozzles. The amendments also add highlight the need to pay special attention to the specification of the water quality provided by the system manufacturer to prevent the corrosion (internal) and the clogging of sprinklers.
IGC Code	Amendments to the IGC Code fire integrity of wheelhouse windows. MSC. 411(97).	01 Jan 2020	New Gas Carriers which carry liquefied gas or other products in bulk listed in the IGC Code.	These amendments are meant to align with the requirements of SOLAS II-2/4.5.2.3 in relation to the applicable fire integrity of wheelhouse windows. The amendments remove the requirement for A-0 fire rated wheelhouse windows. For ships constructed on or after 01 Jul 2016 but prior to 01 Jan 2020 (entry into force of the amendments) a copy of MSC.1/Circ.1549 should be retained onboard.
IGF Code	Amendments to the IGF Code fire integrity of wheelhouse windows. MSC. 422(98).	01 Jan 2020	Ships using low-flashpoint fuels.	The amendments align the fire integrity requirements for navigation bridge windows within the IGF Code, IGC Code and SOLAS. The amendments in essence omit the requirement for A-0 fire rated windows at the wheelhouse.
LSA Code	LSA Code amendments and amendments to Res MSC.81(70) – Testing requirements on winches and winch brakes	01 Jan 2020	All ships.	Amendments align a discrepancy between LSA Code Chapt.6 and the testing requirements for winches and winch brakes in Res. MSC. 81(70).
2008 Intact Stability Code	2008 Intact Stability Code Amendments	01 Jan 2020	Ships engaged	Intact stability criteria to cover handling, towing and lifting operations have been

	relating to anchor handling, towing or lifting operations. MSC. 413(97) MSC. 414 (97) MSC. 415(97)			<p>developed following the loss of the vessel “Bourbon Dolphin”. The aforementioned criteria has been included in the non-mandatory part of the 2008 (IS) Code (Part B). In addition the 2008 IS Code introduction and Part A have been amended to include new definitions and clarification about the new criteria.</p> <p>The new criteria will require an assessment of the ship’s intact stability when undertaking anchor handling, towing or lifting duties.</p>
HSC Codes (1994 and 2000)	Amendments to 1994 and 2000 HSC Codes Rescue boats MSC. 423(98) MSC. 424(98)	01 Jan 2020	Existing ships constructed on or after 01 Jan 1996 (1994 HSC Code) and also ships the keel laid on or after 01 July 2002 (2000 HSC Code).	<p>New text chapt.8 – Life saving appliances. HSC of less than 30m (2000 HSC) and 20m(1994 HSC Code) may be exempted from the requirement to carry a rescue boat provided:</p> <p>a) The requirements of sub-para. 8.10.1.6 are fulfilled; b) A person can be rescued from the water in a horizontal or near horizontal body position (MSC.1/Circ.1185/Rev.1).</p> <p>In effect the amendments are retroactive and thus will require HSC of less than 20m (1994 Code) and HSC of less than 30m (2000 Code) which have been exempted from the carriage of rescue boats to be check they comply with the aforementioned requirements.</p>
MODU Code (2009)	MODU Code (2009) Installations in hazardous area, fire safety, LSA and operational	01 Jan 2020	New units keel laid on or after 01 Jan 2020	<p>Chapters 1, 6, 8, 9, 10, 13 and 14 of the MODU Code (2009) have been amended. Amendments relate to:</p> <p>a) The definition of ‘H’ class fire protection standard;</p>

	procedures. MSC.435 (98)			b) changes to the required drills; c) provision of a dedicated rescue boat; d) Allowing multiple fixed monitors to be used as an alternative to the drill floor fixed pressure water-spraying system.
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