



*NAVIGATING STATUTORY  
REQUIREMENTS*  
**2019 - 2020**



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# ALL SHIPS

## Amendments entering into force on 1<sup>st</sup> January 2019

Convention	Reference	Summary	Origin
<b>MARPOL</b> Annex VI	Reg.13	<p><b>Tier III in Baltic-North Sea</b></p> <p>Ships constructed on or after 1 January 2021, if they are to visit the Baltic or the North Sea (including English Channel), will be required to have Tier III engines.</p> <p>Emissions of nitrogen oxides from a marine diesel engine subject to paragraph 5.1 of this regulation that occur immediately following building and sea trials of a newly constructed ship, or before and following converting, repairing, and/or maintaining the ship, or maintenance or repair of a Tier II engine or a dual fuel engine when the ship is required to not have gas fuel or gas cargo on board due to safety requirements, for which activities take place in a shipyard or other repair facility located in a NOX Tier III emission control area are temporarily exempted provided the following conditions are met:</p> <ul style="list-style-type: none"> <li>• The engine meets the Tier II NOX limits; and</li> <li>• The ship sails directly to or from the shipyard or other repair facility.</li> </ul>	MEPC 286(71) (N)
<b>Annex VI</b>	Appendix V	<p><b>Bunkery Delivery Note - BDN</b></p> <p>A declaration must be signed and certified by the fuel oil supplier's representative that the fuel oil supplied is in conformity with regulation 18.3 of Annex VI and that the sulphur content of the fuel oil supplied does not exceed :</p> <ul style="list-style-type: none"> <li>• The limit value given by regulation 14.1 of this Annex, or</li> <li>• The limit value given by regulation 14.4, or</li> </ul> <p>Except if the fuel oil is intended to be used in combination with an equivalent means of compliance or .is subject to a relevant exemption for a ship to conduct trials for sulphur oxides emission reduction.</p>	MEPC 286(71) (NE)
<b>SOLAS</b>	II-2/13, III/9, III/11, III/20	<p><b>Graphic symbols</b></p> <p>Ships constructed on or after 1 January 2019 or ships undergoing repairs, alterations, modifications and outfitting on or after 1 January 2019:</p> <p>Harmonization of the requirements of SOLAS regulations II-2/13, III / 9, III / 11 and III / 20 taking into account the ISO 24409 series of standards entitled "Design, location and use of safety signals on board, safety and security instructions and safety markings".</p> <p>When developing fire control plans, Res A1116(30) has to be used in conjunction with Resolution A.952 [23] on Graphical symbols for fire control plans on board ships.</p>	A.1116(30) (N)

## Amendments entering into force on 1<sup>st</sup> September 2019

Convention	Reference	Summary	Origin
<b>MARPOL</b> Annex VI	Reg 19	<p><b>EEDI</b> - Ship of 400 gross tonnage and above</p> <p>The Administration may waive the requirement for a ship of 400 gross tonnage and above from complying with regulations 20 and 21 of Annex VI, except ships of 400 gross tonnage and above, the delivery of which is on or after 1 July 2019.</p>	MEPC.251(66) (N)

# ALL SHIPS

## Amendments entering into force on **13<sup>rd</sup> October 2019**

Convention	Reference	Summary	Origin	
<b>BWM</b>	B-3	<p><b>BWM D-2 standard</b></p> <p>All ships subject to the BWMC (i.e survey and certification - 400 GT or above that have ballast capacity), including offshore structures (MODU etc.)</p> <ul style="list-style-type: none"> <li>• All ships with a keel laying after 8 September 2017 must comply with the D-2 standard on delivery.</li> <li>• Existing ships must, in general, comply with the D-2 standard by the first IOPP renewal after 8 September 2019. After the IOPP renewal survey, vessels will be required to meet the discharge standard D-2.</li> <li>• Ships to which the IOPP renewal survey does not apply (generally ships below 400 GT and oil tankers below 150 GT) with a keel laying before the 8 September 2017 must be in compliance with the D-2 standard no later than 8 September 2024.</li> </ul>	MEPC.297(72)	(NE)
<b>BWM</b>	D-3	<p><b>Code for approval of BWM system</b></p> <p>All ships subject to the BWMC (i.e survey and certification - 400 GT or above that have ballast capacity), including offshore structures (MODU etc.)</p> <ul style="list-style-type: none"> <li>• 2016 Guidelines for approval of ballast water management systems (G8) adopted by MEPC.279(70), superseded the Guidelines for approval of ballast water management systems (G8) adopted by resolution MEPC.174(58).</li> <li>• It was decided (MEPC.300(72)) that the 2016 Guidelines (G8) should be made mandatory. They have been renamed "Code for approval of Ballast Water Management Systems".</li> <li>• This Code can be applied on a voluntary basis as for 13 October 2019 before becoming mandatory on 28 October 2020.</li> </ul> <p>Hence :</p> <ul style="list-style-type: none"> <li>• BWM system installed before 28 October 2020 shall be approved according the Guidelines or the Code,</li> <li>• BWM system installed on or after 28 October 2020 shall be approved under the Code.</li> </ul>	MEPC.296(72)	(NE)
<b>BWM</b>	E-1 and E-5	<p><b>BWM certificate</b></p> <p>All ships subject to the BWMC, including offshore structures (MODU etc.)</p> <p>Amendments regulations E-1 and E-5 of the BWM Convention, concerning endorsements of additional surveys on the International Ballast Water Management Certificate.</p>	MEPC.299(72)	(NE)

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

Convention	Reference	Summary	Origin	
<b>MARPOL Annex VI</b>	Reg 14	<p><b>Chapter 3 - Requirements for control of emissions from ships</b></p> <p>Regulation 14 Sulphur Oxides (SOx) and Particulate Matter.</p> <p>The fuel oil standard in regulation 14.1.3 of MARPOL Annex VI shall become effective on 1 January 2020.</p>	MEPC.280(70)	(NE)
<b>MARPOL Annex VI</b>	Reg 19.5	<p><b>Phase 2 EEDI</b> : 1 Jan 2020 / 31 Dec 2014</p> <p>Ship of 400 gross tonnage and above</p>	MEPC.203(62)	(N)
<b>SOLAS</b>	II-1/1	<p><b>Stability - revision of Chap II-1</b></p> <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)

# ALL SHIPS

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

Convention	Reference	Summary	Origin	
<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: .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; .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 .3 Ensure that the requirements of regulations 30.3 and 37.3.9 are complied with	MSC.421(98)	(E)
<b>SOLAS</b>	II-2/20	<b>Fire protection for spaces in which vehicles are carried</b> Regulation 20 – Protection of vehicle, special category and ro-ro spaces 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: • The vehicles do not use their own propulsion within the cargo spaces; • The cargo spaces are in compliance with the appropriate requirements of regulation 19; and • The vehicles are carried in accordance with the IMDG Code, as defined in regulation VII/1.1.	MSC.421(98)	(NE)
<b>SOLAS</b>	III-3, III-20	<b>Life saving appliances</b> Maintenance, testing and inspections of life-saving appliances shall be carried out in a manner having due regard to ensuring reliability of such appliances. 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.	MSC.402(96) MSC.404(96)	(NE)
<b>SOLAS</b>	Appendix - forms E,C and P	<b>Radionavigation receiver</b> Addition of the multi-system shipborne radionavigation receiver in 3.1 of Records of equipment for ship safety forms P, E and C.	MSC 421(98)	(NE)
<b>FSS Code</b>	chapter 8	<b>Amendments to the FSS Code</b> Chapter 8 - Automatic sprinkler, fire detection and fire alarm systems 2.4.1 General 2.4.1.1 Any parts of the system which may be subjected to freezing temperatures in service shall be suitably protected against freezing. 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.	MSC 403 (96)	(NE)

## ALL SHIPS

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

Convention	Reference	Summary	Origin	
<b>FSS Code</b>	chapter 17	<b>Helicopter facilities</b> A new chapter 17 is added after existing chapter 16 as follows: Chapter 17 - Helicopter facility foam firefighting appliances	MSC.403 (96)	(N)
<b>IGF Code</b>	paragraph 11.3.2	<b>Ship arrangements - Windows and sidescuttles</b> 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. 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.	MSC.442(98)	(N)
<b>LSA Code</b>	6.1.1.5, 6.1.1.6	<b>Chapter VI - launching and embarkation appliances</b> 6.1 Launching and embarkation appliances 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. 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.	MSC.425(98)	(NE)
<b>2008 IS Code</b>	part.A	<b>Amendments to Part A of the 2008 IS code</b> Mandatory criteria : the footnote to the existing title of chapter 2 is deleted. These resolutions shall be read and interpreted together with res. MSC.413(97) as one single instrument.	MSC.443(99) MSC.444(99)	(N)
<b>2008 IS Code</b>	part A and part B	<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)  In paragraph 1.2, the following new subparagraphs .7 to .9 are inserted after the existing subparagraph.6: .7 Ships engaged in anchor handling operations; .8 Ships engaged in harbour, coastal or ocean-going towing operations and escort operations; .9 Ships engaged in lifting operations.  The following new paragraphs 2.27 to 2.31 are inserted after the existing paragraph 2.26: <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. <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. <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.  The following new paragraphs 3.4.1.7 to 3.4.1.10 are added after existing paragraph 3.4.1.6: <b>3.4.1.7</b> 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: • 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;	MSC.413(97) MSC.414(97) MSC.415(97)	(NE)





# PASSENGER SHIPS

## Amendments entering into force on 1<sup>st</sup> June 2019

Convention	Reference	Summary	Origin
<b>MARPOL IV</b>	Reg.1,9,11,12bis	<b>Discharge of waste water</b> Stringent requirements in special area for the discharge of wastewater for newbuilt passenger vessels. They must have holding tanks or a sewage treatment system in accordance with the new standard (MEPC.227 (64) - 2012 Guidelines for the Implementation of Effluent Control Standards and Performance Testing, sewage treatment stations).	MEPC.274(69) <b>(N)</b>

## Amendments entering into force on 1<sup>st</sup> September 2019

Convention	Reference	Summary	Origin
<b>MARPOL Annex VI</b>	Reg 19.3 and 19.5	<b>Attained and required EEDI</b> Regulations 20 and 21 of this Annex shall not apply to ships which have non-conventional propulsion, except to cruise passenger ships having non-conventional propulsion and LNG carriers having conventional or non-conventional propulsion, delivered on or after 1 September 2019, as defined in paragraph 43 of regulation 2. Regulations 20 and 21 shall not apply to cargo ships having ice-breaking capability.	MEPC.251(66) <b>(NE)</b>

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

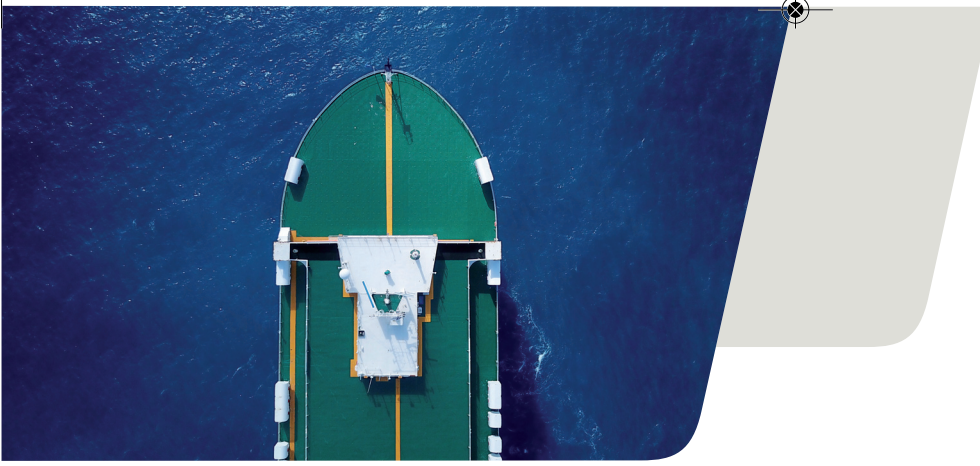
Convention	Reference	Summary	Origin
<b>SOLAS</b>	II-2/9.4.1.3	<b>Requirements for the fire integrity of windows on passenger ships</b> New passenger ships, or when existing windows are replaced on existing ships. For ships carrying more than 36 passengers, windows facing survival craft, embarkation and 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. 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.	MSC.421(98) <b>(NE)</b>
<b>SOLAS</b>	II-2/13.3.2.7.1	<b>Evacuation analysis for passenger ships</b> 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. The analysis refers to principles of the Revised Guidelines on evacuation analyses for new and existing passenger ships (MSC.1/Circ.1533).	MSC.404(96) <b>(N)</b>
	II-1/1, II-1/8-1.3	<b>Stability - computer</b> 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.	MSC.436(99) <b>(E)</b>

# PASSENGER SHIPS

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

Convention	Reference	Summary	Origin	
<b>SOLAS</b>	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.</p> <p>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)
<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</p> <p>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</p> <p>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>	MSC423(98) MSC.1/Circ.1569	(NE)
<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 2.1.2.2.1, the text of case 2 is replaced with the following:</p> <p>"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)	(N)





# RO-RO

## Amendments entering into force on **1<sup>st</sup> September 2019**

Convention	Reference	Summary	Origin
<b>Marpol VI</b>		<b>EEDI phase 2</b> Ro-ro cargo ships of 17.000 DWT and ro-ro pax ships of 10.000 DWT Amendment to the phase 2 EEDI reference line for ro-ro cargo and ro-ro passenger ships, with entry into force aligning with the phase 2 dates but with early implementation (i.e. to phase 1 ships) encouraged by the resolution Increase of the reference line by 20% and to introduce a DWT threshold value for larger ro-ro cargo ships of 17,000 DWT and ro-ro passenger ships of 10,000 DWT. The new reference line will enter into force on 1 September 2019 prior to phase 2 of the EEDI requirement.	MEPC.301(72) <b>N</b>

## 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) <b>NE</b>



## GAS CARRIERS

### Amendments entering into force on 1<sup>st</sup> September 2019

Convention	Reference	Summary	Origin	
<b>Marpol Annex VI</b>	Reg 19.3 and 19.5	<p><b>Attained and required EEDI</b></p> <p>Regulations 20 and 21 of this Annex shall not apply to ships which have non-conventional propulsion, except that regulations 20 and 21 shall apply to cruise passenger ships having non-conventional propulsion and LNG carriers having conventional or non-conventional propulsion, delivered on or after 1 September 2019, as defined in paragraph 43 of regulation 2.</p> <p>Regulations 20 and 21 shall not apply to cargo ships having ice-breaking capability.</p>	MEPC.251(66)	(NE)

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

Convention	Reference	Summary	Origin	
<b>IGC Code</b>	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	(N)
<b>IGC Code, GC Code, EGC Code</b>		<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)	(NE)



# 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) <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">NE</span>
<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) <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">E</span>



# 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) <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">NE</span>



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