GOVERNMENT OF PAKISTAN
MINISTRY OF MARITIME AFFAIRS
DIRECTORATE GENERAL PORTS & SHIPPING
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No.3 (3)/2021-CNS Karachi, the 23 September 2026

Circular No. 001 of 2024 (Revision 1)

SUBJECT: Direction on compliance with IMO Convention provisions left "TO THE SATISFACTION OF THE ADMINISTRATION"

RECORD OF AMENDMENTS:

Rev.	Date	Clause / entry amended	Reason
0	02 Sep 2024	Original issue	First issue of the Circular
1	23rd Sep 2026	Commitment and Responsibilities section replaced; supersession of Circular SG 07/2020 recorded	The former text asserted that a specified paragraph had been included in the Agreements with Recognized Organizations. The substance of that paragraph is contained in the relevant clauses of each Agreement, which differ between Organizations. The Circular now refers to those clauses generally in place of the paragraph formerly recited
1	23rd Sep 2026	Annexure I — new entries 2A to 2E (SOLAS II-1/2 and II-1/3-13); the entry for SOLAS V/23 replaced	New requirements adopted by resolution MSC.532(107), in force 1 January 2026. Regulation V/23 amended by resolution MSC.572(110); mandatory Performance Standards for Pilot Transfer Arrangements adopted by resolution MSC.576(110); both applicable from 1 January 2028
1	23rd Sep 2026	Annexure II — guidance to Regulation 25.2 amended	Amendments to Annex B of the 1988 Load Lines Protocol concerning guard rails and bulwarks
1	23rd Sep 2026	Annexure III — guidance to Annex I, Chapter 3/14.3 and 3/14.5 and to Annex VI, Chapter 3/13.1.1.2 amended	Amendments to the NOx Technical Code 2008 by resolution MEPC.398(83), in force 1 September 2026
1	23rd Sep 2026	Annexure IV added — Hong Kong International Convention, 2009	Convention entered into force on 26 June 2025

Rev.	Date	Clause / entry amended	Reason
1	23rd Sep 2026	Definitions, case-by-case procedure, adopted texts and Annexure I technical corrections	Closes identified gaps concerning objective direction, RO submission and prior DGPS approval; corrects SOLAS references and technical requirements; defines Assigning Authority; and records Pakistan's Article 16.6 declaration.

This Revision 1 supersedes and replaces Circular No. 001 of 2024 issued on 02 September 2024 in its entirety. Entries not listed above are unchanged.

Purpose: This Circular provides direction for compliance with provisions of IMO conventions that are left "TO THE SATISFACTION OF THE ADMINISTRATION" or are "to be specified by the Administration".

Application: This Circular applies to ships registered in Pakistan and to all Recognized Organizations authorized by the Administration, within the scope of their delegated statutory certification and services.

DEFINITIONS:

In this Circular and its Annexures, unless the context otherwise requires:

(a) "Administration" means the Government of Pakistan in its capacity as flag State, acting through the Directorate General of Ports & Shipping;

(b) "DGPS" means the Directorate General of Ports & Shipping, Ministry of Maritime Affairs, Government of Pakistan;

(c) "Recognized Organization" means an organization authorized by the Administration under an Agreement Governing the Delegation of Statutory Certification and Services concluded in accordance with the RO Code, acting within the scope delegated under that Agreement;

(d) "Assigning Authority" means the Recognized Organization authorized by DGPS under its applicable Agreement to assign freeboards, conduct the relevant surveys, and issue or endorse International Load Line Certificates on behalf of Pakistan. For a particular ship, it is the Recognized Organization responsible for that ship's Load Line certification. Nothing in Annexure II confers on the Assigning Authority a determination reserved by this Circular to the Administration; and

(e) "Company" has the meaning given in SOLAS regulation IX/1.

BACKGROUND:

Paragraph 16.5 of the IMO Instruments Implementation Code (III Code), adopted by resolution A.1070(28), requires a flag State, when administering a safety and environmental protection programme, to provide guidance concerning requirements in the relevant international instruments that are left "to the satisfaction of the Administration".

COMMITMENT AND RESPONSIBILITIES:

The authority to determine interpretations of the relevant instruments, to assess Equivalents or the acceptance of substitutes to the requirements outlined in those instruments, and to establish "the satisfaction of the Administration" as mandated by applicable instruments, rests exclusively with the Administration.

This position is reflected in the relevant clauses of the Agreement Governing the Delegation of Statutory Certification and Services concluded between the Administration and each Recognized Organization, under which:

(a) that interpretations of the applicable instruments and the determination of equivalents or acceptance of substitutes are the prerogative of the Administration, with which the Recognized Organization shall cooperate in their establishment as necessary;

(b) that exemptions from, and deviations from, the requirements of the applicable instruments are the prerogative of the Administration and must be approved by the Administration prior to issuance; and

(c) that where the requirements of an applicable instrument cannot temporarily be met, the measures or supplementary equipment permitting the ship to proceed to a suitable port at which permanent repair or rectification can be effected require the agreement of the Administration.

Where such an Agreement provides for the application of IACS Unified Interpretations, their application is in every case subject to contrary written advice from the Administration.

Determinations as to “the satisfaction of the Administration” fall within the same prerogative and shall be made in accordance with this Circular and its Annexures. Determinations and interpretations issued by DGPS under this Circular govern statutory certification and services performed by Recognized Organizations on behalf of the Administration, without prejudice to the Pakistan Merchant Shipping Ordinance, 2001, the rules made thereunder, and any right of review or appeal available under law.

This Circular is a supplementary provision made by the Administration for the purposes of those Agreements and is binding upon all Recognized Organizations authorized to act on behalf of the Government of Pakistan. It shall be transmitted to each Recognized Organization by Flag State Instruction under the relevant provisions of the Agreement, and its application shall be verified through the Administration’s Recognized Organization oversight programme.

Where an entry in an Annexure expresses a requirement on a Company, shipowner or master, that requirement takes effect through the applicable convention, the Pakistan Merchant Shipping Ordinance, 2001, the rules made thereunder, the conditions of the ship’s statutory certification and the ship’s Safety Management System. This Circular does not of itself create an offence or penalty.

PROCEDURE FOR CASE-BY-CASE DETERMINATIONS:

Where an entry in any Annexure provides that a matter is to be determined by the Administration, considered case by case, or otherwise left to the satisfaction of the Administration without a specified technical standard, the following procedure applies:

(a) The proposal shall be submitted in writing to DGPS through the Recognized Organization responsible for the relevant statutory certification or service before the arrangement is fitted, the equipment is placed in service, or the relevant survey is completed, whichever occurs first.

(b) The submission shall identify the applicable convention provision and Circular entry; describe the proposed arrangement, deviation, equivalent or alternative; explain the basis for the proposal; include relevant plans, calculations, risk assessments, test results and supporting standards; and demonstrate an equivalent level of safety or environmental protection.

(c) The Recognized Organization shall examine the proposal against the applicable instrument and forward it to DGPS with its technical recommendation.

(d) The proposed arrangement shall not be accepted, installed, placed in service or relied upon for statutory certification or endorsement until DGPS has issued written approval.

(e) Conditions imposed by DGPS shall be recorded in the ship's statutory survey file, retained on board and in the ship's DGPS file, and complied with by the Company and the Recognized Organization.

(f) Approval is specific to the ship and arrangement for which it is issued and shall not be treated as a precedent for another case.

(g) DGPS shall maintain a register of submissions received and determinations issued under this procedure.

Convenience or cost alone is not a sufficient ground for approval. Every Annexure entry referring to a case-by-case determination shall be read subject to this procedure.

ADOPTED TEXTS:

Where an Annexure adopts, reproduces or refers to a resolution, circular, unified interpretation, unified requirement, recommendation or guideline, that text applies as the direction of the Administration for this Circular. Unless an entry expressly states that a provision is recommendatory, "should" in adopted or reproduced guidance shall be read as "shall" for ships registered in Pakistan and Recognized Organizations acting for the Administration. Expressions conferring discretion or permission, including "may", are unaffected. An adopted text shall be applied as amended from the date the amendment takes effect.

> This Circular provides specific direction for arrangements required "TO THE SATISFACTION OF THE ADMINISTRATION". Where detailed technical criteria are not appropriate, DGPS will determine the matter under the case-by-case procedure above. For delegated matters, the Recognized Organization shall undertake the initial technical review and submit its recommendation to DGPS.

The attached Annexures to this Circular provide comprehensive guidance on how to implement requirements that reference "TO THE SATISFACTION OF THE ADMINISTRATION" or "to be specified by the Administration". These include:

i. SOLAS 1974, as amended (Annexure I)

ii. International Convention on Load Lines, 1966, as amended (Annexure II)

iii. MARPOL 1973/78, as amended (Annexure III)

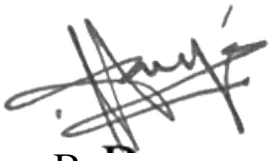
iv. Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 (Annexure IV)

The Annexures are not exhaustive. Guidance in respect of the remaining mandatory instruments to which Pakistan is a Party will be issued in further Annexures under a phased programme maintained by the Technical Committee for IMO Implementation. Where a provision requiring the satisfaction of the Administration is not covered by an Annexure, the matter shall be referred through the Recognized Organization to DGPS for determination on a case-by-case basis.

SUPERSESSION:

The policy adopted by Circular SG 07/2020 (No.1(1)/2020-Sh.II (Pt)) dated 04 February 2020, “Notice for the IMO term "to the satisfaction of the Administration"”, is given effect by this Circular and its Annexures, which establish the interpretations contemplated by that Circular and provide the procedure for matters not so covered. Circular SG 07/2020 is accordingly superseded and is withdrawn. Any reference to Circular SG 07/2020 in any instruction, agreement or correspondence shall be read as a reference to this Circular.

This Circular is issued under the authority of the Director General of Ports & Shipping, Government of Pakistan.



Benazeer
Director General of Ports & Shipping
Pakistan

Date: 25 September 2026.

Annexure I

SOLAS 1974 as amended

Guidance on implementation of requirements which contain references “TO THE SATISFACTION OF THE ADMINISTRATION” or “to be specified by the Administration”: Chapter II-1 Construction – Structure subdivision and stability machinery and electrical installations

1. Regulation II-1/3-6.2.3

The design and construction materials of all access points, along with how they are integrated into the ship's structure, must comply with the requirements established by the ADMINISTRATION. These access points will be inspected either before or during their use in surveys, in accordance with regulation I/10.

GUIDANCE BY THE ADMINISTRATION: Compliance with the published rules of the Recognized Organizations authorized by the Administration is required. Moreover, adherence to the interpretations outlined in the IACS Unified Interpretations is also mandatory.

- IACS Unified Interpretation SC190
- IACS Unified Interpretation SC191

2. Regulation II-1/3-6.5.3

For oil tankers of less than 5000 tonnes deadweight, the Administration may approve in special circumstances smaller dimensions for the openings referred to in paragraphs 5.1 and 5.2 above if the ability to traverse such openings or to remove an injured person can be proved TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The proposal substantiating the ability to traverse or to remove an injured person shall be reviewed by the Recognized Organization followed by practically demonstrating the compliance shall be considered.

2A. Regulation II-1/3-13 — Definitions and application (regulation II-1/2 as amended by resolution MSC.532(107))

Regulation II-1/2, as amended, introduces definitions of “lifting appliance”, “anchor handling winch”, “loose gear” and related terms for the purposes of regulation II-1/3-13.

GUIDANCE BY THE ADMINISTRATION:

(a) The definitions contained in regulation II-1/2, as amended, shall be applied without modification or extension.

(b) In accordance with regulation II-1/3-13.1.2, this regulation does not apply to: (i) lifting appliances on ships certified as mobile offshore drilling units; (ii) lifting appliances used on offshore construction ships, including pipe-laying, cable-laying, repair, offshore-installation and decommissioning vessels, provided that they comply with standards acceptable to the Administration; (iii) integrated mechanical equipment for opening and

closing hold hatch covers; or (iv) life-saving launching appliances complying with the International Life-Saving Appliance (LSA) Code.

(c) Pursuant to regulation II-1/3-13.1.3, the Administration determines that the provisions of paragraphs 2.1 and 2.4 do not apply to lifting appliances having a safe working load below 1,000 kg. Paragraph 3 of the regulation continues to apply to such appliances, and their maintenance, operation, inspection and operational testing shall be addressed in the ship's Safety Management System, taking into account MSC.1/Circ.1663.

(d) Where a doubt arises as to whether particular shipboard equipment falls within the definition of a lifting appliance, an anchor handling winch or loose gear, the Recognized Organization shall determine the matter in the first instance in accordance with MSC.1/Circ.1662 and MSC.1/Circ.1663. Where the Recognized Organization is unable to reach a determination, the matter shall be referred to DGPS, whose determination shall be final and binding.

2B. Regulation II-1/3-13.2.1 — Lifting appliances: design, construction and installation

Lifting appliances installed on or after 1 January 2026 shall be: .1 designed, constructed and installed in accordance with the requirements of a classification society which is recognized by the ADMINISTRATION in accordance with the provisions of regulation XI-1/1, or standards acceptable to the ADMINISTRATION which provide an equivalent level of safety; and .2 load tested and thoroughly examined after installation and before being taken into use for the first time and after repairs, modifications or alterations of major character.

GUIDANCE BY THE ADMINISTRATION:

(a) Design, construction and installation in accordance with the published rules of a Recognized Organization authorized by the Administration under regulation XI-1/1 is accepted by the Administration without further reference.

(b) Where a standard other than the rules of a Recognized Organization is proposed, that standard shall be a recognised national or international standard. The proposal shall be submitted through the Recognized Organization to DGPS, accompanied by a comparative technical analysis demonstrating an equivalent level of safety, for prior written approval. No such standard shall be applied before written approval has been issued.

(c) Load testing and thorough examination shall be carried out in accordance with the Guidelines for lifting appliances (MSC.1/Circ.1663) by a competent person designated or accepted by the Recognized Organization. The certificate of test and thorough examination, together with the register of lifting appliances and loose gear, shall be retained on board and made available on demand.

(d) For the purposes of this entry, "installed on or after 1 January 2026" has the meaning assigned by SOLAS regulation II-1/2.33: (i) for ships the keel of which is laid or which are at a similar stage of construction on or after 1 January 2026, any installation date on the ship; and (ii) for other ships, the contractual delivery date of the lifting appliance to the ship

or, in the absence of a contractual delivery date, the actual delivery date of the appliance to the ship, on or after 1 January 2026.

2C. Regulation II-1/3-13.2.2 — Anchor handling winches

Anchor handling winches installed on or after 1 January 2026 shall be designed, constructed, installed and tested TO THE SATISFACTION OF THE ADMINISTRATION, based on the Guidelines developed by the Organization.

GUIDANCE BY THE ADMINISTRATION:

(a) The Guidelines for anchor handling winches (MSC.1/Circ.1662) are adopted in full by the Administration. Compliance with those Guidelines constitutes compliance to the satisfaction of the Administration for the purposes of regulation II-1/3-13.2.2 and is mandatory for ships registered in Pakistan.

(b) Design review, survey and testing shall be undertaken by the Recognized Organization on behalf of the Administration. Documentary evidence of design approval and of satisfactory testing shall be retained on board.

(c) Where any provision of MSC.1/Circ.1662 cannot be met, a proposal setting out the technical justification, the extent of the departure and the compensating measures proposed shall be submitted through the Recognized Organization to DGPS for consideration on a case-by-case basis. The winch shall not be taken into service until prior written approval has been issued.

2D. Regulation II-1/3-13.2.3 — Marking and documentary evidence for new lifting appliances

Lifting appliances installed on or after 1 January 2026 shall be permanently marked and provided with documentary evidence for the safe working load (SWL). Test loads shall be determined in accordance with the Guidelines developed by the Organization; for lifting appliances intended for open-sea operations the test loads are to be TO THE SATISFACTION OF THE ADMINISTRATION or of a classification society which is recognized by it.

GUIDANCE BY THE ADMINISTRATION:

(a) Test loads shall be determined in accordance with the Guidelines for lifting appliances (MSC.1/Circ.1663).

(b) For lifting appliances intended for open-sea operations, the Administration authorises the Recognized Organization to determine the applicable test loads in accordance with its own rules, taking into account the dynamic amplification arising from vessel motion and the significant wave height for which the appliance is designed. A determination so made by the Recognized Organization is accepted by the Administration.

(c) The Unified Interpretation of SOLAS regulation II-1/3-13.2.4 set out in MSC.1/Circ.1696 shall be applied.

(d) Marking shall state the SWL and, where the SWL varies with radius or configuration, the corresponding range of values.

2E. Regulations II-1/3-13.2.4, 2.5 and 3 — Existing installations; maintenance, operation, inspection and testing

Lifting appliances installed before 1 January 2026 shall be tested and thoroughly examined, based on the Guidelines developed by the Organization, and shall comply with paragraph 2.3 not later than the date of the first renewal survey on or after 1 January 2026. Anchor handling winches installed before 1 January 2026 shall be tested and thoroughly examined, based on the Guidelines developed by the Organization, not later than the date of the first renewal survey on or after 1 January 2026. All lifting appliances and anchor handling winches, regardless of installation date, and all loose gear utilized with them shall be operationally tested, thoroughly examined, inspected, operated and maintained, based on the Guidelines developed by the Organization.

GUIDANCE BY THE ADMINISTRATION:

(a) Recognized Organizations authorized by this Administration are authorized, within the scope of delegation set out in the Appendix to the relevant Agreement Governing the Delegation of Statutory Certification and Services, to carry out the inspections, examinations and testing required by regulation II-1/3-13 and to issue the corresponding certificates and records of test and thorough examination on behalf of the Administration.

(b) For installations made on or after 1 January 2026, maintenance, operation, inspection and testing shall be carried out in accordance with regulation II-1/3-13.3.

(c) For lifting appliances, anchor handling winches and loose gear installed before 1 January 2026, routine maintenance, inspection and operational testing shall be carried out under the ship's Safety Management System by appropriately trained and familiarized personnel, and the records shall be retained as part of the SMS documentation. Load testing and thorough examination required by regulation II-1/3-13 shall be conducted by a competent person designated or accepted by the Recognized Organization, in accordance with MSC.1/Circ.1662 or MSC.1/Circ.1663, as applicable.

(d) Companies are reminded that the requirements applicable to existing installations apply irrespective of the age of the ship. For an existing lifting appliance, failure to hold documentary evidence of the SWL after the first renewal survey falling on or after 1 January 2026 is a deficiency liable to attract port State control action. For an existing anchor handling winch, failure to hold records demonstrating the testing and thorough examination required by regulation II-1/3-13.2.5 is likewise a deficiency liable to attract port State control action.

3. Regulation II-1/4.5

Where it is proposed to fit decks inner skins or longitudinal bulkheads of sufficient tightness to seriously restrict the flow of water, the ADMINISTRATION shall be satisfied that proper consideration is given to beneficial or adverse effects of such structures in the calculations.

GUIDANCE BY THE ADMINISTRATION: The arrangement shall be considered on a case-by-case basis taking into consideration of beneficial or adverse effects of such structures in the stability calculations.

4. Regulation II-1/5.2.2

The Administration may allow the inclining test of an individual cargo ship to be dispensed with provided basic stability data are available from the inclining test of a sister ship and it is shown TO THE SATISFACTION OF THE ADMINISTRATION that reliable stability information for the exempted ship can be obtained from such basic data as required by regulation 5-1. A lightweight survey shall be carried out upon completion and the ship shall be inclined whenever in comparison with the data derived from the sister ship a deviation from the lightship displacement exceeding 1% for ships of 160 m or more in length and 2% for ships of 50 m or less in length and as determined by linear interpolation for intermediate lengths or a deviation from the lightship longitudinal center of gravity exceeding 0.5% of L is found.

GUIDANCE BY THE ADMINISTRATION: The guidance contained in the explanatory notes (RESOLUTION MSC.429(98)/Rev.2, effective from 1 January 2024, which revoked resolution MSC.429(98)/Rev.1 from that date) to Reg. 5 shall be followed.

5. Regulation II-1/5-1.1

The master shall be supplied with such information TO THE SATISFACTION OF THE ADMINISTRATION as is necessary to enable him by rapid and simple processes to obtain accurate guidance as to the stability of the ship under varying conditions of service. A copy of the stability information shall be furnished to the Administration.

GUIDANCE BY THE ADMINISTRATION: The stability Information shall be developed on the basis of the following IMO requirements:

- MSC.267(85) - ADOPTION OF THE INTERNATIONAL CODE ON INTACT STABILITY, 2008
- MSC/Circ.920 - Model Loading and Stability Manual
- MSC/Circ.456 – Guidelines for the preparation of intact stability information;
- MSC/Circ.706 – Guidance on intact stability of existing tankers during transfer operations;
- MSC.1/Circ.1228 – Revised guidance to the master for avoiding dangerous situations in following and quartering seas.

6. Regulation II-1/7-2.5

Unsymmetrical flooding is to be kept to a minimum consistent with the efficient arrangements. Where it is necessary to correct large angles of the heel the means adopted shall where practicable be self-acting but in any case, where controls to equalization devices are provided they shall be operable from above the bulkhead deck of passenger ships and the freeboard deck of cargo ships. These fittings together with their controls shall be acceptable to the

ADMINISTRATION. Suitable information concerning the use of equalization devices shall be supplied to the master of the ship.

GUIDANCE BY THE ADMINISTRATION: The relevant published rules of the Recognized Organization shall be followed.

7. Regulation II-1/9.3.2

Other wells (e.g., for lubricating oil under main engines) may be permitted by the Administration if satisfied that the arrangements give protection equivalent to that afforded by a double bottom complying with this regulation. 3.2.2 For cargo ships of less than 80 m in length the arrangements shall provide a level of safety TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: For cargo ships of less than 80 m in length, refer to guidance contained in the explanatory notes (RESOLUTION MSC.429(98)/Rev.2, effective from 1 January 2024, which revoked resolution MSC.429(98)/Rev.1 from that date) to Regulations 9.3.2.2, 9.6 and 9.7.

8. Regulation II-1/9.5

In the case of passenger ships to which the provisions of regulation 1.5 apply and which are engaged on regular service within the limits of a short international voyage as defined in regulation III/3.22, the ADMINISTRATION may permit a double bottom to be dispensed with if satisfied that the fitting of a double bottom in that part would not be compatible with the design and proper working of the ship.

GUIDANCE BY THE ADMINISTRATION: Proposals for non-fitment of a double bottom shall be considered on a case-by-case basis in the context of the overall safety of the ship and taking into account the area of operation.

9. Regulation II-1/9.6

Any part of a cargo ship of 80 m in length and upwards or of a passenger ship that is not fitted with a double bottom in accordance with paragraphs 1, 4 or 5 as specified in paragraph 2 shall be capable of withstanding bottom damages as specified in paragraph 8 in that part of the ship. For cargo ships of less than 80 m in length, the alternative arrangements shall provide a level of safety TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: For cargo ships of less than 80 m in length, refer to guidance contained in the explanatory notes (RESOLUTION MSC.429(98)/Rev.2, effective from 1 January 2024, which revoked resolution MSC.429(98)/Rev.1 from that date) to Regulations 9.3.2.2, 9.6 and 9.7.

10. Regulation II-1/10.7

In the case of unusual bottom arrangements in a cargo ship of 80 m in length and upwards or a passenger ship, it shall be demonstrated that the ship is capable of withstanding bottom damages as specified in para 8. For cargo ships of less than 80 m in length, the alternative arrangements shall provide a level of safety TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: For cargo ships of less than 80 m in length, refer to guidance contained in the explanatory notes (RESOLUTION MSC.429(98)/Rev.2, effective from 1 January 2024, which revoked resolution MSC.429(98)/Rev.1 from that date) to Regulations 9.3.2.2, 9.6 and 9.7.

11. Regulation II-1/12.6.3
If the forepeak is divided to hold two different kinds of liquids, the Administration may allow the collision bulkhead to be pierced below the bulkhead deck of passenger ships and the freeboard deck of cargo ships by two pipes each of which is fitted as required by paragraph 6.1 provided the ADMINISTRATION is satisfied that there is no practical alternative to the fitting of such a second pipe and that having regard to the additional subdivision provided in the forepeak the safety of the ship is maintained.

GUIDANCE BY THE ADMINISTRATION: The arrangement shall be considered on a case-by-case basis taking into account the proposal demonstrating that there is no practical alternative to the fitting of such a second pipe and ensuring that the safety of the ship is maintained.

12. Regulation II-1/13.6.1
Each power-operated sliding watertight door:

3. shall be fitted with the necessary equipment to open and close the door using electric power, hydraulic power, or any other form of power that is acceptable to the ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The use of power other than electric and hydraulic shall be considered on a case-by-case basis.

13. Regulation II-1/13-1.4
Watertight doors or ramps of satisfactory construction may be fitted to internally subdivide large cargo spaces provided that the ADMINISTRATION is satisfied that such doors or ramps are essential. These doors or ramps may be hinged, rolling, or sliding doors or ramps but shall not be remotely controlled. Should any of the doors or ramps be accessible during the voyage they shall be fitted with a device which prevents unauthorized opening.

GUIDANCE BY THE ADMINISTRATION: The arrangement shall be considered on a case-by-case basis.

14. Regulation II-1/15.2
The arrangement and efficiency of the means for closing any opening in the shell plating shall be consistent with its intended purpose and the position in which it is fitted and generally TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The interpretation provided in IACS UR S8 & S9 for the Side shell door, bow door, and stern door shall be followed.

15. Regulation II-1/15.8.4
Moving parts penetrating the shell plating below the deepest subdivision draught shall be fitted with a watertight sealing arrangement acceptable to the ADMINISTRATION. The inboard gland shall be located within a watertight space of such volume that if flooded the bulkhead deck of passenger ships and the freeboard deck of cargo ships will not be submerged. The Administration may require that if such compartment is flooded essential or emergency power and lighting internal communication signals or other emergency devices must remain available in other parts of the ship.
GUIDANCE BY THE ADMINISTRATION: The watertight sealing arrangements are acceptable to the Administration or to the Recognized Organization. Ensuring that the bulkhead/freeboard deck is not submerged as a result of flooding the watertight space surrounding the inboard gland during the approval process.

16. Regulation II-1/15.8.5
All shell fittings and valves required by this regulation shall be of steel, bronze, or other approved ductile material. Valves of ordinary cast iron or similar material are not acceptable. All pipes to which this regulation refers shall be of steel or other equivalent material TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The requirements provided in IACS UR P2 shall be followed.

17. Regulation II-1/16.1.1
The design, materials, and construction of all watertight closures such as doors, hatches, side scuttles, gangway and cargo ports, valves, and pipes referred to in these regulations shall be TO THE SATISFACTION OF THE ADMINISTRATION.
GUIDANCE BY THE ADMINISTRATION:

- Pipes and valves shall comply with requirement IACS UR P2 and recognized national/international standards.
- Gangway and cargo ports shall comply with the relevant published rules of the Recognized Organization.
- Watertight doors, side scuttles, ash-chutes, and rubbish chutes shall comply with recognized national/international standards.

18. Regulation II-1/16-1
Watertight decks, trunks, tunnels, duct keels, and ventilators shall be of the same strength as watertight bulkheads at corresponding levels. The means used for making them watertight and the arrangements adopted for closing openings in them shall be TO THE SATISFACTION OF THE ADMINISTRATION. Watertight ventilators and trunks shall be carried at least up to the bulkhead deck in passenger ships and up to the freeboard deck in cargo ships.

GUIDANCE BY THE ADMINISTRATION: The arrangement shall be in compliance with the relevant published rules of the Recognized Organization.

19. Regulation II-1/20

Water ballast should not in general be carried in tanks intended for oil fuel. In ships in which it is not practicable to avoid putting water in oil fuel tanks, oily-water separating equipment TO THE SATISFACTION OF THE ADMINISTRATION shall be fitted or other alternative means such as discharge to shore facilities acceptable to the Administration shall be provided for disposing of the oily-water ballast.

GUIDANCE BY THE ADMINISTRATION: The provisions of MARPOL Annex I/Reg.16.2 shall be complied.

20. Regulation II-1/26.2

The ADMINISTRATION shall give special consideration to the reliability of single essential propulsion components and may require a separate source of propulsion power sufficient to give the ship a navigable speed, especially in the case of unconventional arrangements.

GUIDANCE BY THE ADMINISTRATION: The arrangement shall be in compliance with the relevant published rules of the Recognized Organization. In case of unconventional arrangements, the proposal shall be considered on a case-by-case basis.

21. Regulation II-1/26.6

Main propulsion machinery and all auxiliary machinery essential to the propulsion and the safety of the ship shall, as fitted in the ship, be designed to operate when the ship is upright and when inclined at any angle of list up to and including 15˚ either way under static conditions and 22.5˚ under dynamic conditions (rolling) either way and simultaneously inclined dynamically (pitching) 7.5˚ by bow or stern. The ADMINISTRATION may permit deviation from these angles taking into consideration the type, size, and service conditions of the ship.

GUIDANCE BY THE ADMINISTRATION: The proposal substantiating angles other than specified in this regulation taking into consideration the type, size, and service condition of the ship shall be submitted for consideration.

22. Regulation II-1/27.5

Main turbine propulsion machinery and where applicable main internal combustion propulsion machinery and auxiliary machinery shall be provided with automatic shutoff arrangements in the case of failures such as lubricating oil supply failure which could lead rapidly to complete breakdown, serious damage, or explosion. The ADMINISTRATION may permit provisions for overriding automatic shutoff devices.

GUIDANCE BY THE ADMINISTRATION: The following interpretation provided in MSC.1/Circ.1345 shall be followed:

The consequences of overriding automatic shut-off arrangements should be established and documented.

23. Regulation II-1/29.1
Unless expressly provided otherwise, every ship shall be provided with a main steering gear and an auxiliary steering gear TO THE SATISFACTION OF THE ADMINISTRATION. The main steering gear and the auxiliary steering gear shall be so arranged that the failure of one of them will not render the other one inoperative.

GUIDANCE BY THE ADMINISTRATION: The main steering gear and auxiliary steering gear shall comply with the requirements of SOLAS Ch. II-1/Reg.29.3 and 29.4 respectively. For steering systems other than traditional arrangements the interpretation provided in MSC.1/Circ.1416/Rev.1, which supersedes MSC.1/Circ.1416, and IACS UI SC.242 shall be followed.

For a ship fitted with multiple steering-propulsion units such as but not limited to azimuthing propulsors or water jet propulsion systems, each of the steering-propulsion units should be provided with a main steering gear and an auxiliary steering gear or with two or more identical steering actuating systems in compliance with interpretation of SOLAS regulation II-1/29.6.1. The main steering gear and the auxiliary steering gear should be so arranged that the failure of one of them will not render the other one inoperative.

For a ship fitted with a single steering-propulsion unit, the requirement in SOLAS regulation II1/29.1 is considered satisfied if the steering gear is provided with two or more steering actuating systems and is in compliance with the interpretation of SOLAS regulation II-1/29.6.1. A detailed risk assessment shall be submitted in accordance with the corresponding provision of MSC.1/Circ.1416/Rev.1, which shall be applied in full.

24. Regulation II-1/29.2.1
All the steering gear components and the rudder stock shall be of sound and reliable construction TO THE SATISFACTION OF THE ADMINISTRATION. Special consideration shall be given to the suitability of any essential component which is not duplicated. Any such essential component shall, where appropriate, utilize antifriction bearings such as ball bearings, roller bearings or sleeve bearings which shall be permanently lubricated or provided with lubrication fittings.

GUIDANCE BY THE ADMINISTRATION: The interpretation provided in MSC.1/Circ.1416/Rev.1, which supersedes MSC.1/Circ.1416, and IACS UI SC.242 shall be followed.

All components used in steering arrangements for ship directional control should be of sound reliable construction TO THE SATISFACTION OF THE ADMINISTRATION or recognized organizations acting on its behalf. Special consideration should be given to the suitability of any essential component which is not duplicated. Any such essential component should, where appropriate, utilize anti-friction bearings such as ball bearings, roller bearings or sleeve bearings which should be permanently lubricated or provided with lubrication fittings.

25. Regulation II-1/29.2.2

The design pressure for calculations to determine the scantlings of piping and other steering gear components subjected to internal hydraulic pressure shall be at least 1.25 times the maximum working pressure to be expected under the operational conditions specified in paragraph 3.2 taking into account any pressure which may exist in the low-pressure side of the system. At the discretion of the ADMINISTRATION fatigue criteria shall be applied for the design of piping and components taking into account pulsating pressures due to dynamic loads.

GUIDANCE BY THE ADMINISTRATION: The requirements specified in IACS UR M42 shall be followed.

26. Regulation II-1/29.6.3
Steering gears other than of the hydraulic type shall achieve standards equivalent to the requirements of this paragraph TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The proposal shall be considered on a case-by-case basis taking into account the interpretation provided in MSC.1/Circ.1416/Rev.1, which supersedes MSC.1/Circ.1416, and IACS UI SC.242.

27. Regulation II-1/32.1
Every steam boiler and every unfired steam generator shall be provided with not less than two safety valves of adequate capacity. However, having regard to the output or any other features of any boiler or unfired steam generator the ADMINISTRATION may permit only one safety valve to be fitted if it is satisfied that adequate protection against overpressure is thereby provided.

GUIDANCE BY THE ADMINISTRATION: The following interpretation provided in MSC.1/Circ.1286 shall be followed

With respect to the application of SOLAS regulation II-1/32.1 for the redundant requirement of safety valves for steam boilers and unfired steam generators, the satisfaction of the Administration that adequate protection against overpressure is provided should be confirmed by carrying out a satisfactory technical risk assessment.

28. Regulation II-1/35-1.3.1
The bilge pumping system required by paragraph 2.1 shall be capable of operation under all practicable conditions after a casualty whether the ship is upright or listed. For this purpose, wing suctions shall generally be fitted except in narrow compartments at the end of the ship where one suction may be sufficient. In compartments of unusual form additional suctions may be required. Arrangements shall be made whereby water in the compartment may find its way to the suction pipes. Where for particular compartments the ADMINISTRATION is satisfied that the provision of drainage may be undesirable it may allow such provision to be dispensed with if calculations made in accordance with the conditions laid down in regulations 7 and 8 show that the survival capability of the ship will not be impaired.

GUIDANCE BY THE ADMINISTRATION: The arrangement shall be considered on a case-by-case basis taking into account damage stability calculations to ensure that the survival capability of the ship is not impaired.

29. Regulation II-1/35-1.3.6

Each power bilge pump shall be capable of pumping water through the required main bilge pipe at a speed of not less than 2 m/s. independent power bilge pumps situated in machinery spaces shall have direct suctions from these spaces except that not more than two such suctions shall be required in any one space. Where two or more such suctions are provided there shall be at least one on each side of the ship. The ADMINISTRATION may require independent power bilge pumps situated in other spaces to have separate direct suctions. Direct suctions shall be suitably arranged and those in a machinery space shall be of a diameter not less than that required for the bilge main.

GUIDANCE BY THE ADMINISTRATION: Independent power bilge pumps situated in machinery spaces shall have direct suctions from those spaces, except that not more than two such suctions shall be required in any one space. Where two or more direct suctions are provided, there shall be at least one on the port side and one on the starboard side. The Administration may require independent power bilge pumps situated in other spaces to have separate direct suctions; any such requirement will be notified in writing through the Recognized Organization.

30. Regulation II-1/35-1.3.7.2

Where in the opinion of the Administration the main circulating pump is not suitable for this purpose a direct emergency bilge suction shall be led from the largest available independent power-driven pump to the drainage level of the machinery space; the suction shall be of the same diameter as the main inlet of the pump used. The capacity of the pump so connected shall exceed that of a required bilge pump by an amount deemed satisfactory by the ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The capacity of the pump connected to the direct emergency bilge suction shall exceed that of a required bilge pump. A capacity merely equal to that of the required bilge pump is not acceptable. The proposed margin of excess capacity shall be reviewed by the Recognized Organization and submitted to DGPS with supporting calculations for written approval under the case-by-case procedure. The suction shall be of the same diameter as the main inlet of the pump used.

31. Regulation II-1/35-1.4

At least two power pumps connected to the main bilge system shall be provided one of which may be driven by the propulsion machinery. If the ADMINISTRATION is satisfied that the safety of the ship is not impaired bilge pumping arrangements may be dispensed with in particular compartments.

GUIDANCE BY THE ADMINISTRATION: The dispensation from the need to fit bilge pumping arrangement for a particular compartment will be considered on a case-by-case basis taking into account damage stability calculations to ensure that the survival capability of the ship is not impaired.

32. Regulation II-1/41.4

Where the total installed electrical power of the main generating sets is in excess of 3 MW the main busbars shall be subdivided into at least two parts which shall normally be connected by removable links or other approved means; so far as is practicable the connection of generating sets and any other duplicated equipment shall be equally divided between the parts. Equivalent arrangements may be permitted TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The interpretation provided in IACS UI SC 136 shall be followed. The other approved means can be achieved by:

1. Circuit breaker without tripping mechanism; or
2. Disconnecting link or switch by which busbars can be split easily and safely. Bolted links for example bolted busbar sections shall not be acceptable.

33. Regulation II-1/42.1.3

The location of the emergency source of electrical power and associated transforming equipment if any, the transitional source of emergency power, the emergency switchboard, and the emergency electric lighting switchboards in relation to the main source of electrical power, associated transforming equipment if any, and the main switchboard shall be such as to ensure TO THE SATISFACTION OF THE ADMINISTRATION that a fire or other casualty in spaces containing the main source of electrical power, associated transforming equipment if any, and the main switchboard or in any machinery space of category A will not interfere with the supply, control, and distribution of emergency electrical power. As far as practicable the space containing the emergency source of electrical power, associated transforming equipment if any, the transitional source of emergency electrical power, and the emergency switchboard shall not be contiguous to the boundaries of machinery spaces of category A or those spaces containing the main source of electrical power, associated transforming equipment if any, or the main switchboard.

GUIDANCE BY THE ADMINISTRATION:

(a) Ensuring that the emergency generator room and/or emergency battery and switchboard room shall not be contiguous to the boundaries of machinery spaces of category A or spaces containing the main source of electrical power main switchboard and associated equipment.

(b) Attention shall also be paid to the location and operation of any control equipment which is necessary for the supply distribution of emergency power.

(c) Cables for emergency services shall be laid clear of galleys, laundries, machinery spaces of category A and other high-fire-risk areas. Where they pass through such areas, such cable arrangement and type is to meet UR E 15.

34. Regulation II-1/43.1.3

The location of the emergency source of electrical power associated transforming equipment if any, the transitional source of emergency power, the emergency switchboard, and the emergency lighting switchboard in relation to the main source of electrical power, associated transforming equipment if any, and the main switchboard shall be such as to ensure TO THE SATISFACTION OF THE ADMINISTRATION that a fire or other casualty in the space containing the main source of electrical power, associated transforming equipment if any, and the main switchboard or in any machinery space of category A will not interfere with the supply control and distribution of emergency electrical power. As far as practicable the space containing the emergency source of electrical power, associated transforming equipment if any, the transitional source of emergency electrical power, and the emergency switchboard shall not be contiguous to the boundaries of machinery spaces of category A or those spaces containing the main source of electrical power, associated transforming equipment if any, and the main switchboard.

GUIDANCE BY THE ADMINISTRATION:

a) Ensuring that the emergency generator room and/or emergency battery and switchboard room shall not be contiguous to the boundaries of machinery spaces of category A or spaces containing the main source of electrical power main switchboard and associated equipment.
b) Attention shall also be paid to the location and operation of any control equipment which is necessary for the supply distribution of emergency power.
c) Cables for emergency services shall be laid clear of galleys, laundries, machinery spaces of category A and other high-fire-risk areas. Where they pass through such areas, such cable arrangement and type is to meet UR E 15.

35. Regulation II-1/44.1
Emergency generating sets shall be capable of being readily started in their cold condition at a temperature of 0° C. If this is impracticable or if lower temperatures are likely to be encountered provision acceptable to the ADMINISTRATION shall be made for the maintenance of heating arrangements to ensure the ready starting of the generating sets.

GUIDANCE BY THE ADMINISTRATION: The provision for the maintenance of heating arrangements to ensure the ready starting of the generating sets shall be considered on a case-by-case basis.

36. Regulation II-1/45.3.3
Where the hull return system is used all final subcircuits i.e. all circuits fitted after the last protective device shall be two-wire and special precautions shall be taken TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: All final sub-circuits shall consist of two insulated wires the hull return being achieved by connecting to the hull one of the busbars of the distribution board from which they originate. Earth wires shall be in accessible locations to permit their ready examination and to enable their disconnection for testing of insulation (Refer IACS UI SC 8).

37. Regulation II-1/45.5.4
Where cables which are installed in hazardous areas introduce the risk of fire or explosion in the event of an electrical fault in such areas special precautions against such risks shall be taken TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The interpretation provided by IACS UI SC 12 shall be followed. Special precautions shall be as follows:

- Cables to be appropriately sheathed according to the intended environment.
- Cables to be suitably protected against mechanical damage.
- Electrical and mechanical segregation of intrinsically safe circuits from other circuits.
- Effective earthing of metal coverings of cables.

38. Regulation II-1/45.9.3
Accumulator batteries shall not be located in sleeping quarters except where hermetically sealed TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: Accumulator batteries shall not be installed in sleeping accommodation spaces. An exception could be battery systems using gastight cells where charging does not result in the development of harmful gases. Examples: hermetically sealed batteries/ Self-contained battery-operated lights.

39. Regulation II-1/45.11
In tankers, electrical equipment, cables, and wiring shall not be installed in hazardous locations unless it conforms with standards not inferior to those acceptable to the Organization. However, for locations not covered by such standards electrical equipment cables and wiring which do not conform to the standards may be installed in hazardous locations based on a risk assessment TO THE SATISFACTION OF THE ADMINISTRATION to ensure that an equivalent level of safety is assured.

GUIDANCE BY THE ADMINISTRATION:

The compliance with the published rules of the Recognized Organization and any relevant IEC standards (i.e. IEC 60092-502:1999: Electrical installations in ships – Tankers). (Reference: UI SC274 IACS Int. 2015/Rev.1 2021). Further following interpretation provided by IACS UI SC 274 shall be followed: Where the prescriptive requirements within SOLAS and related Codes (IBC IGC) and the standards published by the International Electrotechnical Commission such as but not limited to IEC 60092-502:1999 are not aligned the prescriptive requirements in SOLAS and Codes take precedence and are to be applied. The differences revealed between the abovementioned documents are listed in Annex of SC 274.

40. Regulation II-1/46.2

Measures shall be taken TO THE SATISFACTION OF THE ADMINISTRATION to ensure that the equipment is functioning in a reliable manner and that satisfactory arrangements are made for regular inspections and routine tests to ensure continuous reliable operation.
GUIDANCE BY THE ADMINISTRATION: The following measures shall be considered:

- Survey by the Recognized Organization Follow regular engine watchkeeping checks and routines.
- Frequency of inspection and test shall be guided by OEM or standard vessel practice.
- Elements relating to UMS operation (including stand-by systems) shall be specifically part of PMS / ISM.

41. Regulation II-1/46.3
Every ship shall be provided with documentary evidence TO THE SATISFACTION OF THE ADMINISTRATION of its fitness to operate with periodically unattended machinery spaces.

GUIDANCE BY THE ADMINISTRATION: The vessel shall have a class certificate indicating the specific notations for operation with periodically unattended machinery spaces. Where the ship is not assigned such a notation, the documentary evidence proposed shall be submitted under the case-by-case procedure.

42. Regulation II-1/53 — Special requirements for machinery, boiler and electrical installations
The special requirements for the machinery boiler and electrical installations shall be TO THE SATISFACTION OF THE ADMINISTRATION and shall include at least the requirements of this Regulation.

GUIDANCE BY THE ADMINISTRATION: Machinery, boiler and electrical installations of ships fitted with periodically unattended machinery spaces shall comply with the published rules of a Recognized Organization authorized to assign the corresponding class notation. The applicability of the regulation shall be determined in accordance with IACS UI SC 14. Where the ship is not assigned such a notation, the arrangements shall be submitted under the case-by-case procedure.

Chapter II-2 Construction – Fire Protection, Fire Detection, and Fire Extinction

43. Regulation II-2/1.6.2.1
A liquid cargo with a flashpoint of less than 60°C for which a regular foam firefighting system complying with the Fire Safety Systems Code is not effective is considered to be a cargo introducing additional fire hazards in this context. The following additional measures are required:
The type of foam concentrates for use in chemical tankers shall be TO THE SATISFACTION OF THE ADMINISTRATION taking into account the guidelines developed by the Organization.

GUIDANCE BY THE ADMINISTRATION: The guidelines provided in MSC.1/Circ.1312 and Corr.1 shall be followed.

44. Regulation II-2/1.6.6
Chemical tankers and gas carriers shall comply with the requirements for tankers except where alternative and supplementary arrangements are provided TO THE SATISFACTION OF THE ADMINISTRATION having due regard to the provisions of the International Bulk Chemical Code and the International Gas Carrier Code as appropriate.

GUIDANCE BY THE ADMINISTRATION: Alternative and supplementary requirements specified in IBC Code and IGC Code shall be considered for Chemical tankers and gas carriers respectively. Any other alternative arrangement shall be considered on a case-by-case basis.

45. Regulation II-2/4.2.2.5.1
Oil fuel pipes and their valves and fittings shall be of steel or other approved material except that restricted use of flexible pipes shall be permissible in positions where the Administration is satisfied that they are necessary. Such flexible pipes and end attachments shall be of approved fire-resisting materials of adequate strength and shall be constructed TO THE SATISFACTION OF THE ADMINISTRATION. For valves fitted to oil fuel tanks and under static pressure steel or spheroidal-graphite cast iron may be accepted. However, ordinary cast iron valves may be used in piping systems where the design pressure is lower than 7 bar and the design temperature is below 60°C.

GUIDANCE BY THE ADMINISTRATION: The use of a flexible hose shall be permitted where it is necessary to accommodate relative movement between the machinery and the fixed piping. Flexible pipes and end attachments shall be of approved fire-resisting materials in accordance with ISO15540:1999 Fire resistance of Hose Assemblies - test methods and ISO15541:1999 Fire resistance of hose assemblies.

46. Regulation II-2/4.5.1.4 In combination carriers only:
4. Where cargo wing tanks are provided cargo oil lines below deck shall be installed inside these tanks. However, the Administration may permit cargo oil lines to be placed in special ducts provided these are capable of being adequately cleaned and ventilated TO THE SATISFACTION OF THE ADMINISTRATION. Where cargo wing tanks are not provided cargo oil lines below deck shall be placed in special ducts.

GUIDANCE BY THE ADMINISTRATION: The arrangement shall be considered on a case-by-case basis taking into account following requirements of IACS UR F26. Pipe ducts in the double bottom shall comply with the following requirements:

(i) They should not communicate with the engine room.
(ii) Provision shall be made for at least two exits to the open deck arranged at a maximum distance from each other. One of these exits fitted with a watertight closure may lead to the cargo pump room.

(iii) In the duct, provision shall be made for adequate mechanical ventilation.

47. Regulation II-2/4.5.3.3

The venting system shall be provided with devices to prevent the passage of flame into the cargo tanks. The design, testing, and locating of these devices shall comply with the requirements established by the ADMINISTRATION based on the guidelines developed by the Organization. Ullage openings shall not be used for pressure equalization. They shall be provided with selfclosing and tightly sealing covers. Flame arresters and screens are not permitted in these openings.

GUIDANCE BY THE ADMINISTRATION: The Revised standards for the design, testing and locating of devices to prevent the passage of flame into cargo tanks in tankers (MSC/Circ.677), as amended by MSC/Circ.1009 and MSC.1/Circ.1324, and the Revised factors to be taken into consideration when designing cargo tank venting and gas-freeing arrangements (MSC/Circ.731) shall be applied. For devices installed on or after 4 December 2026, MSC.1/Circ.677/Rev.1 applies and supersedes MSC/Circ.677 as so amended.

48. Regulation II-2/4.5.5.2.1

The requirements for inert gas systems contained in the Fire Safety Systems Code need not be applied to chemical tankers constructed before 1 January 2016, including those constructed before. July 2012, and all gas carriers:

1. when carrying cargoes described in regulation 1.6.1, provided that they comply with the requirements for inert gas systems on chemical tankers established by the Administration, based on the guidelines developed by the Organization.

GUIDANCE BY THE ADMINISTRATION: The regulation for inert gas system on chemical tankers adopted by IMO by resolution A.567(14) and Corr.1 shall be followed.

49. Regulation II-2/4.5.6.3

The arrangements for inserting, purging or gas-freeing of empty tanks as required in paragraph 5.5.3.1 shall be TO THE SATISFACTION OF THE ADMINISTRATION and shall be such that the accumulation of hydrocarbon vapours in pockets formed by the internal structural members in a tank is minimized and that:

1. on individual cargo tanks, the gas outlet pipe, if fitted, shall be positioned as far as practicable from the inert gas/air inlet and in accordance with paragraph 5.3 and regulation 11.6. The inlet of such outlet pipes may be located either at deck level or at not more than 1 m above the bottom of the tank;

2. the cross-sectional area of such gas outlet pipe referred to in paragraph 5.6.3.1 shall be such that an exit velocity of at least 20 m/s can be maintained when any three tanks are being simultaneously supplied with inert gas. Their outlets shall extend not less than 2 m above deck level; and

3. each gas outlet referred to in paragraph 5.6.3.2 shall be fitted with suitable blanking arrangements.

GUIDANCE BY THE ADMINISTRATION: The following interpretation provided in MSC/Circ.1120 shall be followed

1. The outlets mentioned in regulation 4.5.6.1 should be located in compliance with regulation 4.5.3.4.1.3 as far as the horizontal distance is concerned.

2. Refer to MSC/Circ.677, as amended by MSC/Circ.1009 and MSC.1/Circ.1324 - Revised standards for the design, testing and locating of devices to prevent the passage of flame into cargo tanks in oil tankers - and, for devices installed on or after 4 December 2026, to MSC.1/Circ.677/Rev.1, and to MSC/Circ.731 - Revised factors to be taken into consideration when designing cargo tank venting and gas freeing arrangements.

50. Regulation II-2/5.2.2.5

In passenger ships, the controls required in paragraphs 2.2.1 to 2.2.4 and in regulations 8.3.3 and 9.5.2.3 and the controls for any required fire-extinguishing system shall be situated at one control position or grouped in as few positions as possible TO THE SATISFACTION OF THE ADMINISTRATION. Such positions shall have a safe access from the open deck.

GUIDANCE BY THE ADMINISTRATION: The proposal shall be considered on case-by-case basis taking into consideration of safe access from the open deck

51. Regulation II-2/7.3.2
The function of fixed fire detection and fire alarm systems shall be periodically tested to the satisfaction of the

Administration by means of equipment producing hot air at the appropriate temperature, or smoke or aerosol particles having the appropriate range of density or particle size, or other phenomena associated with incipient fires to which the detector is designed to respond.

GUIDANCE BY THE ADMINISTRATION: Testing equipment shall be in accordance with the manufacturer's recommendations/instructions.
The function of fixed fire detection and fire alarm systems required by the relevant regulations of this chapter shall be tested under varying conditions of ventilation after installation

52. Regulation II-2/7.6
A fixed fire detection and fire alarm system or a sample extraction smoke detection system shall be provided in any cargo space which, in the opinion of the Administration, is not accessible, except where it is shown TO THE SATISFACTION OF THE ADMINISTRATION that the ship is engaged on voyages of such short duration that it would be unreasonable to apply this requirement

GUIDANCE BY THE ADMINISTRATION: The proposal shall be considered on case-by-case basis taking into account size and service condition of the ship.

53. Regulation II-2/8.3.4

3.4 In passenger ships, the controls required by paragraph.
3.3 shall be situated at one control position or grouped in as few positions as possible to the satisfaction of the ADMINISTRATION. Such positions shall have a safe access from the open deck

GUIDANCE BY THE ADMINISTRATION: The proposal shall be considered on case-by-case basis taking into consideration of safe access from the open deck.

54. Regulation II-2/9.2.2.3.1.

In addition to complying with the specific provisions for fire integrity of bulkheads and decks of passenger ships, the minimum fire integrity of all bulkheads and decks shall be as prescribed in Tables 9.1 and 9.2. Where, due to any particular structural arrangements in the ship, difficulty is experienced in determining from the tables the minimum fire integrity value of any divisions, such values shall be determined TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The proposal shall be considered on a case-by-case basis

54A. Regulation II-2/9.2.2.4.4 — External boundaries of passenger ships not required to have “A” class integrity

External boundaries required by regulation II-2/11.2 to be of steel or equivalent material may be pierced for windows and sidescuttles where “A” class integrity is not required. Doors in those boundaries may be constructed of materials TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: Doors shall be constructed of steel or of a non-combustible material which, by itself or with the insulation provided, has structural and integrity properties equivalent to steel at the end of the applicable standard fire test. Where material other than steel is proposed, the fire-test evidence shall be submitted under the case-by-case procedure.

54B. Regulations II-2/9.2.3.3.4 and II-2/9.2.4.2.4 — Doors in external boundaries of cargo ships and tankers

Doors in the external boundaries of superstructures and deckhouses specified in these regulations shall be constructed of steel or other equivalent material TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: Steel doors are accepted without further reference. A proposed equivalent material shall be non-combustible and shall provide structural and integrity performance equivalent to steel under the applicable standard fire test. The proposal and supporting test report shall be submitted under the case-by-case procedure.

54C. Regulation II-2/9.5.2.4 — Protection of openings in machinery-space boundaries

In passenger ships, the means of control required by regulation II-2/9.5.2.3 and the controls for any required fire-extinguishing system shall be situated at one control position or grouped in as few positions as possible TO THE SATISFACTION OF THE ADMINISTRATION. Such positions shall have safe access from the open deck.

GUIDANCE BY THE ADMINISTRATION: The controls shall be grouped at a readily accessible position outside the machinery space, with safe access from the open deck, so that ventilation openings, doors, fans and the fixed fire-extinguishing system can be operated without entering the protected space. Any alternative arrangement shall be submitted under the case-by-case procedure.

54D. Regulation II-2/10.2.1.2.2.1 — Ready availability of water supply in cargo ships

In cargo ships, the arrangements for the ready availability of water supply shall be TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The arrangement shall comply with the published rules of a Recognized Organization authorized by the Administration and the applicable requirements of the Fire Safety Systems Code. It shall ensure prompt delivery of fire-fighting water. For a periodically unattended machinery space, or where only one person is required on watch, at least one main fire pump shall be capable of remote starting from the navigation bridge and fire control station, where provided, unless the fire main is permanently pressurized. Any alternative arrangement shall be submitted under the case-by-case procedure.

55. Regulation II-2/10.7.1.2

Where it is shown TO THE SATISFACTION OF THE ADMINISTRATION that a passenger ship is engaged on voyages of such short duration that it would be unreasonable to apply the requirements of paragraph 7.1.1 and also in ships of less than 1,000 gross tonnage, the arrangements in cargo spaces shall be TO THE SATISFACTION OF THE ADMINISTRATION , provided that the ship is fitted with steel hatch covers and effective means of closing all ventilators and other openings leading to the cargo spaces.

GUIDANCE BY THE ADMINISTRATION: The proposal may be considered on case-by-case basis taking into account size and service condition of the vessel.

56. Regulation II-2/10.7.3.2.4

The operational performance of each mobile water monitor shall be tested during initial survey on board the ship TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The test shall verify that:

1. the mobile water monitor can be securely fixed to the ship structure ensuring safe and effective operation; and
2. the mobile water monitor jet reaches the top tier of containers with all required monitors and water jets from fire hoses operated simultaneously.

57. Regulation II-2/13.3.1.4

If a radiotelegraph station has no direct access to the open deck, two means of escape from or access to, the station shall be provided, one of which may be a porthole or window of sufficient size or other means TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The clear opening size shall be of 600mm X 600 mm.

58. Regulation II-2/13.3.2.6.2

Escape doors from public spaces that are normally latched shall be fitted with a means of quick release. Such means shall consist of a door-latching mechanism incorporating a device that releases the latch upon the application of a force in the direction of escape flow. Quick release mechanisms shall be designed and installed TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The design and installation shall be in compliance with the published rules of the Recognized Organization and shall take into account following requirements of SOLAS II-2/13.3.2.6.2:
Quick release mechanisms shall be designed and installed TO THE SATISFACTION OF THE ADMINISTRATION and, in particular:

1. consist of bars or panels, the actuating portion of which extends across at least one-half of the width of the door leaf, at least 760 mm and not more than 1120 mm above the deck;
2. cause the latch to release when a force not exceeding 67 N is applied; and
3. not be equipped with any locking device, set screw or other arrangement that prevents the release of the latch when pressure is applied to the releasing device.

59. Regulation II-2/13.5.1

In special category and open ro-ro spaces to which any passengers carried can have access, the number and locations of the means of escape both below and above the bulkhead deck shall be to the satisfaction of the
Administration and, in general, the safety of access to the embarkation deck shall be at least equivalent to that provided for under paragraphs 3.2.1.1, 3.2.2, 3.2.4.1 and 3.2.4.2. Such spaces shall be provided with designated walkways to the means of escape with a breadth of at least 600 mm. The parking arrangements for the vehicles shall maintain the walkways clear at all times.

GUIDANCE BY THE ADMINISTRATION: The arrangement shall be considered on case-by-case basis taking into account requirements under paragraphs 3.2.1.1, 3.2.2, 3.2.4.1 and 3.2.4.2 of SOLAS II2/13.

60. Regulation II-2/19.3.1.2

The quantity of water delivered shall be capable of supplying four nozzles of a size and at pressures as specified in regulation 10.2, capable of being trained on any part of the cargo space when empty. This amount of water may be applied by equivalent means TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The following interpretation provided in IMO MSC/Circ.1120 shall be followed:
The number and position of hydrants should be such that at least two of the required four jets of water, when supplied by single lengths of hose, may reach any part of the cargo space when empty; and all four jets of water, each supplied by single lengths of hose may reach any part of ro-ro cargo spaces.

61. Regulation II-2/20. 4.1

Except as provided in paragraph 4.3.1, there shall be provided a fixed fire detection and fire alarm system complying with the requirements of the Fire Safety Systems Code. The fixed fire detection system shall be capable of rapidly detecting the onset of fire. The type of detectors and their spacing and location shall be TO THE SATISFACTION OF THE ADMINISTRATION taking into account the effects of ventilation and other relevant factors. After being installed the system shall be tested under normal ventilation

conditions and shall give an overall response time TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: A fixed fire detection and fire alarm system shall comply with the requirements of the Fire Safety Systems Code. Additionally, the requirements contained in para.2 of MSC.1/Circ.1615 shall be applied.

Chapter III – Life-Saving Appliances and Arrangements

62. Regulation III/4.3 Before giving approval to life-saving appliances and arrangements, the Administration shall ensure that such lifesaving appliances and arrangements:

1. …
2. have successfully undergone, TO THE SATISFACTION OF THE ADMINISTRATION, tests which are substantially equivalent to those specified in those recommendations.

GUIDANCE BY THE ADMINISTRATION: The proposal for testing standard equivalent to "Recommendation on Testing of Life-Saving Appliances adopted by the Organization by resolution A.689(17). For life-saving appliances installed on board on or after 1 July 1999, refer to the Revised Recommendations on testing of life-saving appliances adopted by the Maritime Safety Committee of the Organization by resolution MSC. 81(70)" shall be considered on case-by-case basis.

63. Regulation III/4.6

Life-saving appliances required by this chapter for which detailed specifications are not included in the Code shall be TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: Life-saving appliances for which detailed specifications are not included in the LSA Code shall meet a recognized national or international standard. The proposed standard, together with evidence of testing against it, shall be submitted through the Recognized Organization to DGPS under the case-by-case procedure for prior written approval.

64. Regulation III/7. 2.2

Lifejackets shall be so placed as to be readily accessible and their position shall be plainly indicated. Where, due to the particular arrangements of the ship, the lifejackets provided in compliance with the requirements of paragraph 2.1 may become inaccessible, alternative provisions shall be made TO THE SATISFACTION OF THE ADMINISTRATION which may include an increase in the number of Lifejackets to be carried.

GUIDANCE BY THE ADMINISTRATION: The proposal shall be considered on a case-by-case basis.

Chapter IV – Radio Communication

65. Regulation IV/16.1

Every ship shall carry personnel qualified for distress, urgency and safety communications purposes TO THE SATISFACTION OF THE ADMINISTRATION. The personnel shall be holders of the appropriate certificates specified in the Radio Regulations; one of the personnel shall be designated as having primary responsibility for communications during distress incidents.

GUIDANCE BY THE ADMINISTRATION: Personnel qualified for distress, urgency and safety communications shall hold a valid GMDSS General Operator's Certificate with STCW endorsement. For ships operating exclusively within sea area A1, a valid GMDSS Restricted Operator's Certificate with STCW endorsement is accepted.

66. Regulation IV/17

A record shall be kept on board, TO THE SATISFACTION OF THE ADMINISTRATION and as required by the Radio Regulations, of all incidents connected with the radiocommunication services which appear to be of importance to the safety of life at sea.

GUIDANCE BY THE ADMINISTRATION: The GMDSS logbook shall be maintained and entries could include the following:

a) records of communications relating to distress, urgency and safety traffic, records of important incidents connected with the radio service, regular positions of the ship,
b) results of tests (daily, weekly and monthly) carried out on the radio equipment
c) Records in the GMDSS radio logbook shall be retained on board for not less than three years.

Chapter V – Safety of Navigation

67. Regulation V/23 — Pilot transfer arrangements

Part A — Until 31 December 2027

Regulation V/23.3.3: Safe and convenient access to, and egress from, the ship shall be provided by either: .1 a pilot ladder requiring a climb of not less than 1.5 m and not more than 9 m above the surface of the water so positioned and secured that: .2 each step rests firmly against the ship's side; where constructional features, such as rubbing bands, would prevent the implementation of this provision, special arrangements shall, TO THE SATISFACTION OF THE ADMINISTRATION, be made to ensure that persons are able to embark and disembark safely.

GUIDANCE BY THE ADMINISTRATION: Until 31 December 2027, the requirement specified in paragraph 6 of IMO resolution A.1045(27) shall be followed. Where rubbing bands or other constructional features might prevent the safe approach of a pilot boat, these should be cut back to provide at least 6 metres of unobstructed ship's side. Specialised offshore ships of less than 90 m, or other similar ships of less than 90 m, for which a 6 m gap in the rubbing bands would not be practicable, as determined by the Administration, need not comply with this requirement; in such a case other appropriate measures shall be taken to ensure that persons are able to embark and disembark safely. Any proposal for such other measures shall be submitted through the Recognized Organization to DGPS for prior written approval.

Part B — From 1 January 2028

Regulation V/23 has been comprehensively revised by resolution MSC.572(110), and mandatory Performance Standards for Pilot Transfer Arrangements have been adopted by resolution MSC.576(110). All technical requirements formerly contained in regulation V/23 have been

relocated to the Performance Standards, the amended regulation being confined to scope and compliance timelines. Accordingly:

.1 Pilot transfer arrangements installed on or after 1 January 2028 shall be designed, manufactured, constructed, secured and installed in accordance with the introduction and parts A, B and C of the Performance Standards.

.2 All pilot transfer arrangements, irrespective of the date of installation, shall from 1 January 2028 be stowed, maintained, inspected and replaced, and the crew familiarised, in accordance with parts D and E of the Performance Standards. Arrangements installed before 1 January 2028 shall comply not later than the first survey on or after 1 January 2029.

.3 "Installed on or after 1 January 2028" means a contractual delivery date for the pilot transfer arrangement to the ship or, in the absence of a contractual delivery date, the actual delivery date of the arrangement to the ship, on or after 1 January 2028.

GUIDANCE BY THE ADMINISTRATION:

(a) From 1 January 2028, special arrangements required to the satisfaction of the Administration where constructional features prevent each step from resting firmly against the ship's side shall be determined in accordance with the corresponding provision of the Performance Standards adopted by resolution MSC.576(110). Proposals shall in every case be submitted through the Recognized Organization to DGPS for prior written approval.

(b) MSC.1/Circ.1428/Rev.1 (Required pilot transfer arrangements for pilots and other personnel) supersedes MSC.1/Circ.1428. The revised poster shall be displayed on board and shall be used as the reference for the arrangement rigged.

(c) The Administration encourages voluntary early implementation of the amendments to regulation V/23 in accordance with MSC.1/Circ.1690. Ships electing early implementation shall notify the Recognized Organization, which shall record the fact in the survey report.

(d) Resolutions A.1045(27) and A.1108(29) are to be revoked with effect from 1 April 2030. With effect from that date, any reference in this Circular to those resolutions shall be read as a reference to the Performance Standards adopted by resolution MSC.576(110).

(e) The Performance Standards adopted by resolution MSC.576(110) shall be applied as amended from the date any amendment takes effect.

Chapter VI – Safety of Cargoes

68. Regulation VI/3.1

When transporting a solid bulk cargo which is liable to emit a toxic or flammable gas, or cause oxygen depletion in the cargo space, an appropriate instrument for measuring the concentration of gas or oxygen in the air shall be provided together with detailed instructions for its use. Such an instrument shall be TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The instrument for measuring the concentration of gas or oxygen in the air shall be in compliance with recognized national / international standard (e.g., ISO 19891-1:2017, IEC 62990-1:2019).

69. Regulation VI/6.1

Prior to loading a solid bulk cargo, the master shall be in possession of comprehensive information on the ship's stability and on the distribution of cargo for the standard loading conditions. The method of providing such information shall be TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The requirement of SOLAS - II-1/5–1 shall be applied. Further, the following provisions of regulation 7 of IMSBC Code Part B -Special provisions for solid bulk cargoes (Loading, unloading and stowage of solid bulk cargoes) shall be followed

2. To enable the master to prevent excessive stresses in the ship's structure, the ship shall be provided with a booklet, which shall be written in a language with which the ship's officers responsible for cargo operations are familiar. If this language is not English, the ship shall be provided with a booklet written also in the English language. The booklet shall, as a minimum, include:

1. stability data, as required by Solas regulation II-1/5-1;
2. ballasting and de-ballasting rates and capacities;
3. maximum allowable load per unit surface area of the tank top plating;
4. maximum allowable load per hold;
5. ship's structure including any limitations on the most adverse operating conditions during loading, unloading, ballasting operations and the voyage;
6. any special restrictions such as limitations on the most adverse operating conditions imposed by the Administration or organization recognized by it, if applicable; and
7. Where strength calculations are required, maximum permissible forces and moments on the ship's hull during loading, unloading and the voyage.

70. Regulation VI/9.2

A ship without such a document shall not load grain until the master satisfies the Administration, or the Contracting Government of the port of loading on behalf of the Administration, that the ship will comply with the requirements of the International Grain Code in its proposed loaded condition.

GUIDANCE BY THE ADMINISTRATION: The International Grain Code shall be followed.

Annexure II

International Convention on Load Lines, 1966, as amended

Guidance on implementation of requirements which contain references

"TO THE SATISFACTION OF THE ADMINISTRATION" or "to be specified by the Administration"

Regulation 1.1

The Administration shall satisfy itself that the general structural strength of the ship is adequate for the draught corresponding to the freeboard assigned.

GUIDANCE BY THE ADMINISTRATION: The relevant rules of Assigning Authority shall be followed.

Regulation 1.2

A ship which is designed, constructed and maintained in compliance with the appropriate requirements of an organization, including a classification society, which is recognized by the Administration or with applicable national standards of the Administration in accordance with the provisions of regulation 2-1, may be considered to provide an acceptable level of strength. The above provisions shall apply to all structures, equipment and fittings covered by this annex for which standards for strength and construction are not expressly provided.

GUIDANCE BY THE ADMINISTRATION: The relevant rules of Assigning Authority shall be followed.

Regulation 1.3 (a)

Ships constructed before 1 July 2010 shall comply with an intact stability standard acceptable to the Administration.

GUIDANCE BY THE ADMINISTRATION: Refer IMO Resolution A 749 (18), as amended by MSC Resolution 75 (69) for Ships constructed before 1 July 2010.

Regulation 2.3

Ships designed to carry sail, whether as the sole means of propulsion or as a supplementary means, and tugs, shall be assigned freeboards in accordance with the provisions of regulations 1 to 40, inclusive. Additional freeboard may be required as determined by the Administration.

GUIDANCE BY THE ADMINISTRATION: This will be decided on a case-by-case basis by the Flag Administration.

Regulation 2.4

Ships of wood or of composite construction, or of other materials the use of which the Administration has approved, or ships whose constructional features are such as to render the application of the provisions of this Annex unreasonable or impracticable, shall be assigned freeboards as determined by the Administration.

GUIDANCE BY THE ADMINISTRATION: This will be decided on a case-by-case basis by the Flag Administration.

Regulation 2.5

Regulations 10 to 26, inclusive, shall apply to every ship to which a minimum freeboard is assigned. Relaxations from these requirements may be granted to a ship to which a greater than minimum freeboard is assigned, on condition that the Administration is satisfied with the safety conditions provided.

GUIDANCE BY THE ADMINISTRATION: The interpretation provided in IACS UI LL.51 Rev 2 shall be followed.

Regulation 8

The ring, lines and letters shall be painted in white or yellow on a dark ground or in black on a light ground. They shall also be permanently marked on the sides of the ships TO THE SATISFACTION OF THE ADMINISTRATION. The marks shall be plainly visible and, if necessary, special arrangements shall be made for this purpose.

GUIDANCE BY THE ADMINISTRATION: The interpretation provided in IACS UI LL4 shall be followed. Also, follow Rule 21 of MS (Load Line) Rules.

Regulation 10.1

The master of every new ship shall be supplied with information to arrange for the loading and ballasting of his ship in such a way as to avoid the creation of any unacceptable stresses in the ship's structure, provided that this requirement
need not apply to any particular length, design or class of ship where the Administration considers it to be unnecessary.

GUIDANCE BY THE ADMINISTRATION: The requirements provided by IACS UR S1 shall be followed. Also, follow the relevant rules & requirements of Assigning Authority.

Regulation 10.2

Information shall be provided to the master in a form that is approved by the Administration or a recognized organization. Stability information and loading information also related to ship strength when required under paragraph (1), shall be carried on board at all times together with evidence that the information has been approved by the Administration.

GUIDANCE BY THE ADMINISTRATION: For ships built on or after 1 July 2010, requirements provided in the 2008 Intact Stability (IS) Code shall be followed.
For ships built before 1 July 2010, requirements provided in IMO Resolution A 749 (18), as amended by MSC Resolution 75 (69) shall be followed.

Regulation 11

Bulkheads at exposed ends of enclosed superstructures shall be of an acceptable level of strength.

GUIDANCE BY THE ADMINISTRATION: The relevant rules of Assigning Authority shall be followed.

Regulation 12 (2)
Unless otherwise permitted by the administration, doors shall open outwards to provide additional security against the impact of the sea.

GUIDANCE BY THE ADMINISTRATION: The Flag Administration will only permit deviation from this standard in specific circumstances of practical need, determined on a case-by-case basis by the Assigning Authority, and only if satisfied that an equivalent level of safety to an outward-opening door is achieved. Where, in exceptional circumstances, the doors are permitted to open inwards, the framing of the door panel and the securing arrangements of the door will be specifically considered.
Based on the above, the Assigning Authority has to forward the details to the Flag Administration for final acceptance.

Regulation 14.1

The construction and means for securing the weather tightness of cargo and other hatchways in positions 1 and 2 shall be at least equivalent to the requirements of regulation 16, unless the application of regulation 15 to such hatchways is granted by the Administration.

GUIDANCE BY THE ADMINISTRATION: This will be decided on a case-by-case basis by the Administration.

Regulation 14.2

Coamings and hatchway cover to exposed hatchways on decks above the superstructure deck shall comply with the requirements of the Administration.

GUIDANCE BY THE ADMINISTRATION: The Flag Administration requirement in this context is that such coamings and hatchway covers shall comply with the requirements of the Assigning Authority, taking into account their position as defined in Annex I regulation 13 (in association with its Unified Interpretation (ref. IMO MSC.1/Circ.1535)).

Regulation 14-1.2

In the case of hatchways which comply with regulation 16(2) through (5), the height of these coamings may be reduced, or the coamings omitted entirely, on condition that the Administration is satisfied that the safety of the ship is not thereby impaired in any sea conditions.

GUIDANCE BY THE ADMINISTRATION: Refer to Note in IMO MSC.1/Circ.1535
"Note: Flush bolted access covers, which are of substantial construction and are secured by gaskets and closely spaced bolts to maintain water tightness, are not subject to the minimum sill height requirements."

Coamings of reduced height may be accepted provided that they can withstand the wave loadings in regulations 16(2) through (4) and not exceed the stress levels in 16(5); in other words, they should be at least as strong and seaworthy as the hatch covers, they support. Coamings may be omitted entirely provided that the hatch covers and securing arrangements are tested for weather tightness in any sea condition and additionally the following Notice is to be fixed on the hatch: "NOT TO BE OPENED AT SEA".

For escape hatches coamings may be reduced based on specific circumstances of practical need, determined on a case-by-case basis.

Based on the above, the Assigning Authority has to forward the details to the Flag Administration for the final acceptance.

Regulation 15.7

The strength and stiffness of covers made of materials other than mild steel shall be equivalent to those of mild steel TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The relevant rules of Assigning Authority shall be followed.

Regulation 16.1

All hatchways in position 1 and 2 shall be fitted with hatch covers of steel or other equivalent material. Except as provided in regulation 14(2), such covers shall be weathertight and fitted with gaskets and clamping devices. The means for securing and maintaining weathertightness shall be TO THE SATISFACTION OF THE ADMINISTRATION. The arrangements shall ensure that the tightness can be maintained in any sea conditions, and for this purpose tests for tightness shall be required at the initial survey, and may be required at renewal and annual surveys or at more frequent intervals.

GUIDANCE BY THE ADMINISTRATION: This will be decided on a case-by-case basis by the Assigning Authority following IACS Recommendation 14. A test of weathertightness should be carried out in accordance with Recommendation 14 at the installation of the hatch and at the subsequent periodical surveys or after substantial repairs.

Regulation 16.6

The means for securing and maintaining weathertightness by other means than gaskets and clamping shall be TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: This will be decided on a case-by-case basis by the Assigning Authority following IACS Recommendation 14. A test of weathertightness should be carried out in accordance with Recommendation 14 at the installation of the hatch and at the subsequent periodical surveys or after substantial repairs.

Regulation 17.4

Where due to ship size and arrangement this is not practicable, lesser heights for machinery space and emergency generator room ventilator coamings, fitted with weathertight closing appliances in accordance with regulation 19(4), may be permitted by the Administration in combination with other suitable arrangements to ensure an uninterrupted, adequate supply of ventilation to these spaces.

GUIDANCE BY THE ADMINISTRATION: This will be decided on a case-by-case basis. A lower height may be accepted subject to the provision of weathertight closing appliances along with suitable arrangements to ensure an uninterrupted, adequate supply of ventilation to these spaces and other relevant circumstances justify it.

Also refer to MSC.1/Circ.1537/Rev.1, sec 2.3.

Based on the above, the Assigning Authority has to forward the details to the Flag Administration for the final acceptance.

Regulation 19.3

Ventilators in position 1 the coamings of which extend to more than 4.5 m above the deck, and in position 2 the coamings of which extend to more than 2.3 m above the deck, need not be fitted with closing arrangements unless specifically required by the Administration.

GUIDANCE BY THE ADMINISTRATION: This will be decided on a case-by-case basis by the Assigning Authority. Closing appliances need not be fitted unless the fitting of such an appliance is considered necessary by the Assigning Authority in order to provide adequate protection.

See also SOLAS Chapter II-2 Regulation 5 regarding closing appliances for ventilation systems

Regulation 19.5

In exposed positions, the height of coamings may be required to be increased TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: Where the coaming for any ventilator referred to in regulation 19(1) is situated in a position in which it will be specially exposed to weather and sea, the height of the coaming should be increased by such an amount as is necessary to provide adequate protection having regard to its position. This will be decided on a case-by-case basis by the Assigning Authority.

Regulation 20.2

Where these heights may interfere with the working of the ship, a lower height may be approved, provided that the Administration is satisfied that the closing arrangements and other circumstances justify a lower height.

GUIDANCE BY THE ADMINISTRATION: The heights may be reduced if:

a) the working of the ship would be unreasonably impaired if those heights were adhered to;

b) the closing arrangements will ensure that the lower height is adequately compensated.

Based on the above, the Assigning Authority has to forward the details to the Flag Administration for the final acceptance.

Regulation 21.1

Cargo ports and other similar openings in the sides of ships below the freeboard deck shall be fitted with doors so designed as to ensure the same watertightness and structural integrity as the surrounding shell plating. Unless otherwise granted by the Administration, these openings shall open outwards. The number of such openings shall be the minimum compatible with the design and proper working of the ship.

GUIDANCE BY THE ADMINISTRATION: This will be decided on a case-by-case basis by the Flag Administration, but variation will only be permitted in exceptional circumstances.

Regulation 21.2

Unless otherwise permitted by the Administration, the lower edge of openings referred to in paragraph (1) shall not be below a line drawn parallel to the freeboard deck at the side, which is at its lowest point at least 230 mm above the upper edge of the uppermost load line.

GUIDANCE BY THE ADMINISTRATION: This will be decided on a case-by-case basis by the Flag Administration, but variation will only be permitted in exceptional circumstances.

Regulation 21.5

Arrangements for bow doors and their inner doors, side doors and stern doors and their securing shall comply with the requirements of a recognized organization, or with the applicable national standards of the Administration which provide an equivalent level of safety.

GUIDANCE BY THE ADMINISTRATION: The requirements provided in IACS SC 220 shall be followed.

Regulation 22.6

All valves and shell fittings required by this Regulation shall be of steel, bronze or other approved ductile material. Valves of ordinary cast iron or similar material are not acceptable. All pipes to which this Regulation refers shall be of steel or other equivalent material TO THE SATISFACTION OF THE

ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The requirements provided in IACS UR P2 and IACS UI LL11 shall be followed.

Regulation 25.2

Guard rails or bulwarks shall be fitted around all exposed decks. The height of the bulwarks or guard rails shall be at least 1 m from the deck, provided that where this height would interfere with the normal operation of the ship, a lesser height may be approved if the Administration is satisfied that adequate protection is provided.

GUIDANCE BY THE ADMINISTRATION:

(a) A request for guard rails or bulwarks of a height less than 1 m shall be determined on a case-by-case basis by the Flag Administration. The Assigning Authority shall forward to DGPS the proposal together with the arrangement drawing, a statement of the operational necessity relied upon, and a technical justification demonstrating that adequate protection is provided by the alternative arrangement, for final acceptance.

(b) A lesser height shall not be approved on grounds of convenience or cost alone. The compensating arrangements relied upon, whether additional courses of rails, closer stanchion spacing, permanent handholds or restricted access provisions, shall be recorded on the arrangement drawing.

(c) The approval issued by DGPS shall record the location, the approved height and the compensating arrangements, and shall be retained with the ship's Load Line file.

(d) Amendments to Annex B of the 1988 Load Lines Protocol concerning guard rails and bulwarks shall be applied from the date on which they take effect.

Regulation 27(13)(f)

The Administration is satisfied that the stability is sufficient during the intermediate stages of flooding.

GUIDANCE BY THE ADMINISTRATION: This will be assessed by the Assigning Authority. Also refer to MSC.1/Circ.1461.

Regulation 28.1

Freeboards at intermediate lengths of ship shall be obtained by linear interpolation. Ships above 365 meters in length shall be dealt with by the Administration.

GUIDANCE BY THE ADMINISTRATION: The interpretation provided in IACS UI LL 18 shall be followed.

Regulation 39.3

Ships which, to suit exceptional operational requirements, cannot meet the requirements of paragraphs (1) and (2) of this Regulation may be given special consideration by the Administration.

GUIDANCE BY THE ADMINISTRATION: This will be decided on a case-by-case basis by the flag Administration.

Regulation 44(6)

Timber deck cargo shall be effectively secured throughout its length by a lashing system acceptable to the Administration for the character of the timber carried.

GUIDANCE BY THE ADMINISTRATION: The Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011 (2011 TDC Code), adopted by resolution A.1048(27), which revoked resolution A.715(17), shall be applied. A cargo securing manual approved under the Code adopted by resolution A.715(17) may remain valid.

Regulation 44(9)

Where the requirements prescribed in paragraph (8) are impracticable, alternative arrangements satisfactory to the Administration shall be used.

GUIDANCE BY THE ADMINISTRATION: This will be decided on a case-by-case basis by the flag Administration.

Annexure III
MARPOL 73/78, as amended

Guidance on implementation of requirements which contain references "TO THE SATISFACTION OF THE ADMINISTRATION" or "to be specified by the Administration"

Annex I – Regulations for the Prevention of Pollution by Oil

Chapter 3/14.3

Ships, such as hotel ships, storage vessels, etc., which are stationary except for non cargo-carrying relocation voyages need not be provided with oil filtering equipment. Such ships shall be provided with a holding tank having a volume adequate, TO THE SATISFACTION OF THE ADMINISTRATION, for the total retention on board of the oily bilge water. All oily bilge water shall be retained on board for subsequent discharge to reception facilities.

The following guidance provided in paragraph 8.2 of MEPC.1/CIRC.642 [2008 Revised guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system (IBTS)], for the capacity of bilge holding tank, shall be followed

Main engine rating (kW)	Capacity (m^3)
up to 1,000	4
Above 1,000 up to 20,000	P/250
Above 20,000	40+P/500

Where: P = main engine rating in kW.

GUIDANCE BY THE ADMINISTRATION: The lesser capacity may be accepted on case-by-case basis depending on the operating profile of the vessel.

Chapter 3/14.5

The Administration may waive the requirements of paragraphs 1 and 2 of this regulation for:

3. with regard to the provision of subparagraphs .1 and .2 above, the following conditions shall be complied with:
1. the ship is fitted with a holding tank having a volume adequate, TO THE SATISFACTION OF THE ADMINISTRATION, for the total retention on board of the oily bilge water

GUIDANCE BY THE ADMINISTRATION: The following guidance provided in paragraph 8.2 of MEPC.1/CIRC.642 [2008 Revised guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system (IBTS)], for the capacity of bilge holding tank, shall be followed

Main engine rating (kW)	capacity (m^3)
up to 1,000	4
Above 1,000 up to 20,000	P/250
Above 20,000	40+P/500

Where: P = main engine rating in kW.
The lesser capacity may be accepted on a case-by-case basis depending on the operating profile of the vessel.

Supplementary guidance by the Administration applicable to Chapter 3/14.3 and Chapter 3/14.5:

(a) The capacity of the bilge holding tank shall continue to be determined in accordance with paragraph 8.2 of MEPC.1/Circ.642. A capacity less than that derived from the formula may be accepted on a case-by-case basis, having regard to the operating profile of the vessel, the trading pattern and the availability of reception facilities. The proposal shall be submitted through the Recognized Organization to DGPS and shall state the basis on which the reduced capacity is considered adequate.

(b) Acceptance of a reduced capacity shall be recorded in writing and a copy retained on board with the Oil Record Book.

(c) MEPC.1/Circ.642 applies in full. Any instrument amending or replacing it shall be applied from the date on which it takes effect.

Chapter 4/18.5

Notwithstanding the provisions of paragraph 2 of this regulation, the segregated ballast conditions for oil tankers less than 150 meters in length shall be TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The unified interpretations of Annex I of MARPOL 73/78 for Regulation 18.5, shall be followed:
Segregated ballast conditions for oil tankers less than 150 metres in length:

1. In determining the minimum draught and trim of oil tankers less than 150 metres in length to be qualified as SBT oil tankers, the Administration should follow the guidance set out in Appendix 1.

2. The formulae set out in Appendix 1 replace those set out in Regulation 18.2, and these oil tankers should also comply with the conditions laid down in Regulations 18.3 and 18.4 in order to qualify as SBT oil tankers.

Chapter 4/18.8.2

The arrangements and operational procedures for dedicated clean ballast tanks shall comply with the REQUIREMENTS ESTABLISHED BY THE ADMINISTRATION. Such requirements shall contain at least all the provisions of the revised Specifications for Oil Tankers with Dedicated Clean Ballast Tanks adopted by the Organization by resolution A.495(XII)

GUIDANCE BY THE ADMINISTRATION: The arrangements and operational procedures for dedicated clean ballast tanks should comply with all the provisions of the revised Specifications for Oil Tankers with Dedicated Clean Ballast Tanks adopted by the Organization by resolution A.495(XII)

Ch.4/18.8.4

Every product carrier operating with dedicated clean ballast tanks shall be provided with a Dedicated Clean Ballast Tank Operation Manual detailing the system and specifying operational procedures. Such a Manual shall be TO THE SATISFACTION OF THE ADMINISTRATION and shall contain all the information set out in the Specifications referred to in subparagraph 8.2 of this regulation. If an alteration affecting the dedicated clean ballast tank system is made, the Operation Manual shall be revised accordingly.

GUIDANCE BY THE ADMINISTRATION: The dedicated clean ballast tank operation manual should contain all information set out in resolution A.495(XII).

Chapter 4/23.3

To provide adequate protection against oil pollution in the event of collision or stranding the following shall be complied with:

1. for oil tankers of 5,000 tonnes deadweight (DWT) and above, the mean oil outflow parameter shall be as follows:

OM ≤ 0.015 for C ≤ 200,000 m3

OM ≤ 0.012 + (0.003/200,000) (400,000-C)for 200,000 m3 < C < 400,000 m3

OM ≤ 0.012 for C ≥ 400,000 m3 for combination carriers between 5,000 tonnes deadweight (DWT) and 200,000 m3 capacity, the mean oil outflow parameter may be applied, provided calculations are submitted TO THE SATISFACTION OF THE ADMINISTRATION, demonstrating that after accounting for its increased structural strength, the combination carrier has at least equivalent oil outflow performance to a standard double hull tanker of the same size having a OM ≤ 0.015.

OM ≤ 0.021 for C ≤ 100,000 m3

OM ≤ 0.015 + (0.006/100,000) (200,000-C) for 100,000 m3 < C ≤ 200,000 m3 where:

OM = mean oil outflow parameter.

C = total volume of cargo oil, in m3, at 98% tank filling.

GUIDANCE BY THE ADMINISTRATION: For combination carriers between 5,000 tonnes deadweight (DWT) and 200,000 m3 capacity, the mean oil outflow parameter may be applied, provided calculations demonstrating that, after accounting for its increased structural strength, the combination carrier has at least equivalent oil outflow performance to a standard double hull tanker of the same size having an OM ≤ 0.015 shall be submitted for approval of the Administration or the Recognized Organization. The calculations shall take into account provisions of MEPC.122(52).

Chapter 4/28.3

Oil tankers shall be regarded as complying with the damage stability criteria if the following requirements are met:

4. The Administration shall be satisfied that the stability is sufficient during intermediate stages of flooding.

GUIDANCE BY THE ADMINISTRATION: The MSC.1/Circ.1461 shall be followed.

Chapter 4/28.6

All oil tankers shall be fitted with a stability instrument, capable of verifying compliance with intact and damaged stability requirements approved by the Administration having regard to the performance standards recommended by the Organization:

2. notwithstanding the requirements of subparagraph .1 a stability instrument fitted on an oil tanker constructed before 1 January 2016 need not be replaced provided it is capable of verifying compliance with intact and damaged stability, TO THE SATISFACTION OF THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The stability instrument shall comply with following requirements:

- MSC.1/Circ.1229.
- MSC.1/Circ.1461
- IACS UR L5

Chapter 4/30.6.5

On oil tankers delivered on or before 31 December 1979, as defined in regulation 1.28.1, at sea dirty ballast water or oil-contaminated water from cargo tank areas may be discharged below the waterline, subsequent to or in lieu of the discharge by the method referred to in subparagraph 6.4 of this paragraph, provided that:

3. such part flow arrangements comply with the REQUIREMENTS ESTABLISHED BY THE ADMINISTRATION, which shall contain at least all the provisions of the Specifications for the Design, Installation and Operation of a Part Flow System for Control of Overboard Discharges adopted by the Organization.

GUIDANCE BY THE ADMINISTRATION: Appendix 4 to Unified Interpretations of MARPOL Annex I (Specifications for the design, installation and operation of a part flow system for control of overboard discharges) shall be followed.

Chapter 4/30.7

Every oil tanker of 150 gross tonnage and above delivered on or after 1 January 2010, as defined in regulation 1.28.8, which has installed a sea chest that is permanently connected to the cargo pipeline system, shall be equipped with both a sea chest valve and an inboard isolation valve. In addition to these valves, the sea chest shall be capable of isolation from the cargo piping system whilst the tanker is loading, transporting, or discharging cargo by use of a positive means that is TO THE SATISFACTION OF THE ADMINISTRATION. Such a positive means is a facility that is installed in the pipeline system in order to prevent, under all circumstances, the section of the pipeline between the sea chest valve and the inboard valve being filled with cargo.

GUIDANCE BY THE ADMINISTRATION: The following Unified Interpretation of MARPOL Annex- I to regulation 30.7 shall be followed

Examples of positive means may take the form of blanks, spectacle blanks, pipeline blinds, evacuation or vacuum systems, or air or water pressure systems. In the event that the evacuation or vacuum systems or air or water pressure systems are used, then these systems are to be equipped with both a pressure gauge and alarm system to enable the continuous monitoring of the status of the pipeline section, and thereby the valve integrity, between the sea chest and inboard valves.

Chapter 4/33.2

Crude oil washing installation and associated equipment and arrangements shall comply with the REQUIREMENTS ESTABLISHED BY THE ADMINISTRATION. Such requirements shall contain at least all the provisions of the Specifications for the Design, Operation and Control of Crude Oil Washing Systems adopted by the Organization. When a ship is not required, in accordance with paragraph 1 of this regulation to be, but is equipped with crude oil washing equipment, it shall comply with the safety aspects of the above-mentioned Specifications.

GUIDANCE BY THE ADMINISTRATION: Crude oil washing installation and associated equipment and arrangements shall comply in accordance with the requirements of the Revised specifications for the design, operation and control of crude oil washing systems, Resolution A.446 (XI), amended by A.497 (XII) and A.897 (21).

Chapter 4/35.1

Every oil tanker operating with crude oil washing systems shall be provided with an Operations and Equipment Manual detailing the system and equipment and specifying operational procedures. Such a Manual shall be TO THE SATISFACTION OF THE ADMINISTRATION and shall contain all the

information set out in the specifications referred to in paragraph 2 of regulation 33 of this Annex. If an alteration affecting the crude oil washing system is made, the Operations and Equipment Manual shall be revised accordingly.

GUIDANCE BY THE ADMINISTRATION: Every oil tanker operating with crude oil washing system shall be provided with an Operations and Equipment Manual in accordance with the requirements of MEPC.3 (XII) amended by MEPC.81 (43).

Chapter 4/36.9

For oil tankers of less than 150 gross tonnage operating in accordance with regulation 34.6 of this Annex, an appropriate Oil Record Book should be DEVELOPED BY THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: The provisions as applicable for oil tankers of 150 gross tonnage and above will be followed.

Annex II – Regulation for the Control of Pollution by Noxious Liquid Substance in Bulk

Chapter 1/5.3.4

Notwithstanding the provisions of paragraphs 1 and 2 of this regulation, the construction and equipment of liquefied gas carriers certified to carry Noxious Liquid Substances listed in the applicable Gas Carrier Code shall be deemed to be equivalent to the construction and equipment requirements contained in regulations 11 and 12 of this Annex, provided that the gas carrier meets all following conditions:

4. be provided with pumping and piping arrangements, which, TO THE SATISFACTION OF THE ADMINISTRATION, ensure that the quantity of cargo residue remaining in the tank and its associated piping after unloading does not exceed the applicable quantity of residue as required by regulation 12.1, 12.2 or 12.3

GUIDANCE BY THE ADMINISTRATION: The piping system shall meet the performance test requirement of Appendix V of MARPOL Annex II.

Chapter 4/11.2

In respect of ships other than chemical tankers or liquefied gas carriers certified to carry Noxious Liquid Substances in bulk identified in Chapter 17 of the International Bulk Chemical Code, THE ADMINISTRATION SHALL ESTABLISH appropriate measures based on the Guidelines developed by the Organization in order to ensure that the provisions shall be such as to minimize the uncontrolled discharge into the sea of such substances.

GUIDANCE BY THE ADMINISTRATION: The following requirements apply:
OSV Chemical Code applies to –
a) OSV's, the keel of which are laid, on or after 1st July 2018, or which are at the stage where:
i) construction identifiable with the vessel begins; and ii) assembly has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less;
b) Existing OSV's the keel of which were laid or which were at a similar stage of construction on or after 19th April 1990 but before 1st July 2018 are permitted to carry products as assigned for carriage on a type 2 ship in the IBC Code, provided that these OSV's comply with the OSV chemical Code, except for the amended stability provisions in chapter 2 of the OSV Chemical Code. For vessels constructed before 1

July 2018, the LHNS Guidelines [Resolutions A.673(16), as amended by resolution MEPC.158(55) and MEPC.148(54)] shall be applied

Annex IV – Regulation for the Prevention of Pollution by Sewage from Ship

Chapter 3/9.2

1. Every ship which, in accordance with regulation 2, is required to comply with the provisions of this Annex shall be equipped with one of the following sewage systems:

2. a sewage comminuting and disinfecting system approved by the Administration. Such system shall be fitted with facilities TO THE SATISFACTION OF THE ADMINISTRATION, for the temporary storage of sewage when the ship is less than 3 nautical miles from the nearest land

GUIDANCE BY THE ADMINISTRATION: The sewage comminuting and disinfecting system shall be submitted for approval of the Administration or the Recognized Organization taking into account following standards

i) Faecal Coliform Standard: Faecal coliform bacteria in the effluent should not exceed 1000/100 cm^3 Most Probable Number (M.P.N.);

ii) Chlorine residual level to be no more than 0.5mg/l, (by test) post maceration; iii. Comminuting Standard: A sample of one litre is passed through a US Sieve No. 12 (with openings of 1.68 mm). The weight of the material retained on the screen after it has been dried to a constant weight in an oven at 103°C must not exceed 10% of the total suspended solids and shall not be more than 50mg.

Chapter 3/9.3

1. Every ship which, in accordance with regulation 2, is required to comply with the provisions of this Annex shall be equipped with one of the following sewage systems:
2. a holding tank of the capacity TO THE SATISFACTION OF THE ADMINISTRATION for the retention of all sewage, having regard to the operation of the ship, the number of persons on board and other relevant factors. The holding tank shall be constructed TO THE SATISFACTION OF THE ADMINISTRATION and shall have a means to indicate visually the amount of its contents.

GUIDANCE BY THE ADMINISTRATION: The capacity of the sewage holding tank shall be determined taking into account the operation of the ship and the number of persons carried onboard. The minimum capacity of the holding tank shall be obtained from the following formula

Minimum capacity of the holding tank = 60 Ltrs x No. of persons x 1 day

Annex VI – Regulation for the Prevention of Air Pollution from Ships.

Chapter 3/13.1.1.2

1.1 This regulation shall apply to:

2. each marine diesel engine with a power output of more than 130 kW that undergoes a major conversion on or after 1 January 2000 except when demonstrated TO THE SATISFACTION OF THE ADMINISTRATION that such engine is an identical replacement to the engine that it is replacing and is otherwise not covered under paragraph 1.1.1 of this regulation.

GUIDANCE BY THE ADMINISTRATION:

(a) The Unified Interpretation of the Administration is that IACS UI MPC 103 shall be followed.

(b) A demonstration that an engine is an identical replacement shall be submitted through the Recognized Organization and shall comprise the EIAPP Certificate and Technical File of both the replaced and the replacement engine, together with a comparison of engine type, model, rated power, rated speed and NOx-relevant components and settings. The Recognized Organization is authorized to verify the demonstration on behalf of the Administration. Where the Recognized Organization is unable to conclude that the engine is an identical replacement, the case shall be referred to DGPS for determination.

(c) With effect from 1 September 2026, where an installed marine diesel engine is subject to substantial modification, or is to be certified to a Tier to which it was not certified at the time of its installation, the certification and re-certification procedures set out in the NOx Technical Code 2008, as amended by resolution MEPC.398(83), shall be applied. Certification under those procedures by a Recognized Organization is accepted by the Administration.

(d) The date on which a major conversion is to be regarded as having occurred shall be determined in accordance with the latest revision of MEPC.1/Circ.795 and the Unified Interpretation of regulations 13.2.2, 13.2.3 and 16.9 of MARPOL Annex VI approved by the Marine Environment Protection Committee.

(e) No engine to which this regulation applies shall be taken into service until the relevant certification has been issued and the Technical File placed on board.

Chapter 3/13.5.2.2

5.2 The standards set forth in paragraph 5.1.1 of this regulation shall not apply to:

2. a marine diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, TO THE SATISFACTION OF THE ADMINISTRATION, that the ship cannot comply with the standards set forth in paragraph 5.1.1 of this regulation because of design or construction limitations of the ship.

GUIDANCE BY THE ADMINISTRATION: The proposal shall be considered on a case-by-case basis taking into consideration of the design or construction limitations of ships for inability to meet the standards set forth in paragraph 5.1.1 of this regulation.

Chapter 3/13.7.2

Paragraph 7.1 shall apply no later than the first renewal survey that occurs 12 months or more after the deposit of the notification in paragraph 7.1. If a shipowner of a ship on which an approved method is to be installed can demonstrate TO THE SATISFACTION OF THE ADMINISTRATION that the approved method was not commercially available despite best efforts to obtain it, then that approved method shall be installed on the ship no later than the next annual survey of that ship which falls after the approved method is commercially available.

GUIDANCE BY THE ADMINISTRATION: The proposal shall be considered on a case-by-case basis taking into account a list of approved methods and associated engines to which the approved method is applicable available on the IMO GISIS portal and a proposal from a shipowner demonstrating that the approved method is not commercially available despite best efforts to obtain it.

Chapter 3/14.6

The volume of low sulphur fuel oils in each tank as well as the date, time, and position of the ship when any fuel-oil-change-over operation is completed prior to the entry into an Emission Control Area or commenced after exit from such an area, shall be recorded in such log-book or electronic record book as PRESCRIBED BY THE ADMINISTRATION.

GUIDANCE BY THE ADMINISTRATION: Entry made in ships official log book shall be considered acceptable.

Chapter 4/22

The attained EEDI shall be calculated for:

1. each new ship;
2. each new ship which has undergone a major conversion; and
3. each new or existing ship which has undergone a major conversion that is so extensive that the ship is REGARDED BY THE ADMINISTRATION as a newly constructed ship

GUIDANCE BY THE ADMINISTRATION: The latest revision of MEPC.1/Circ.795 shall be followed for interpretation of major conversion.

Extensive major conversion regarded a newly constructed ship, will be considered on a case-by-case basis

Annexure IV

Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009

Guidance on implementation of requirements which contain references "TO THE SATISFACTION OF THE ADMINISTRATION", "as specified by the Administration" or which otherwise require a determination by the Administration

Preliminary

1. The Convention entered into force on 26 June 2025. It applies to ships of 500 gross tonnage and above entitled to fly the flag of Pakistan or operating under its authority, other than ships operating throughout their life only in waters subject to the sovereignty or jurisdiction of Pakistan, and to Ship Recycling Facilities operating under the jurisdiction of Pakistan.
2. This Annexure addresses those provisions of the Convention which require a determination by the Administration in respect of ships registered in Pakistan. The requirements applicable to Ship Recycling Facilities under Chapter 3 of the Annex to the Convention fall to the Competent Authority designated under Article 2.3 and are not addressed here.
3. References to "the Guidelines" are to the guidelines developed by the Organization under the Convention, in particular the Guidelines for the development of the Ship Recycling Plan, the Guidelines for the survey and certification of ships under the Convention, and the current Guidelines for the development of the Inventory of Hazardous Materials, each as amended. Recognized Organizations shall satisfy themselves that the current revision is applied.
4. In accordance with Article 16.6 of the Convention, Pakistan requires explicit approval of the Ship Recycling Plan before a ship may be recycled in a Ship Recycling Facility authorized or approved under its jurisdiction. The Competent Authority shall communicate its written decision in accordance with regulation 24. Where a Pakistan-registered ship is to be recycled under the jurisdiction of another Party, the approval method declared by that Party applies.

1. Regulation 5.1 — Verification of the Inventory of Hazardous Materials (new ships)

Each new ship shall have on board an Inventory of Hazardous Materials. The Inventory shall be verified either by the ADMINISTRATION or by any person or organization authorized by it, taking into account guidelines, including any threshold values and exemptions contained in those guidelines, developed by the Organization.

GUIDANCE BY THE ADMINISTRATION:

(a) Verification of Part I of the Inventory is delegated to Recognized Organizations authorized by DGPS under the Agreement Governing the Delegation of Statutory Certification and

Services. Verification shall be carried out in accordance with the current Guidelines for the development of the Inventory of Hazardous Materials.

(b) The threshold values and exemptions contained in those Guidelines are adopted in full by the Administration. No alternative threshold value or exemption shall be applied without the prior written approval of DGPS.

(c) For the purposes of the Convention a "new ship" is a ship for which the building contract is placed on or after 26 June 2025; or, in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 26 December 2025; or the delivery of which is on or after 26 December 2027.

(d) The Inventory shall be ship-specific and shall clarify that the ship complies with regulation 4 in respect of the materials listed in Appendix 1 to the Convention. A generic or fleet Inventory shall not be accepted.

2. Regulation 5.2 — Existing ships

Existing ships shall comply as far as practicable with paragraph 1 not later than 5 years after the entry into force of the Convention, or before going for recycling if this is earlier, taking into account the guidelines developed by the Organization and the Organization's Harmonized System of Survey and Certification. The Hazardous Materials listed in Appendix 1, at least, shall be identified when the Inventory is developed.

GUIDANCE BY THE ADMINISTRATION:

(a) Existing ships registered in Pakistan of 500 gross tonnage and above shall have on board a verified Part I of the Inventory not later than 26 June 2030, or before proceeding for recycling, whichever is the earlier.

(b) Initial verification shall be harmonized under the Harmonized System of Survey and Certification with the first renewal survey falling due after 26 June 2025 and before 26 June 2030, unless the Administration directs otherwise in a particular case.

(c) The expression "as far as practicable" shall not be construed as permitting the omission of the Hazardous Materials listed in Appendix 1 to the Convention, which shall in every case be identified.

(d) The plan describing the visual and sampling check by which the Inventory is developed shall be prepared in accordance with the current Guidelines and shall be submitted to the Recognized Organization before the check is undertaken. Where the shipowner proposes to rely upon documentary evidence in lieu of sampling for a particular material, the basis shall be stated in the plan and shall be assessed by the Recognized Organization.

3. Regulation 5.3 — Maintenance of Part I of the Inventory

Part I of the Inventory of Hazardous Materials shall be properly maintained and updated throughout the operational life of the ship, reflecting new installations containing Hazardous Materials listed in Appendix 2 and relevant changes in ship structure and equipment.

GUIDANCE BY THE ADMINISTRATION:

(a) The Company shall establish and implement a documented procedure, forming part of the ship's Safety Management System, for maintaining and updating Part I of the Inventory. The procedure shall identify the person on board responsible for the Inventory and shall require Material Declarations and Supplier's Declarations of Conformity to be obtained for new installations before those installations are taken into use.

(b) Masters and Companies are reminded that where Part I is not properly maintained and updated, the International Certificate on Inventory of Hazardous Materials ceases to be valid under regulation 14.1.1, and that the absence of an implemented on-board maintenance procedure constitutes clear grounds for a detailed inspection under Article 8.2 of the Convention.

4. Regulation 5.4 — Verification of the Inventory prior to recycling

Prior to recycling the Inventory shall, in addition to the properly maintained and updated Part I, incorporate Part II for operationally generated wastes and Part III for stores, and be verified either by the ADMINISTRATION or by any person or organization authorized by it.

GUIDANCE BY THE ADMINISTRATION: Parts II and III shall be prepared by the shipowner and submitted to the Recognized Organization in advance of the final survey. Verification of the complete Inventory is delegated to the Recognized Organization conducting the final survey under regulation 10.1.4. The Inventory as verified shall accompany the International Ready for Recycling Certificate and shall be provided to the Ship Recycling Facility.

5. Regulation 9.2 — Language of the Ship Recycling Plan

The Ship Recycling Plan shall be developed in the language accepted by the Party authorizing the Ship Recycling Facility, and if the language used is not English, French or Spanish, the Ship Recycling Plan shall be translated into one of these languages, except where the ADMINISTRATION is satisfied that this is not necessary.

GUIDANCE BY THE ADMINISTRATION:

(a) The Administration will be satisfied that translation is not necessary only where all of the following are met: the ship is to be recycled at a Ship Recycling Facility under the jurisdiction of Pakistan; the working language of that Facility is a language in which the Administration is competent; and the Recognized Organization conducting the final survey confirms in writing that it is able to verify the Plan in that language.

(b) A request under paragraph (a) shall be submitted through the Recognized Organization to DGPS not less than thirty (30) days before the intended final survey. In the absence of written confirmation from DGPS, translation into English is required.

(c) Where the ship is to be recycled outside the jurisdiction of Pakistan, translation into English shall be provided in every case.

6. Regulation 10.1.2 — Interval of the renewal survey

A renewal survey shall be carried out at intervals specified by the ADMINISTRATION, but not exceeding five years. This survey shall verify that Part I of the Inventory of Hazardous Materials required by regulation 5 complies with the requirements of the Convention.

GUIDANCE BY THE ADMINISTRATION:

(a) The Administration specifies an interval of five years.

(b) In accordance with regulation 10.5, the initial and renewal surveys shall be harmonized with the surveys required by the other applicable statutory instruments of the Organization, and the anniversary date of the International Certificate on Inventory of Hazardous Materials shall be aligned accordingly.

7. Regulations 10.2 and 10.3 — Delegation of surveys

Surveys of ships for the purpose of enforcement of the provisions of the Convention shall be carried out by officers of the ADMINISTRATION. The Administration may, however, entrust the surveys either to surveyors nominated for the purpose or to organizations recognized by it, and shall as a minimum empower such nominated surveyors or recognized organizations to require a ship that they survey to comply with the provisions of the Convention and to carry out surveys and inspections if requested by the appropriate authorities of a port State that is a Party.

GUIDANCE BY THE ADMINISTRATION:

(a) The Administration entrusts the initial, renewal, additional and final surveys required by regulation 10 to Recognized Organizations authorized under Agreements concluded in accordance with the RO Code, subject to the scope of delegation set out in the Appendix to the relevant Agreement.

(b) Recognized Organizations so authorized are empowered to require a ship they survey to comply with the provisions of the Convention and to carry out surveys and inspections at the request of the appropriate authorities of a port State that is a Party.

(c) The Administration retains responsibility for the completeness and efficiency of every survey and for every certificate issued on its behalf. The specific responsibilities and conditions of the authority delegated shall be notified to the Organization in accordance with Article 12.3 of the Convention.

8. Regulations 11.6 to 11.10 — Extension and dating of certificates

The following decisions are reserved to DGPS or delegated as stated. In every case the Administration assumes full responsibility for the certificate under regulation 11.12.

(a) Regulation 11.6 — extension of the validity of a certificate issued for a period of less than five years, up to the maximum period specified in regulation 10.1.2: reserved to DGPS.

(b) Regulation 11.7 — endorsement of the existing certificate for a further period not exceeding five months where a renewal survey has been completed but a new certificate cannot be issued or placed on board: delegated to the Recognized Organization, which shall report each such endorsement to DGPS within seven (7) days.

(c) Regulation 11.8 — extension to permit the ship to complete its voyage to the port in which it is to be surveyed, for a period not exceeding three months: reserved to DGPS. The application shall state the reason the ship cannot be surveyed at its present location, the intended port of survey and the intended date of survey. An extension will be granted only where it appears proper and reasonable to do so, and shall not be granted a second time in respect of the same certificate.

(d) Regulation 11.9 — period of grace of up to one month for a ship engaged on short voyages: reserved to DGPS.

(e) Regulation 11.10 — determination that special circumstances exist such that the new certificate need not be dated from the date of expiry of the existing certificate: reserved to DGPS, to be determined case by case, with the circumstances relied upon recorded in writing on the file.

9. Regulation 13 — Language of the certificates

The certificates shall be drawn up in an official language of the issuing Party. The ADMINISTRATION may, however, issue the International Certificate on Inventory of Hazardous Materials drawn up only in an official language of the issuing Party to ships not engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties, and the International Ready for Recycling Certificate drawn up only in an official language of the issuing Party to ships recycled in Ship Recycling Facilities under the jurisdiction of the issuing Party.

GUIDANCE BY THE ADMINISTRATION: Certificates issued under the Convention on behalf of the Government of Pakistan shall be drawn up in English in every case. The discretion conferred by regulation 13 to issue certificates in an official language only is not exercised.

10. Regulation 14.1.2 — Transfer of flag

An International Certificate on Inventory of Hazardous Materials shall cease to be valid upon transfer of the ship to the flag of another State. A new certificate shall only be issued when the Party issuing the new certificate is fully satisfied that the ship is in compliance with the requirements of regulation 10.

GUIDANCE BY THE ADMINISTRATION:

(a) On transfer of a ship into the Pakistan register, a new International Certificate on Inventory of Hazardous Materials shall be issued only after the Recognized Organization, acting on behalf of the Administration, has verified Part I of the Inventory and has confirmed compliance with regulation 10. Acceptance of the former flag State's certificate without verification is not permitted.

(b) DGPS shall request from the former flag State, within three months of the transfer, copies of the certificates carried by the ship before the transfer and, where available, copies of the relevant survey reports.

(c) On transfer of a ship out of the Pakistan register, DGPS shall respond to a corresponding request from the receiving Administration as soon as possible.

11. Regulations 14.2 and 14.3 — Period of validity of certificates

An International Certificate on Inventory of Hazardous Materials shall be issued for a period specified by the ADMINISTRATION, which shall not exceed five years. An International Ready for Recycling Certificate shall be issued for a period specified by the ADMINISTRATION that shall not exceed three months.

GUIDANCE BY THE ADMINISTRATION:

(a) The Administration specifies a period of five years for the International Certificate on Inventory of Hazardous Materials and three months for the International Ready for Recycling Certificate.

(b) A shorter period may be specified by DGPS in a particular case, in which event the reason shall be recorded on the file and the Recognized Organization shall be instructed in writing.

12. Regulation 14.5 — Extension of the International Ready for Recycling Certificate

The International Ready for Recycling Certificate may be extended by the ADMINISTRATION or by any person or organization authorized by it for a single point to point voyage to the Ship Recycling Facility.

GUIDANCE BY THE ADMINISTRATION:

(a) The Administration delegates to the Recognized Organization which issued the certificate the authority to extend it for a single point-to-point voyage to the named Ship Recycling Facility, subject to prior notification to DGPS stating the port of departure, the port of arrival and the expected duration of the voyage.

(b) The extension shall be endorsed on the certificate in the form set out in Appendix 4 to the Convention. No further extension shall be granted.

13. Regulation 24.1 — Notification of intention to recycle

A shipowner shall notify the ADMINISTRATION in due time and in writing of the intention to recycle a ship in order to enable the Administration to prepare for the survey and certification required by the Convention.

GUIDANCE BY THE ADMINISTRATION:

(a) For the purposes of regulation 24.1, “in due time” means not less than thirty (30) days before the intended date of the final survey. Notification shall be given in writing to DGPS and copied to the Recognized Organization.

(b) The notification shall include: the name, IMO number, port of registry and gross tonnage of the ship; the name, full address and Recycling Company identity number of each Ship Recycling Facility at which the ship is to be recycled; a copy of the Document of Authorization to conduct Ship Recycling of each such Facility, together with its supplement and expiry date; the verified Inventory of Hazardous Materials incorporating Parts I, II and III; and the draft Ship Recycling Plan.

(c) The final survey shall not be undertaken, and the International Ready for Recycling Certificate shall not be issued, until DGPS has confirmed in writing that the notification is complete.

(d) Where the ship is to be recycled at a Ship Recycling Facility under the jurisdiction of Pakistan, the shipowner and the Facility shall separately observe the requirements of the Competent Authority. Compliance with this paragraph does not relieve either party of those requirements.

14. Regulation 8 — General requirements for ships destined to be recycled

Ships destined to be recycled shall only be recycled at Ship Recycling Facilities that are authorized in accordance with the Convention and fully authorized to undertake all the ship recycling which the Ship Recycling Plan specifies; shall minimise cargo residues, remaining fuel oil and wastes on board; shall, in the case of a tanker, arrive with cargo tanks and pump rooms in a condition ready for certification as Safe-for-entry or Safe-for-hot work or both; and shall be certified as ready for recycling by the ADMINISTRATION or an organization recognized by it prior to any recycling activity taking place.

GUIDANCE BY THE ADMINISTRATION:

(a) The Recognized Organization conducting the final survey shall verify against the Document of Authorization and its supplement that each Ship Recycling Facility named in the Ship Recycling Plan holds a valid authorization and is authorized for the size of the ship and for each Hazardous Material identified in the Inventory. Any limitation recorded in the supplement which is inconsistent with the Ship Recycling Plan shall be reported to DGPS before the certificate is issued.

(b) Where more than one Ship Recycling Facility is to be used, the Ship Recycling Plan shall identify each Facility and specify the recycling activities and the order in which they occur at each.

(c) The condition of tanks and pump rooms on arrival shall be determined according to the national laws, regulations and policies of the Party under whose jurisdiction the Ship Recycling Facility operates.

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