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Circular Letter No.3758
10 August 2017

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

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

**Amendments to the International Code for Application of Fire Test
Procedures, 2010 (2010 FTP Code)**

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

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

**Amendments to the International Code for the Construction and
Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)**

**Amendments to the International Code for the Construction and
Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)**

**Amendments to part A of the International Code on Intact Stability,
2008 (2008 IS Code)**

1 The Maritime Safety Committee, at its ninety-eighth session (7 to 16 June 2017),
approved draft amendments to:

- .1 chapters II-1 and IV of, and the appendix to, the International Convention for
the Safety of Life at Sea (SOLAS), 1974, as amended, set out in annex 1;
- .2 the International Code for Application of Fire Test Procedures, 2010
(2010 FTP Code), set out in annex 2;
- .3 the International Code of Safety for High-speed Craft, 1994 (1994 HSC Code),
set out in annex 3;
- .4 the International Code of Safety for High-speed Craft, 2000 (2000 HSC Code),
set out in annex 4;

- .5 the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code), set out in annex 5;
- .6 the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), set out in annex 6; and
- .7 part A of the International Code on Intact Stability, 2008 (2008 IS Code), set out in annex 7,

for circulation with a view to adoption at its ninety-ninth session (16 to 25 May 2018).

2 The Secretary-General has the honour to transmit herewith, in accordance with article VIII(b)(i) of the International Convention for the Safety of Life at Sea, 1974, the text of the aforementioned proposed amendments to the Convention, the 2010 FTP Code, the 1994 HSC Code, the 2000 HSC Code, the IBC Code, the IGC Code and part A of the 2008 IS Code, given in annexes 1 to 7, respectively, for consideration with the view to adoption by the Committee at its ninety-ninth session, in accordance with article VIII(b)(iv) of the Convention.

ANNEX 1

**DRAFT AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR
THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

**CHAPTER II-1
CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND
ELECTRICAL INSTALLATIONS**

**PART A
GENERAL**

Regulation 1 – Application

1 The following new paragraphs 1.1.1 and 1.1.2 are inserted after the existing paragraph 1.1:

"1.1.1 Unless expressly provided otherwise, parts B, B-1, B-2 and B-4 of this chapter shall only apply to ships:

- .1 for which the building contract is placed on or after 1 January 2020;
or
- .2 in the absence of a building contract, the keel of which is laid or
which are at a similar stage of construction on or after 1 July 2020;
or
- .3 the delivery of which is on or after 1 January 2024.

1.1.2 Unless expressly provided otherwise, for ships not subject to the provisions of subparagraph 1.1.1 but constructed on or after 1 January 2009, the Administration shall:

- .1 ensure that the requirements for parts B, B-1, B-2 and B-4 which are applicable under chapter II-1 of the International Convention for the Safety of Life at Sea, 1974, as amended by resolutions MSC.216(82), MSC.269(85) and MSC.325(90) are complied with; and
- .2 ensure that the requirements of regulations 8-1.3 and 19-1 are complied with."

2 The existing paragraph 1.3.4 is deleted.

3 The existing paragraph 2 is replaced with the following:

"2 Unless expressly provided otherwise, for ships constructed before 1 January 2009, the Administration shall:

- .1 ensure that the requirements which are applicable under chapter II-1 of the International Convention for the Safety of Life at Sea, 1974, as amended by resolutions MSC.1(XLV), MSC.6(48), MSC.11(55), MSC.12(56), MSC.13(57), MSC.19(58), MSC.26(60), MSC.27(61), Resolution 1 of the 1995 SOLAS Conference, MSC.47(66), MSC.57(67), MSC.65(68), MSC.69(69), MSC.99(73), MSC.134(76), MSC.151(78) and MSC.170(79) are complied with; and
- .2 ensure that the requirements of regulations 8-1.3 and 19-1 are complied with."

**PART B-1
STABILITY**

Regulation 8-1 – System capabilities and operational information after a flooding casualty on passenger ships

4 The existing text of regulation 8-1 is amended to read as follows:

"1 Application

Passenger ships having length, as defined in regulation II-1/2.5, of 120 m or more or having three or more main vertical zones shall comply with the provisions of this regulation.

2 Availability of essential systems in case of flooding damage*

A passenger ship shall be designed so that the systems specified in regulation II-2/21.4 remain operational when the ship is subject to flooding of any single watertight compartment.

3 Operational information after a flooding casualty

3.1 For the purpose of providing operational information to the Master for safe return to port after a flooding casualty, passenger ships, as specified in paragraph 1, shall have:

- .1 onboard stability computer; or
- .2 shore-based support,

based on the guidelines developed by the Organization.**

3.2 Passenger ships constructed before 1 January 2014 shall comply with the provisions in paragraph 3.1 not later than the first renewal survey after [*X* years after the date of entry into force].

* Refer to the *Interim Explanatory Notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty* (MSC.1/Circ.1369).

** Refer to the *Guidelines on operational information for Masters of passenger ships for safe return to port by own power or under tow* (MSC.1/Circ.1400) for ships constructed on or after 1 January 2014 but before 13 May 2016, or the *Revised Guidelines on operational information for masters of passenger ships for safe return to port* (MSC.1/Circ.1532) for ships constructed on or after 13 May 2016, or the guidelines to be developed by the Organization for passenger ships constructed before 1 January 2014."

CHAPTER IV RADIOCOMMUNICATIONS

PART A GENERAL

Regulation 2 – Terms and definitions

5 In paragraph 1, the existing subparagraph .16 is amended and new subparagraph .17 is added as follows:

".16 *Global maritime distress and safety system (GMDSS) identities* means maritime mobile services identity, the ship's call sign, recognized mobile satellite service identities and serial number identity which may be transmitted by the ship's equipment and used to identify the ship.

.17 *Recognized mobile satellite service* means any service which operates through a satellite system and is recognized by the Organization, for use in the GMDSS."

PART C SHIP REQUIREMENTS

Regulation 7 – Radio equipment: General

6 In paragraph 1, the existing subparagraph .5 is amended to read as follows:

".5 a radio facility for reception of maritime safety information by the recognized mobile satellite service enhanced group calling system if the ship is engaged on voyages in sea area A1, or A2 or A3 but in which an international NAVTEX service is not provided. However, ships engaged exclusively on voyages in areas where an HF direct-printing telegraphy maritime safety information service is provided and fitted with equipment capable of receiving such service, may be exempt from this requirement.*

* Refer to the *Recommendation on promulgation of maritime safety information* adopted by the Organization by resolution A.705(17), as amended."

Regulation 8 – Radio equipment: Sea area A1

7 In paragraph 1, the existing subparagraph .5 is amended to read as follows:

"5 through a recognized mobile satellite service; this requirement may be fulfilled by:

.5.1 a ship earth station* providing a recognized mobile satellite service; or

.5.2 the satellite EPIRB, required by regulation 7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the ship is normally navigated.

* This requirement can be met by Inmarsat ship earth stations capable of two-way communications, such as Fleet-77 (resolutions A.808(19) and MSC.130(75)) or Inmarsat-C (resolution A.807(19), as amended) ship earth stations. Unless otherwise specified, this footnote applies to all requirements for an Inmarsat ship earth station prescribed by this chapter."

Regulation 9 – Radio equipment: Sea areas A1 and A2

8 In paragraph 1, the existing subparagraph .3.3 is amended to read as follows:

".3.3 through a ship earth station providing a recognized mobile satellite service."

9 In paragraph 3, the existing subparagraph .2 is amended to read as follows:

".2 a ship earth station providing a recognized mobile satellite service."

Regulation 10 – Radio equipment: Sea areas A1, A2 and A3

10 In paragraph 1, the existing subparagraph .1 is amended to read as follows:

".1 a ship earth station providing a recognized mobile satellite service and capable of:"

11 In paragraph 1, the existing subparagraph .4.3 is amended to read as follows:

".4.3 through a recognized mobile satellite service on an additional ship earth station."

12 In paragraph 2, the existing subparagraph .3.2 is amended to read as follows:

".3.2 through a recognized mobile satellite service on a ship earth station; and"

Regulation 12 – Watches

13 In paragraph 1, the existing subparagraph .4 is amended to read as follows:

".4 for satellite shore-to-ship distress alerts, if the ship, in accordance with the requirements of regulation 10.1.1, is fitted with a ship earth station providing a recognized maritime mobile service."

Regulation 13 – Sources of energy

- 14 In paragraph 2, the word "Inmarsat" is deleted from the second sentence.

**APPENDIX
CERTIFICATES**

RECORD OF EQUIPMENT FOR PASSENGER SHIP SAFETY (FORM P)

- 15 In section 3, the existing description of item 1.4 is amended to read as follows:

"Ship earth station providing a recognized mobile satellite service"

RECORD OF EQUIPMENT FOR CARGO SHIP SAFETY RADIO (FORM R)

- 16 In section 2, the existing description of item 1.4 is amended to read as follows:

"Ship earth station providing a recognized mobile satellite service"

RECORD OF EQUIPMENT FOR CARGO SHIP SAFETY (FORM C)

- 17 In section 3, the existing description of item 1.4 is replaced by the following:

"Ship earth station providing a recognized mobile satellite service"

ANNEX 2

DRAFT AMENDMENTS TO THE INTERNATIONAL CODE FOR APPLICATION OF FIRE TEST PROCEDURES, 2010 (2010 FTP CODE)

ANNEX 3

FIRE PROTECTION MATERIALS AND REQUIRED APPROVAL TEST METHODS

1 The existing title of table 1 is amended to read as follows:

"Table 1 – Fire protection materials and required approval test methods for passenger ships and high-speed craft"

2 In table 1, the existing column "Applicable regulation" is amended as follows:

- .1 in rows "'A" class bulkhead", "'B" class bulkhead", "'C" class bulkhead", "'A" class deck", "'B" class deck", "'B" class lining" and "'B" class ceilings", the reference to "9.2.2.4" (i.e. SOLAS regulation II-2/9.2.2.4) is added;
- .2 in row "'B" class continuous ceilings", the reference to "9.2.2.4.3" (i.e. SOLAS regulation II-2/9.2.2.4.3) is added;
- .3 in row "Partial bulkheads", the reference to "5.3.1.2.1" (i.e. SOLAS regulation II-2/5.3.1.2.1) is replaced with the reference to "5.3.1.3.1" (i.e. SOLAS regulation II-2/5.3.1.3.1); and
- .4 in row "Fire Door Control System", the reference to "9.4.1.1.4.15" (i.e. SOLAS regulation II-2/9.4.1.1.4.15) is replaced with the reference to "9.4.1.1.5.15" (i.e. SOLAS regulation II-2/9.4.1.1.5.15).

ANNEX 3

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

CHAPTER 14 RADIOCOMMUNICATIONS

14.2 Terms and definitions

1 In paragraph 14.2.1, the following new subparagraph .16 is added after the existing subparagraph .15:

".16 *Recognized mobile satellite service* means any service which operates through a satellite system and is recognized by the Organization, for use in the GMDSS."

14.6 Radio equipment: General

2 In paragraph 14.6.1, the existing subparagraph .5 is amended to read as follows:

".5 a radio facility for reception of maritime safety information by the recognized mobile satellite service enhanced group calling system* if the craft is engaged on voyages in sea area A1, or A2 or A3 but in which an international NAVTEX service is not provided. However, craft engaged exclusively on voyages in areas where an HF direct-printing telegraphy maritime safety information service is provided and fitted with equipment capable of receiving such service, may be exempt from this requirement."

* Refer to resolution A.701(17) concerning *Carriage of Inmarsat enhanced group call SafetyNET receivers under the GMDSS*, adopted by the Organization.

** Refer to the *Recommendation on promulgation of maritime safety information* adopted by the Organization by resolution A.705(17), as amended."

3 In paragraph 14.6.1, the existing subparagraph .6.1 is amended to read as follows:

".6.1 capable of transmitting a distress alert through the polar orbiting satellite service operating in the 406 MHz band;"

14.7 Radio equipment: Sea area A1

4 In paragraph 14.7.1, the existing subparagraph .5 is amended to read as follows:

".5 through a recognized mobile satellite service; this requirement may be fulfilled by:

.5.1 a ship earth station* providing a recognized mobile satellite service; or

.5.2 the satellite EPIRB, required by 14.6.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated.

* This requirement can be met by Inmarsat ship earth stations capable of two-way communications, such as Fleet 77 (resolution A.808(19) and MSC.130(75)) or Inmarsat-C (resolution A.807(19), as amended) ship earth stations. Unless otherwise specified, this footnote applies to all requirements for an Inmarsat ship earth station prescribed by this chapter."

14.8 Radio equipment: Sea areas A1 and A2

5 In paragraph 14.8.1, the chapeau of existing subparagraph .3.3 is amended to read as follows:

"3.3 through a ship earth station providing a recognized mobile satellite service; this requirement may be fulfilled by:"

6 In paragraph 14.8.3, the existing subparagraph .2 is amended to read as follows:

".2 a ship earth station providing a recognized mobile satellite service."

14.9 Radio equipment: Sea areas A1, A2 and A3

7 In paragraph 14.9.1, the chapeau of existing subparagraph .1 is amended to read as follows:

".1 a ship earth station providing a recognized mobile satellite service and capable of:"

8 In paragraph 14.9.1, the existing subparagraph .4.3 is amended to read as follows:

".4.3 through a recognized mobile satellite service on an additional ship earth station."

9 In paragraph 14.9.2, the existing subparagraph .3.2 is amended to read as follows:

".3.2 through a recognized mobile satellite service on a ship earth station; and"

14.11 Watches

10 In paragraph 14.11.1, the existing subparagraph .4 is amended to read as follows:

".4 for satellite shore-to-ship distress alerts, if the craft, in accordance with the requirements of 14.9.1.1, is fitted with a ship earth station providing a recognized maritime mobile service."

14.12 Sources of energy

11 In paragraph 14.12.2, the word "Inmarsat" is deleted from the second sentence.

ANNEX 1

FORM OF SAFETY CERTIFICATE FOR HIGH-SPEED CRAFT

**RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE INTERNATIONAL CODE OF
SAFETY FOR HIGH-SPEED CRAFT**

12 In section 3, the existing description of item 1.4 is amended to read as follows:

"1.4 Ship earth station providing a recognized mobile satellite service"

ANNEX 4

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

CHAPTER 14 RADIOCOMMUNICATIONS

14.2 Terms and definitions

1 In paragraph 14.2.1, the existing subparagraph .6 is amended to read as follows:

".6 *Global maritime distress and safety system (GMDSS) identities* means maritime mobile services identity, the craft's call sign, recognized mobile satellite service identities and serial number identity which may be transmitted by the craft's equipment and used to identify the craft."

2 In paragraph 14.2.1, the following new subparagraph .17 is added after existing subparagraph .16:

".17 *Recognized mobile satellite service* means any service which operates through a satellite system and is recognized by the Organization, for use in the GMDSS."

14.7 Radio equipment: General

3 In paragraph 14.7.1, the existing subparagraph .5 is amended to read as follows:

".5 a radio facility for reception of maritime safety information by the recognized mobile satellite service enhanced group calling system* if the craft is engaged on voyages in sea area A1, or A2 or A3 but in which an international NAVTEX service is not provided. However, craft engaged exclusively on voyages in areas where an HF direct-printing telegraphy maritime safety information service is provided and fitted with equipment capable of receiving such service, may be exempt from this requirement."

* Refer to *Carriage of Inmarsat enhanced group call SafetyNET receivers under the GMDSS*, adopted by the Organization by resolution A.701(17).

** Refer to the *Recommendation on promulgation of maritime safety information*, adopted by the Organization by resolution A.705(17), as amended."

4 In paragraph 14.7.1, the existing subparagraph .6.1 is amended to read as follows:

".6.1 capable of transmitting a distress alert through the polar orbiting satellite service operating in the 406 MHz band;"

14.8 Radio equipment: Sea area A1

5 In paragraph 14.8.1, the existing subparagraph .5 is amended to read as follows:

".5 through a recognized mobile satellite service; this requirement may be fulfilled by:

- .5.1 a ship earth station* providing a recognized mobile satellite service;
or
- .5.2 the satellite EPIRB, required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated.

* This requirement can be met by Inmarsat ship earth stations capable of two-way communications, such as Fleet-77 (resolution A.808(19) and MSC.130(75)) or Inmarsat-C (resolution A.807(19), as amended) ship earth stations. Unless otherwise specified, this footnote applies to all requirements for an Inmarsat ship earth station prescribed by this chapter."

14.9 Radio equipment: Sea areas A1 and A2

6 In paragraph 14.9.1, the chapeau of existing subparagraph .3.3 is amended to read as follows:

".3.3 through a ship earth station providing a recognized mobile satellite service; this requirement may be fulfilled by:"

7 In paragraph 14.9.3, the existing subparagraph .2 is amended to read as follows:

".2 a ship earth station providing a recognized mobile satellite service."

14.10 Radio equipment: Sea areas A1, A2 and A3

8 In paragraph 14.10.1, the chapeau of existing subparagraph .1 is amended to read as follows:

".1 a ship earth station providing a recognized mobile satellite service and capable of:"

9 In paragraph 14.10.1, the existing subparagraph .4.3 is amended to read as follows:

".4.3 through a recognized mobile satellite service on an additional ship earth station."

10 In paragraph 14.10.2, the existing subparagraph 3.2 is amended to read as follows:

".3.2 through a recognized mobile satellite service on a ship earth station; and"

14.12 Watches

11 In paragraph 14.12.1, the existing subparagraph .4 is amended to read as follows:

".4 for satellite shore-to-ship distress alerts, if the craft, in accordance with the requirements of 14.10.1.1, is fitted with a ship earth station providing a recognized maritime mobile service."

14.13 Sources of energy

12 In paragraph 14.13.2, the word "Inmarsat" is deleted from the second sentence.

ANNEX 1

FORM OF HIGH-SPEED CRAFT SAFETY CERTIFICATE AND RECORD OF EQUIPMENT

**RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE INTERNATIONAL CODE OF
SAFETY FOR HIGH-SPEED CRAFT, 2000**

13 In section 4, the existing description of item 1.4 is amended to read as follows:

"1.4 Ship earth station providing a recognized mobile satellite service"

ANNEX 5

**DRAFT AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION
AND EQUIPMENT OF SHIPS CARRYING DANGEROUS
CHEMICALS IN BULK (IBC CODE)**

1 In the appendix, the existing paragraph 6 of the model form of International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk is replaced with the following:

"6 That the loading and stability information booklet required by paragraph 2.2.5 of the Code has been supplied to the ship in an approved form.

7 That the ship must be loaded:

.1* only in accordance with loading conditions verified compliant with intact and damage stability requirements using the approved stability instrument fitted in accordance with paragraph 2.2.6 of the Code;

.2* where a waiver permitted by paragraph 2.2.7 of the Code is granted and the approved stability instrument required by paragraph 2.2.6 of the Code is not fitted, loading shall be made in accordance with one or more of the following approved methods:

(i)* in accordance with the loading conditions provided in the approved loading and stability information booklet referred to in 6 above; or

(ii)* in accordance with loading conditions verified remotely using an approved means.....; or

(iii)* in accordance with a loading condition which lies within an approved range of conditions defined in the approved loading and stability information booklet referred to in 6 above; or

(iv)* in accordance with a loading condition verified using approved critical KG/GM data defined in the approved loading and stability information booklet referred to in 6 above;

.3* in accordance with the loading limitations appended to this Certificate.

Where it is required to load the ship other than in accordance with the above instruction, then the necessary calculations to justify the proposed loading conditions shall be communicated to the certifying Administration who may authorize in writing the adoption of the proposed loading condition.**

* Delete as appropriate

** Instead of being incorporated in the Certificate, this text may be appended to the Certificate, if duly signed and stamped."

ANNEX 6

**DRAFT AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION
AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (IGC CODE)**

1 In appendix 2, the existing paragraph 6 of the model form of International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk is replaced with the following:

"6 That the loading and stability information booklet required by paragraph 2.2.5 of the Code has been supplied to the ship in an approved form.

7 That the ship must be loaded:

.1* only in accordance with loading conditions verified compliant with intact and damage stability requirements using the approved stability instrument fitted in accordance with paragraph 2.2.6 of the Code;

.2* where a dispensation permitted by paragraph 2.2.7 of the Code is granted and the approved stability instrument required by paragraph 2.2.6 of the Code is not fitted, loading shall be made in accordance with one or more of the following approved methods:

.i* in accordance with the loading conditions provided in the approved loading and stability information booklet referred to in 6 above; or

.ii* in accordance with loading conditions verified remotely using an approved means.....; or

.iii* in accordance with a loading condition which lies within an approved range of conditions defined in the approved loading and stability information booklet referred to in 6 above; or

.iv* in accordance with a loading condition verified using approved critical KG/GM data defined in the approved loading and stability information booklet referred to in 6 above;

.3* in accordance with the loading limitations appended to this Certificate.

Where it is required to load the ship other than in accordance with the above instruction, then the necessary calculations to justify the proposed loading conditions should be communicated to the certifying Administration who may authorize in writing the adoption of the proposed loading condition.**

* Delete as appropriate.

** Instead of being incorporated in the Certificate, this text may be appended to the Certificate, if duly signed and stamped."

ANNEX 7

DRAFT MSC RESOLUTION

**AMENDMENTS TO PART A OF THE INTERNATIONAL
CODE ON INTACT STABILITY, 2008 (2008 IS CODE)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution MSC.267(85) by which it adopted the International Code on Intact Stability, 2008 ("2008 IS Code"),

RECALLING FURTHER resolution MSC.413(97) by which it adopted amendments to the introduction and part A of the 2008 IS Code,

NOTING the provisions regarding the procedure for amendments to the introduction and part A of the 2008 IS Code, stipulated in regulation II-1/2.27.1 of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"), as amended by resolution MSC.269(85),

RECOGNIZING the need to include provisions regarding ships engaged in anchor handling, lifting and towing operations, including escort towing, in the 2008 IS Code,

HAVING CONSIDERED, at its [ninety-ninth session], amendments to part A of the 2008 IS Code, proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, further amendments to part A of the 2008 IS Code, as amended by resolution MSC.413(97), the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on [1 July 2019], unless, prior to that date, more than one third of the Contracting Governments to the Convention, or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified the Secretary-General of the Organization of their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on [1 January 2020] upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General of the Organization, for the purposes of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

5 REQUESTS ALSO the Secretary-General of the Organization to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

**AMENDMENTS TO PART A OF THE INTERNATIONAL
CODE ON INTACT STABILITY, 2008 (2008 IS CODE)**

**PART A
MANDATORY CRITERIA**

The footnote to the existing title of chapter 2 is deleted.
