

RESOLUTION MSC.376(93)  
(adopted on 22 May 2014)  
AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND  
EQUIPMENT OF SHIPS CARRYING DANGEROUS  
CHEMICALS IN BULK (BCH CODE)

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**ANNEX 12**

**RESOLUTION MSC.376(93)**  
**(adopted on 22 May 2014)**

**AMENDMENTS TO THE CODE FOR THE CONSTRUCTION  
AND EQUIPMENT OF SHIPS CARRYING DANGEROUS  
CHEMICALS IN BULK (BCH 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 A.212(VII) by which the Assembly, at its seventh session, adopted the *Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk* (BCH Code), which provides safety requirements for chemical tankers supplementary to the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended,

RECALLING FURTHER resolution MEPC.20(22) by which the Marine Environment Protection Committee adopted the BCH Code to make it mandatory under MARPOL,

NOTING resolution MSC.29(61) by which, at its sixty-first session, it adopted the revised BCH Code,

NOTING ALSO resolutions MSC.369(93) and MEPC.250(66), respectively, by which it, and the Marine Environment Protection Committee, adopted corresponding amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code),

NOTING FURTHER resolution MEPC.249(66) by which the MEPC, at its sixty-sixth session, adopted amendments to the BCH Code,

CONSIDERING that it is highly desirable for the provisions of the BCH Code which are mandatory under MARPOL and recommendatory from a safety standpoint, to remain identical when adopted by the Marine Environment Protection Committee and the Maritime Safety Committee,

HAVING CONSIDERED, at its ninety-third session, amendments to the BCH Code proposed by the Sub-Committee on Stability and Load Lines and Fishing Vessels Safety, at its fifty-fifth session, which were approved by the Committee at its ninety-second session,

RECOGNIZING the need to bring the approved amendments to the BCH Code into force on the date on which corresponding amendments to the IBC Code enter into force,

1 ADOPTS amendments to the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code), as amended, the text of which is set out in the annex to the present resolution;

2 DETERMINES that the said amendments shall become effective on 1 January 2016 upon acceptance and entry into force of the corresponding amendments to the IBC Code adopted by resolution MSC.369(93).

## ANNEX

### AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (BCH CODE)

#### Chapter II – Cargo containment

##### Part A – Physical protection (Siting of cargo tanks; ship stability)

1 Existing subparagraph 2.2.1 is replaced by the following:

"2.2.1 General: Ships subject to this Code may be assigned the minimum freeboard permitted by the International Convention on Load Lines, 1966. The additional requirements in paragraph 2.2.4, taking into account any empty or partially filled tank as well as the specific gravities of cargoes to be carried, however, should govern the allowed operating draught for any actual condition of loading.

2.2.1.1 All ships engaged in the transport of chemicals in bulk should be supplied with loading and stability manuals for the information and guidance of the master. These manuals should contain details concerning the loaded conditions of full and empty or partially empty tanks, the position of these tanks in the ship, the specific gravities of the various parcels of cargoes carried, and any ballast arrangements in critical conditions of loading. Provisions for evaluating other conditions of loading should be contained in the manuals.

2.2.1.2 All ships subject to the Code, shall be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements approved by the Administration, at the first scheduled renewal survey of the ship on or after 1 January 2016, but not later than 1 January 2021, having regard to the performance standards recommended by the Organization\*:

- .1 notwithstanding the above, a stability instrument fitted on a ship before 1 January 2016 need not be replaced provided it is capable of verifying compliance with intact and damage stability, to the satisfaction of the Administration; and
- .2 for the purposes of control under regulation 16 of MARPOL Annex II, the Administration shall issue a document of approval for the stability instrument.

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\* Refer to part B, chapter 4, of the International Code on Intact Stability, 2008 (2008 IS Code), as amended; the *Guidelines for the Approval of Stability Instruments* (MSC.1/Circ.1229), annex, section 4, as amended; and the technical standards defined in part 1 of the *Guidelines for verification of damage stability requirements for tankers* (MSC.1/Circ.1461).

2.2.1.3 The Administration may waive the requirements of paragraph 2.2.1.2 for the following ships provided the procedures employed for intact and damage stability verification maintain the same degree of safety as being loaded in accordance with the approved conditions\*\*. Any such waiver shall be duly noted on the Certificate of Fitness referred to in paragraph 1.6.3:

- .1 ships which are on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have

- been approved in the stability information provided to the master in accordance with the requirements of paragraph 2.2.1.1;
- .2 ships where stability verification is made remotely by a means approved by the Administration;
  - .3 ships which are loaded within an approved range of loading conditions; or
  - .4 ships provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.

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\*\* Refer to operational guidance provided in part 2 of the *Guidelines for verification of damage stability requirements for tankers* (MSC.1/Circ.1461).

### Certificate of Fitness

2 Paragraph 6 is replaced with the following:

"6 That the ship must be loaded:

- .1<sup>\*\*\*</sup> only in accordance with loading conditions verified compliant with intact and damage stability requirements using the approved stability instrument fitted in accordance with paragraph 2.2.1.2 of the Code;
- .2<sup>\*\*\*</sup> where a waiver permitted by paragraph 2.2.1.3 of the Code is granted and the approved stability instrument required by paragraph 2.2.1.2 of the Code is not fitted, loading shall be made in accordance with one or more of the following approved methods:
  - (i)<sup>\*\*\*</sup> in accordance with the loading conditions provided in the approved loading manual, stamped and dated ..... and signed by a responsible officer of the Administration, or of an organization recognized by the Administration; or
  - (ii)<sup>\*\*\*</sup> in accordance with loading conditions verified remotely using an approved means .....; or
  - (iii)<sup>\*\*\*</sup> in accordance with a loading condition which lies within an approved range of conditions defined in the approved loading manual referred to in (i) above; or
  - (iv)<sup>\*\*\*</sup> in accordance with a loading condition verified using approved critical KG/GM data defined in the approved loading manual referred to in (i) above;
- .3<sup>\*\*\*</sup> 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.

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\*\*\* Delete as appropriate."

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