

RESOLUTION MSC.444(99) (adopted on 24 May 2018)
AMENDMENTS TO PART A OF THE
INTERNATIONAL CODE ON INTACT STABILITY, 2008 (2008 IS CODE)

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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 ("the 2008 IS Code"),

RECALLING FURTHER resolution MSC.414(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 paragraph (16).1 of regulation I/3 of the Protocol of 1988 relating to the International Convention on Load Lines, 1966 ("1988 Load Lines Protocol"), as amended by resolution MSC.270(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 paragraph 2(a) of article VI of the 1988 Load Lines Protocol,

1 ADOPTS, in accordance with paragraph 2(d) of article VI of the 1988 Load Lines Protocol, amendments to part A of the 2008 IS Code, as amended by resolution MSC.414(97), the text of which is set out in the annex to the present resolution;

2 AGREES that the present resolution and resolution MSC.414(97) shall be read and interpreted together as one single instrument;

3 DETERMINES, in accordance with paragraph 2(f)(ii)(bb) of article VI of the 1988 Load Lines Protocol, 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 Parties to the 1988 Load Lines Protocol or Parties, the combined merchant fleets of which constitute not less than 50% of all the merchant fleets of all Parties, have notified the Secretary-General of the Organization of their objections to the amendments;

4 INVITES Parties to the 1988 Load Lines Protocol to note that, in accordance with paragraph 2(g)(ii) of article VI of the 1988 Load Lines Protocol, the amendments shall enter into force on 1 January 2020 upon its acceptance in accordance with paragraph 3 above;

5 REQUESTS the Secretary-General of the Organization, for the purposes of paragraph 2(e) of article VI of the 1988 Load Lines Protocol, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Parties to the 1988 Load Lines Protocol;

6 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 Parties to the 1988 Load Lines Protocol.

7 REQUESTS FURTHER the Secretary-General to prepare a consolidated text of the amendments adopted by the present resolution and resolution MSC.414(97).

ANNEX

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

INTRODUCTION

1 Purpose

1 The chapeau of paragraph 1.2 is replaced with the following:

"1.2 Unless otherwise stated, this Code contains intact stability criteria applicable to ships and other marine vehicles of 24 m in length and above, as listed below. The Code also provides intact stability criteria applicable to the same ships and marine vehicles when engaged in certain operations:"

2 In paragraph 1.2, the following new subparagraphs .7 to .9 are inserted after the existing subparagraph .6:

.7 ships engaged in anchor handling operations;

.8 ships engaged in harbour, coastal or ocean-going towing operations and escort operations;

.9 ships engaged in lifting operations;"

and the remaining subparagraphs are renumbered accordingly.

2 Definitions

3 The following new paragraphs 2.27 to 2.31 are inserted after the existing paragraph 2.26:

"2.27 *Ship engaged in anchor handling operations* means a ship engaged in operations with deployment, recovering and repositioning of anchors and the associated mooring lines of rigs or other vessels. Forces associated with anchor handling are generally associated with the winch line pull and may include vertical, transverse, and longitudinal forces applied at the towing point and over the stern roller.

2.28 *Ship engaged in harbour towing* means a ship engaged in an operation intended for assisting ships or other floating structures within sheltered waters, normally while entering or leaving port and during berthing or unberthing operations.

2.29 *Ship engaged in coastal or ocean-going towing* means a ship engaged in an operation intended for assisting ships or other floating structures outside sheltered waters in which the forces associated with towing are often a function of the ship's bollard pull.*

2.30 "*Ship engaged in lifting operation* means a ship engaged in an operation involving the raising or lowering of objects using vertical force by means of winches, cranes, A-frames or other lifting devices. Fishing vessels shall not be included in this definition."

2.31 *Ship engaged in escort operation* means a ship specifically engaged in steering, braking and otherwise controlling of the assisted ship during ordinary or emergency manoeuvring, whereby the steering and braking forces are generated by the hydrodynamic forces acting on the hull and appendages and the thrust forces exerted by the propulsion units (see also figure 2.8-1).

FOOTNOTES

4 The existing footnote to paragraph 2.29 is renumbered as footnote 3 and the remaining footnotes are renumbered accordingly*.

*

These footnotes are for reference purposes only and do not form part of the adopted amendments.

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