

## ANNEX 13

### AMENDMENTS TO THE CODE FOR EXISTING SHIPS CARRYING LIQUEFIED GASES IN BULK (EGC CODE)

#### Chapter II – Freeboard and stability

1 A new paragraph 2.3 is added as follows:

"2.3 All ships, subject to the Code should be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements, approved by the Administration, at the first scheduled periodical 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 requirements, 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 the Administration should 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 A new paragraph 2.4 is added as follows:

"2.4 The Administration may waive the requirements of paragraph 2.3 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 should be duly noted on the Certificate of Fitness referred to in paragraph 1.6.1:

- .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;
- .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

3 A new paragraph 6 is added as follows:

"6 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 2.3 of the Code;
- .2\* where a waiver permitted by paragraph 2.4 of the Code is granted and the approved stability instrument required by paragraph 2.3 of the Code is not fitted, loading shall be made in accordance with the following approved methods:
  - (i)\* 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)\* 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 manual referred to in (i) above; or
  - (iv)\* 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\* 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.

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\* Delete as appropriate."

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