

*This Statutory Instrument has been made in part to correct errors in S.I. 2021/592 and is being issued free of charge to all known recipients of that Statutory Instrument.*

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STATUTORY INSTRUMENTS

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**2022 No. XXXX**

**MERCHANT SHIPPING**

**SAFETY**

**The Merchant Shipping (Cargo and Passenger Ship Construction and Miscellaneous Amendments) Regulations 2022**

*Made* - - - - - xxx 2022  
*Laid before Parliament* xxx 2022  
*Coming into force* - - - - - xxx 2022

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The Secretary of State, after consulting the persons referred to in section 86(4) of the Merchant Shipping Act 1995<sup>(a)</sup>, and in exercise of the powers conferred by sections 85(1), (3)(a), (b), (d), (f), (g), (h), (i), (j), (l) and (q) and (5) to (7), 86(1)(a), (b), (c) and (d), 302(1) and 306A of that Act, and with the consent of the Treasury, makes the following Regulations.

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<sup>(a)</sup> 1995 c. 21. Sections 85 and 86 were amended by the Merchant Shipping and Maritime Security Act 1997 (c. 28), sections 8 and 29(2) and Schedule 7, Part 1. Section 85 was amended by the British Overseas Territories Act 2002 (c. 8), section 2(3). Section 306A was inserted by the Deregulation Act 2015 (c. 20), section 106. There are other amendments but none is relevant.

## PART 1

### Preliminary

#### Citation, commencement and extent

1.—(1) These Regulations may be cited as the Merchant Shipping (Cargo and Passenger Ship Construction and Miscellaneous Amendments) Regulations 2022 and come into force on [ ] 2022.

(2) These Regulations extend to England and Wales, Scotland and Northern Ireland.

#### Amendments

2. The amendments listed in the Schedule have effect.

## PART 2

### General

#### Interpretation

3.—(1) In these Regulations—

“cargo ship” means a ship which is not a passenger ship;

“Chapter II-1” means Chapter II-1 in the Annex to the Convention (construction: structure, subdivision and stability, machinery and electrical installations)(a);

“Convention” means the International Convention for the Safety of Life at Sea, 1974(b);

“fishing vessel” means a ship used for catching fish, whales, seals, walrus or other living resources of the sea;

“gross tonnage” means gross tonnage determined in accordance with regulation 6 or 12(1) of the Merchant Shipping (Tonnage) Regulations 1997(c);

“intermediate ship” means a ship—

(a) which is not a new ship; and

(b) in respect of which—

(i) the keel is laid on or after 1st January 2009; or

(ii) the ship is at a similar stage of construction on or after that date;

“international voyage” means a voyage between—

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- (a) Chapter II-1 in the Annex to the Convention (see footnote (b)) was replaced in full by the International Maritime Organization (IMO) Resolution MSC.1(45) and further amended by IMO Resolutions MSC.6(48) (Cm 3927), MSC.11(55) (Cm 1251), MSC.12(56) (Cm 3848), MSC.13(57), MSC.19(58) (Cm 3845), MSC.26(60), MSC.27(61), MSC.31(63) (Cm 3849), MSC.47(66) (Cm 4064), MSC.57(67) (Cm 4158), MSC.65(68) (Cm 4457), MSC.69(69) (Cm 5771), MSC.99(73) (Cm 6001), MSC.134(76) (Cm 6587), MSC.151(78), MSC.170(79), MSC.194(80), MSC.216(82), MSC.256(84), MSC.269(85), MSC.282(86), MSC.290(87), MSC.291(87), MSC.308(88), MSC.325(90), MSC.338(91), MSC.365(93), MSC.392(95), MSC.409(97), MSC.421(98), MSC.429(98) and MSC.436(99). The amendments to Chapter II-1 are available from the International Maritime Organization of 4 Albert Embankment, London SE1 7SR or found on the Foreign, Commonwealth and Development Office treaties database (<https://treaties.fcdo.gov.uk/responsive/app/consolidatedSearch/>).
- (b) Cmnd 7874. The Convention may be obtained in copy from the International Maritime Organization of 4 Albert Embankment, London SE1 7SR or found on the Foreign, Commonwealth and Development Office treaties database (<https://treaties.fcdo.gov.uk/awweb/pdfopener?md=1&did=79786>). The Convention was modified by its Protocol of 1978 (Cmnd. 8277) (<https://treaties.fcdo.gov.uk/awweb/pdfopener?md=1&did=68013>), which was replaced and abrogated by the Protocol of 1988 (Cm 5044) (<https://treaties.fcdo.gov.uk/awweb/pdfopener?md=1&did=69573>) with respect to the parties to the 1988 Protocol. The amendments to the Convention are available from the International Maritime Organization of 4 Albert Embankment, London SE1 7SR or found on the Foreign, Commonwealth and Development Office treaties database (<https://treaties.fcdo.gov.uk/responsive/app/consolidatedSearch/>). Hard copies of the Command Papers are available for inspection free of charge but by appointment at the Parliamentary Archives, Houses of Parliament, London SW1A 0PW. The Parliamentary Archives catalogue numbers for the Command Papers are HL/PO/JO/10/11/2031/2878 (Cmnd 7874), HL/PO/JO/10/11/1959/2032 (Cmnd 8277) and HL/PO/JO/10/11/3156/2280 (Cm 5044).
- (c) S.I. 1997/1510, amended by S.I. 1998/1916, 1999/3206 and 2020/362; there are other amending instruments but none is relevant.

- (a) a port in the United Kingdom and a port outside the United Kingdom; or
- (b) a port in a Convention country (other than the United Kingdom) and a port in any other country or territory (whether a Convention country or not) which is outside the United Kingdom,

and, for the purposes of paragraph (b), “Convention country” means a country or territory which is either a country the Government of which is party to the Convention or a territory to which the Convention extends whether or not it is subject to the amendments to, or reservations in respect of, the Convention;

“Merchant Shipping Notice” means a notice described as such and issued by the Maritime and Coastguard Agency (an executive agency of the Department for Transport) and includes a reference to any document amending or replacing that notice which is considered by the Secretary of State to be relevant from time to time and is specified in a Merchant Shipping Notice;

“new ship” means a ship—

- (a) in respect of which the building contract is placed on or after 1st January 2020;
- (b) in respect of which, in the absence of a building contract—
  - (i) the keel is laid on or after 1st July 2020; or
  - (ii) the ship is at a similar stage of construction on or after that date; or
- (c) the delivery of which is on or after 1st January 2024;

“passenger” means a person other than—

- (a) the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship; and
- (b) a child under one year of age;

“passenger ship” means a ship which carries more than twelve passengers;

“pleasure vessel” means—

- (a) any vessel which at the time it is being used is—
  - (i) in the case of a vessel wholly owned by—
    - (aa) an individual or individuals, used only for the sport or pleasure of the owner or the immediate family or friends of the owner; or
    - (bb) a body corporate, used only for sport or pleasure and on which the persons on board are employees or officers of the body corporate, or their immediate family or friends; and
  - (ii) on a voyage or excursion which is one for which the owner does not receive money for or in connection with operating the vessel or carrying any person, other than as a contribution to the direct expenses of the operation of the vessel incurred during the voyage or excursion; or
- (b) any vessel wholly owned by or on behalf of a members’ club formed for the purpose of sport or pleasure which, at the time it is being used, is used only for the sport or pleasure of members of that club or their immediate family, and for the use of which any charges levied are paid into club funds and applied for the general use of the club,

where, in the case of any vessel referred to in paragraph (a) or (b), no other payments are made by or on behalf of users of the vessel, other than by the owner; and in this definition “immediate family” means, in relation to an individual, the spouse or civil partner of the individual, and a relative of the individual or the individual’s spouse or civil partner; and “relative” means brother, sister, ancestor or lineal descendant;

“similar stage of construction” means a stage at which—

- (a) construction identifiable with a specific ship begins, and
- (b) assembly of that ship has commenced comprising at least 50 tonnes or 3 per cent of the estimated mass of all structural material, whichever is less.

## Application

- 4.—(1) Subject to paragraphs (2) and (3), these Regulations apply to—
- (a) United Kingdom ships, wherever they may be; and
  - (b) non-United Kingdom ships while they are within United Kingdom waters.
- (2) This regulation does not apply to regulation 2 and Part 7.
- (3) These Regulations do not apply to—
- (a) ships of war or naval auxiliary ships;
  - (b) ships owned or operated by a State and engaged only on governmental non-commercial service;
  - (c) cargo ships of less than 500 gross tonnage;
  - (d) ships not propelled by mechanical means;
  - (e) wooden ships of primitive build;
  - (f) pleasure vessels;
  - (g) fishing vessels;
  - (h) ships to which the Merchant Shipping (Cargo Ship Construction) Regulations 1997(a) apply;
  - (i) ships to which the Merchant Shipping (Passenger Ships on Domestic Voyages) Regulations 2000(b) apply;
  - (j) craft to which the Merchant Shipping (High Speed Craft) Regulations 2022(c) apply;
  - (k) ships solely navigating the Great Lakes of North America and the River St Lawrence as far east as a straight line drawn from Cap Des Rosiers to West Point, Anticosti Island and, on the north side of Anticosti Island, the 63rd meridian.
- (4) A non-United Kingdom ship flying the flag of a State which is not a party to the Convention is not subject to these Regulations if it would not have been in United Kingdom waters but for stress of weather or any other circumstances which the master, owner or charterer could not have prevented.
- (5) Where persons are on board a ship as a consequence of—
- (a) the circumstances described in paragraph (4); or
  - (b) an obligation laid upon the master to carry shipwrecked or other persons(d),

those persons are not to be taken into account for the purpose of determining the application to that ship of any provision of these Regulations.

## Repairs, alterations, modifications and outfitting

5.—(1) A ship which undergoes repairs, alterations, modifications, or outfitting related to such repairs, alterations or modifications, must continue to comply with at least the requirements previously applicable to that ship.

(2) A ship constructed before the date on which any relevant amendments come into force (“Date A”), and which undergoes repairs, alterations or modifications, or outfitting related to such repairs, alterations or modifications must, so far as practicable, comply with the requirements for ships constructed on or after Date A to at least the same extent as it did before undergoing such repairs, alterations, modifications or outfitting.

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(a) S.I. 1997/1509, amended by S.I. 1997/2971, 1999/643, 2004/302, 2004/2151, 2005/2114 and 2018/1221.

(b) S.I. 2000/2687, amended by S.I. 2002/1473, 2004/302, 2004/2883, 2010/680, 2012/2636, 2018/53, 2018/1221, 2020/501 and 2020/1222; there are other amending instruments but none is relevant.

(c) S.I. 2022/xxxx.

(d) Regulation 33 in Chapter V of the Convention (safety of navigation) places an obligation on the master to provide assistance to persons in distress at sea. This obligation is implemented in the Merchant Shipping (Safety of Navigation) Regulations 2020 (S.I. 2020/673).

(3) Repairs, alterations and modifications of a major character, or outfitting related to such repairs, alterations or modifications, must comply with the requirements for ships constructed on or after any relevant amendments come into force in so far as the Secretary of State deems reasonable and practicable.

(4) In this regulation—

“relevant amendment” means a modification or a replacement of a requirement in Chapter II-1 which comes into force in accordance with Article VIII of the Convention.

### **Ambulatory reference**

6.—(1) In these Regulations, any reference to Chapter II-1 is to be construed—

- (a) as a reference to Chapter II-1 as modified from time to time; and
- (b) as, if Chapter II-1 is replaced, a reference to its replacement.

(2) For the purposes of paragraph (1), Chapter II-1 is modified or replaced if the modification or replacement takes effect in accordance with Article VIII of the Convention.

(3) A modification or replacement of Chapter II-1 has effect at the time such modification or replacement comes into force in accordance with Article VIII of the Convention.

### **Exemptions**

7.—(1) The Secretary of State may exempt from any provision in respect of which this regulation applies—

- (a) a ship which does not normally engage on international voyages but is, in exceptional circumstances, required to undertake a single international voyage;
- (b) a ship which embodies features of a novel kind if research into the development of those features and their incorporation in ships engaged on international voyages may be seriously impeded if the ship had to comply with the requirements of Chapter II-1;
- (c) a ship or class of ship which, during a voyage, does not proceed more than 20 miles from the nearest land, and where the Secretary of State is satisfied that the sheltered nature and conditions of such a voyage make it unreasonable or unnecessary to apply the requirements of Chapter II-1;
- (d) a ship employed in special trades<sup>(a)</sup> for the carriage of large numbers of special trade passengers (such as the pilgrim trade) where—
  - (i) the Secretary of State is satisfied that it is impracticable to enforce compliance with the requirements of Chapter II-1; and
  - (ii) the ship complies with—
    - (aa) the rules annexed to the Special Trade Passenger Ships Agreement, 1971<sup>(b)</sup>; and
    - (bb) the rules annexed to the Protocol on Space Requirements for Special Trade Passenger Ships, 1973<sup>(c)</sup>.

(2) The Secretary of State may, in exceptional circumstances not provided for in paragraph (1), exempt from any provision in respect of which this regulation applies a ship or class of ship if satisfied that compliance with such provision is either impracticable or unreasonable in the case of that ship or class of ship.

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(a) “Special trade” is defined in Rule 2 of the Special Trade Passenger Ships Agreement, 1971 (Cmnd 7761).  
(b) Cmnd 7761. The Special Trade Passenger Ships Agreement, 1971 is available from the International Maritime Organization of 4 Albert Embankment, London SE1 7SR or found on the Foreign, Commonwealth and Development Office treaties database (<http://foto.archivalware.co.uk/data/Library2/pdf/1980-TS0007.pdf>).  
(c) Cmnd 7761. The rules annexed to the Protocol on Space Requirements for Special Trade Passenger Ships, 1973 are available from the International Maritime Organization of 4 Albert Embankment, London SE1 7SR or found on the Foreign, Commonwealth and Development Office treaties database (<http://foto.archivalware.co.uk/data/Library2/pdf/1980-TS0007.pdf>).

(3) An exemption under paragraph (1) or (2) may be granted subject to such safety requirements as the Secretary of State thinks fit to ensure the overall safety of the ship.

(4) An exemption granted under paragraph (1) or (2) may, on the giving of reasonable notice, be altered or cancelled.

(5) An exemption granted under paragraph (1) or (2), or an alteration or cancellation under paragraph (4), must—

- (a) be in writing;
- (b) specify the date on which it takes effect; and
- (c) specify the terms, if any, on which it is given.

(6) The requirement that the exemption granted under paragraph (1) or (2), or an alteration or cancellation under paragraph (4), be in writing is satisfied where the text of the exemption, alteration or cancellation is—

- (a) transmitted by electronic means;
- (b) received in legible form; and
- (c) capable of being used for subsequent reference.

(7) Where an exemption is granted subject to safety requirements, the exemption ceases to have effect if those requirements are not complied with.

(8) This regulation applies to any provision of these Regulations except—

- (a) regulation 2; and
- (b) Part 7.

(9) In this regulation, “mile” means a nautical mile of 1,852 metres.

## **Equivalents**

**8.**—(1) Where a provision of Chapter II-1 requires that—

- (a) a particular fitting, material, appliance or apparatus, or a type of fitting, material, appliance or apparatus be fitted on, or carried in, a ship;
- (b) any particular arrangement be made on, or in relation to, a ship; or
- (c) any particular provision be made in relation to a ship,

the Secretary of State may approve any other fitting, material, appliance or apparatus, arrangement or other provision as an alternative to the requirement in question if satisfied that it is as least as effective as that required by Chapter II-1.

(2) An approval given under paragraph (1) may, on the giving of reasonable notice, be continued, altered or cancelled.

(3) Any approval given under paragraph (1), or a continuation, alteration or cancellation under paragraph (2), must—

- (a) be in writing;
- (b) specify the date on which it takes effect; and
- (c) specify the terms, if any, on which it is given.

(4) The requirement that the approval referred to in paragraph (1), or a continuation, alteration or cancellation under paragraph (2), be in writing is satisfied where the text of the approval, continuation, alteration or cancellation is—

- (a) transmitted by electronic means;
- (b) received in legible form; and
- (c) capable of being used for subsequent reference.

## Approvals

**9.**—(1) In complying with the requirements of Chapter II-1 with respect to the design, construction or maintenance relating to hull, machinery, electrical installations and control installations United Kingdom ships must comply with the approved standards listed in Merchant Shipping Notice 1672 (M+F) Amendment 4(a) which are relevant to it.

(2) The Secretary of State, or a person authorised by the Secretary of State, may give an approval in relation to a United Kingdom ship for anything in Chapter II-1 requiring to be—

- (a) approved by the Administration of the State whose flag the ship is entitled to fly;
- (b) done to the satisfaction of such Administration; or
- (c) acceptable to that Administration**(b)**.

(3) Unless approved under the Merchant Shipping (Marine Equipment) Regulations 2016(c), equipment required by Chapter II-1 or Merchant Shipping Notice 1907(M)(d) and placed on board a United Kingdom ship must be approved by the Secretary of State, or any person authorised by the Secretary of State.

(4) An approval given under paragraph (2) or (3) may, on the giving of reasonable notice, be continued, altered or cancelled.

(5) Any approval given under paragraph (2) or (3), or a continuation, alteration or cancellation under paragraph (4), must—

- (a) be in writing;
- (b) specify the date on which it takes effect; and
- (c) specify the terms, if any, on which it is given.

(6) The requirement that the approval referred to in paragraph (2) or (3), or a continuation, alteration or cancellation under paragraph (4), be in writing is satisfied where the text of the approval, continuation, alteration or cancellation is—

- (a) transmitted by electronic means;
- (b) received in legible form; and
- (c) capable of being used for subsequent reference.

## Alternative design and arrangements

**10.**—(1) Machinery, electrical installations and low-flashpoint fuel storage and distribution systems design and arrangements for a new or intermediate ship to which Part C, D, E or G of Chapter II-1 applies may deviate from the requirements in Part C, D, E or G of Chapter II-1 provided that the alternative design and arrangements meet the intent of those requirements and provide an equivalent level of safety.

(2) In relation to a ship to which paragraph (1) applies—

- (a) an alternative design or arrangement must be subjected to an engineering analysis in accordance with regulation 55.3 of Chapter II-1 (alternative design and arrangements – engineering analysis); and
- (b) a copy of the engineering analysis must be provided by the owner to the Secretary of State.

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(a) Merchant Shipping Notice 1672 (M+F) Amendment 4 (published in December 2020) is available on <https://www.gov.uk/government/publications/msn-1672-mf-amendment-4-ship-inspection-and-survey-organisations>, and in hard copy from the Maritime and Coastguard Agency of Spring Place, 105 Commercial Road, Southampton SO15 1EG (telephone 020 3817 2000 and email [infoline@mcga.gov.uk](mailto:infoline@mcga.gov.uk)).

(b) The circumstances in which the approval of the Secretary of State is required in relation to United Kingdom ships constructed on or after 1st July 2009 and engaged on international voyages are set out in Marine Guidance Note (MGN) [ ]; this is available on [www.gov.uk/topic/ships-cargoes/m-notices](http://www.gov.uk/topic/ships-cargoes/m-notices) and in hard copy from the Maritime and Coastguard Agency (MCA) of Spring Place, 105 Commercial Road, Southampton SO15 1EG (telephone 020 3817 2000 and email [infoline@mcga.gov.uk](mailto:infoline@mcga.gov.uk)).

(c) S.I. 2016/1025, amended by S.I. 2019/470, 2019/1304 and 2020/1000; there are other amending instruments but none is relevant.

(d) [Insert text].



(3) The alternative design or arrangement and the engineering analysis described in paragraph (2) must be approved by the Secretary of State.

(4) Where the assumptions and operational restrictions stipulated in the alternative design or arrangement described in paragraph (2) are changed—

- (a) a further engineering analysis must be carried out which takes into account the changed assumptions and operational restrictions; and
- (b) any amendment to the alternative design or arrangement must be evaluated and approved by the Secretary of State, if satisfied that such alternative design or arrangement is at least as effective as that required by Chapter II-1.

(5) An approval given under paragraph (3) or (4) may, on the giving of reasonable notice, be continued, altered or cancelled.

(6) An approval given under paragraph (3) or (4), or a continuation, alteration or cancellation under paragraph (5), must—

- (a) be in writing;
- (b) specify the date on which it takes effect; and
- (c) specify the terms (if any) on which it is given.

(7) The requirement that the approval given under paragraph (3) or (4), or a continuation, alteration or cancellation under paragraph (5), be in writing is satisfied where the text of the approval, continuation, alteration or cancellation is—

- (a) transmitted by electronic means;
- (b) received in legible form; and
- (c) capable of being used for subsequent reference.

(8) A copy of an approval given under paragraph (3) or (4), or a continuation or alteration under paragraph (5), confirming that the alternative design or arrangement complies with Part C, D, E or G of Chapter II-1, must be carried on board the ship.

## PART 3

### Requirements for ships constructed before 1st January 2009 and engaged on international voyages

#### Application

**11.** This Part applies to ships, the keels of which were laid, or which were at a similar stage of construction, before 1st January 2009, and engaged on international voyages.

#### Compliance by ships constructed before 1st January 2009

**12.—**(1) A ship must comply with each requirement in—

- (a) Merchant Shipping Notice 1907(M)(a); and
- (b) Chapter II-1,

that applies to it**(b)**.

(2) For the purposes of paragraph (1), where there is a conflict between the requirements of Merchant Shipping Notice 1907(M) and the applicable requirements in Chapter II-1, the requirements of Chapter II-1 take precedence.

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- (a) Merchant Shipping Notice 1907(M) is available on [INSERT LINK], and in hard copy from the Maritime and Coastguard Agency of Spring Place, 105 Commercial Road, Southampton SO15 1EG (telephone 020 3817 2000 and email [infoline@mca.gov.uk](mailto:infoline@mca.gov.uk)).
  - (b) Ships constructed before 1st January 2009 are subject to specified requirements of Chapter II-1, including requirements in Chapter II-1 that apply to “all ships”.

## PART 4

### Requirements for intermediate ships engaged on international voyages

#### Application

13. This Part applies to intermediate ships which are engaged on international voyages.

#### Compliance by intermediate ships

14. An intermediate ship must comply with each requirement applicable to that ship in—

- (a) Parts A, A-1, B-3, C, D, E, F and G of Chapter II-1;
- (b) Parts B, B-1, B-2 and B-4 of Chapter II-1 as amended by IMO Resolutions MSC.216(82), MSC.269(85) and MSC.325(90)(a); and
- (c) Regulations 8-1.3 and 19-1 of Chapter II-1.

## PART 5

### Requirements for new ships engaged on international voyages

#### Application

15. This Part applies to new ships which are engaged on international voyages.

#### Compliance by new ships

16. A new ship must comply with each requirement of Chapter II-1 applicable to that ship(b).

## PART 6

### Enforcement

#### Offences and penalties

17.—(1) If a ship proceeds or attempts to proceed to sea or on any voyage, or arrives within United Kingdom waters, in breach of any of the requirements in, or listed in, these Regulations applicable to that ship, other than a matter to which paragraph (2) applies, the owner and the master are each guilty of an offence in respect of each case of non-compliance.

(2) Any breach of these Regulations which comprises a contravention of the following requirements in Chapter II-1—

- (a) paragraph 6 of regulation 5-1;

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(a) See the footnote to the definition of “Chapter II-1” in regulation 3.

(b) Chapter II-1 gives effect to the International Code on Intact Stability, 2008, International Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers, Code on Noise Levels on Board Ships and International Code of Safety for Ships using Gases or other Low-Flashpoint Fuels (IGF Code). The International Code on Intact Stability, 2008 was adopted by International Maritime Organization (IMO) Resolution MSC.267(85) and made mandatory by IMO Resolution MSC.269(85). IMO Resolution 267(85) has been amended by IMO Resolutions MSC.319(89), MSC.398(95), MSC.413(97), MSC.414(97), MSC.415(97), MSC.443(99) and MSC.444(99) (and Corrigenda MSC.85/26/Add.1/Corr.3 and MSC.85/26/Add.1/Corr.3/Rev.1). The International Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers was adopted by IMO Resolution MSC.287(87) and made mandatory by IMO Resolution MSC.290(87). The Code on Noise Level on Board Ships was adopted by IMO Resolution MSC.337(91) and made mandatory by IMO Resolution MSC.338(91) (which has been amended by IMO Resolution MSC.409(97)). The International Code of Safety for Ships using Gases or other Low-Flashpoint Fuels was adopted by IMO Resolution MSC.391(95) and made mandatory by MSC.392(95). This Code has also been amended by IMO Resolution MSC.422(98). These Codes, and the International Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers, are available from the International Maritime Organization of 4 Albert Embankment, London SE1 7SR or found on the Foreign, Commonwealth and Development Office treaties database (<https://treaties.fcdo.gov.uk/responsive/app/consolidatedSearch/>).

- (b) paragraph 1 of regulation 20.1;
  - (c) paragraphs 10 or 11 of regulation 22;
  - (d) paragraphs 4, 5 or 9 of regulation 23,
- is an offence by the master.

(3) An offence under paragraph (1) or (2) is punishable—

- (a) on summary conviction—
  - (i) in England and Wales by a fine; or
  - (ii) in Scotland or Northern Ireland by a fine not exceeding the statutory maximum; or
- (b) on conviction on indictment by imprisonment for a term not exceeding two years, or a fine, or both.

(4) It is a defence for a person charged with an offence under this regulation to prove that the person charged took all reasonable steps to avoid the commission of the offence.

### **Detention**

**18.**—(1) For the purposes of this regulation, any reference to “the Act” is a reference to the Merchant Shipping Act 1995.

(2) Any ship which does not comply with the requirements of these Regulations, Chapter II-1 or Merchant Shipping Notice 1907(M) applicable to that ship may be detained.

(3) Section 284 of the Act(a) (enforcing detention of a ship) applies where a ship is liable to be detained under this regulation as if—

- (a) references to detention of a ship under the Act were references to detention of the ship in question under this regulation; and
- (b) subsection (7) were omitted.

(4) Where a ship is liable to be detained under this regulation, the person detaining the ship must serve on the master a detention notice which—

- (a) states the grounds of the detention; and
- (b) requires the terms of the notice to be complied with until the ship is released by any person mentioned in section 284(1) of the Act.

(5) Subject to paragraph (6), section 96 (references of detention notices to arbitration)(b) and section 97 (compensation in connection with invalid detention of a ship) of the Act apply in relation to a detention notice issued pursuant to this regulation as they apply in relation to detention notices issued pursuant to section 95 (power to detain dangerously unsafe ship).

(6) For the purposes of paragraph (5)—

- (a) section 96 of the Act applies as if—
  - (i) subsection (3) were omitted;
  - (ii) the words “as a dangerously unsafe ship” in subsection (5) were omitted;
  - (iii) subsection (11) were omitted; and
- (b) sections 96 and 97 of the Act apply as if “the relevant inspector” means a person issuing the detention notice pursuant to this regulation.

(7) Subject to paragraph (8), where a ship other than a United Kingdom ship is detained, the Secretary of State must immediately inform the ship’s flag administration in writing.

(8) If it is not possible to inform the ship’s flag administration in accordance with paragraph (7), the Secretary of State must inform the Consul of the State of the flag administration, or in the absence of a Consul, the nearest diplomatic representative of the State of the flag administration.

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(a) Section 284 was amended by Schedule 1 to the Merchant Shipping and Maritime Security Act 1997 (c. 28) and S.I. 2015/664.  
 (b) Section 96(7) was amended by Part 1 of Schedule 10 to the Tribunals, Courts and Enforcement Act 2007 (c. 15) and by Schedule 11 to the Constitutional Reform Act 2005 (c. 4). Section 96(10) was repealed by Schedule 4 to the Arbitration Act 1996 (c. 23).

(9) For the purposes of paragraphs (7) and (8), “flag administration” in relation to a ship means the administration of the State whose flag the ship is entitled to fly.

## PART 7

### Amendment of the Merchant Shipping (Cargo Ship) (Bilge Alarm) Regulations 2021

#### Amendment of regulation 4

**19.**—(1) The Merchant Shipping (Cargo Ship) (Bilge Alarm) Regulations 2021(a) are amended as follows.

(2) In regulation 4 (bilge water level detectors and alarms)—

(a) in paragraph (1) for “at” substitute “from”; and

(b) in paragraph (6), for sub-paragraph (a) of the definition of “effective date” substitute—

“(a) [insert date of entry into force of this amending SI], in the case of a new ship first launched on or before that date, and, in the case of a new ship first launched after that date, the date on which the ship is first launched; and”.

## PART 8

### Review

#### Review of Parts 2 to 6 of these Regulations

**20.**—(1) The Secretary of State must from time to time—

(a) carry out a review of the regulatory provision contained in Parts 2 to 6 of these Regulations; and

(b) publish a report setting out the conclusions of the review.

(2) The first report must be published before xx xxxx 2027.

(3) Subsequent reports must be published at intervals not exceeding five years.

(4) Section 30(3) of the Small Business, Enterprise and Employment Act 2015(b) requires that a review carried out under this regulation must, so far as is reasonable, have regard to how the obligations under the Convention are implemented in other countries which are subject to the obligations.

(5) Section 30(4) of the Small Business, Enterprise and Employment Act 2015 requires that a report published under this regulation must, in particular—

(a) set out the objectives intended to be achieved by the regulatory provision referred to paragraph (1)(a);

(b) assess the extent to which those objectives are achieved;

(c) assess whether those objectives remain appropriate; and

(d) if those objectives remain appropriate, assess the extent to which they could be achieved in another way which involves less onerous regulatory provision.

(6) In this regulation “regulatory provision” has the same meaning as in sections 28 to 32 of the Small Business, Enterprise and Employment Act 2015 (see section 32 of that Act).

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(a) S.I. 2021/592.

(b) 2015 c. 26. Section 30(3) was amended by the Enterprise Act 2016 (c. 12), section 19 and the European Union (Withdrawal) Act 2018 (c. 16), Schedule 8, Part 2, paragraph 36.

Signed by authority of the Secretary of State for Transport

Date *Name*  
Parliamentary Under Secretary of State  
Department for Transport

We consent *Name*  
  
*Name*

Date Two of the Lords Commissioners of Her Majesty's Treasury

## SCHEDULE

Regulation 2

### PART 1

Amendments to the Merchant Shipping (Cargo Ship Construction) Regulations 1997

1. The Merchant Shipping (Cargo Ship Construction) Regulations 1997 are amended as follows.

2. For regulation 4 (application), substitute—

“4.—(1) Subject to paragraph (2), these Regulations apply to—

- (a) United Kingdom cargo ships, wherever they may be;
- (b) non-United Kingdom cargo ships while they are within United Kingdom waters.

(2) These regulations do not apply to—

- (a) ships to which the Merchant Shipping (Cargo and Passenger Ship Construction and Miscellaneous Amendments) Regulations 2022 apply;
- (b) ships of war or naval auxiliary ships;
- (c) ships owned or operated by a State and engaged only on governmental non-commercial service;
- (d) ships engaged on an international voyage;
- (f) ships not propelled by mechanical means;
- (g) cargo ships of less than 500 tons;
- (h) pleasure vessels;
- (i) fishing vessels;
- (j) craft to which the Merchant Shipping (High Speed Craft) Regulations 2022(a) apply.

(3) A non-United Kingdom ship is not subject to the requirements of these Regulations if it would not have been in United Kingdom waters but for stress of weather or any other circumstances which the master, owner or charterer could not have prevented.

(4) Where persons are on board a ship as a consequence of—

- (a) the circumstances described in paragraph (3); or
- (b) an obligation laid upon the master to carry shipwrecked or other persons,

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(a) S.I. 2022/xxx.

those persons are not to be taken into account for the purpose of determining the application to that ship of any provision of these Regulations.

(5) A United Kingdom ship which undergoes repairs, alterations, or modifications of a major character must meet the requirements applying to a ship constructed at that time in so far as the Secretary of State considers reasonable and practicable.

(6) In this regulation, “international voyage” means a voyage between a port in the United Kingdom and a port outside the United Kingdom.”.

## PART 2

### Amendments to the Merchant Shipping (Passenger Ship Construction: Ships of Classes I, II and II(A)) Regulations 1998

**3.** The Merchant Shipping (Passenger Ship Construction: Ships of Classes I, II and II(A)) Regulations 1998(a) are amended as follows.

**4.** In regulation 2—

(a) in paragraph (2)—

(i) after the definition of “bulkhead deck” insert—

““category A, B, C or D waters” means waters specified as such in Merchant Shipping Notice 1837(M) Amendment 2(b);”;

(ii) after the definition of “independent power pump” insert ““international voyage” means a voyage between a port in the United Kingdom and a port outside the United Kingdom;”;

(b) for paragraph (6) substitute—

“(6) For the purposes of these Regulations, passenger ships in Class II(A) are ships engaged on voyages of any kind other than international voyages, which are not—

(a) ships of Classes III to VI(A) as defined in the Merchant Shipping (Passenger Ship Construction: Ships of Classes III to VI(A)) Regulations 1998(c); or

(b) ships of Classes A, B, C or D as defined in the Merchant Shipping (Passenger Ships on Domestic Voyages) Regulations 2000(d) which are new ships, engaged on domestic voyages, for the purposes of those Regulations.”.

**5.** In regulation 3 (application)—

(a) in paragraph (1), for “these Regulations apply to passenger ships of Classes I, II and II(A)” substitute—

“these Regulations apply to—

(a) passenger ships engaged on an international voyage, to the extent prescribed in paragraph (4A); and

(b) passenger ships of Class II(A);”;

(b) for paragraph (4) substitute—

“(4) Subject to paragraph (4A), these regulations do not apply to—

(a) ships to which the Merchant Shipping (Cargo and Passenger Ship Construction and Miscellaneous Amendments) Regulations 2022 apply;

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(a) S.I. 1998/2514, amended by S.I. 2000/2687, 2001/1638, 2002/1650, 2004/302, 2004/2884 and 2018/1221.

(b) Merchant Shipping Notice 1837 (M) Amendment 2 is available on [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/855605/msn\\_1837\\_-\\_amendment2\\_june\\_2017.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/855605/msn_1837_-_amendment2_june_2017.pdf) and in hard copy from the Maritime and Coastguard Agency (MCA) of Spring Place, 105 Commercial Road, Southampton SO15 1EG (telephone 020 3817 2000 and email [infoline@mca.gov.uk](mailto:infoline@mca.gov.uk)).

(c) S.I. 1998/2515, amended by S.I. 2000/2687; there are other amending instruments but none is relevant.

(d) S.I. 2000/2687, amended by S.I. 2004/302, 2010/680, 2010/1075, 2012/2636, 2018/1221 and 2020/1222; there are other amending instruments but none is relevant.

- (b) ships of war and naval auxiliary ships;
  - (c) ships owned or operated by a State and engaged only on governmental non-commercial service;
  - (d) ships operating only in category A, B, C or D waters;
  - (e) ships not propelled by mechanical means;
  - (f) fishing vessels;
  - (g) craft to which the Merchant Shipping (High Speed Craft) Regulations 2022(a) apply.
- (4A) Subject to paragraph (3)(a), regulations 22(1), (3) and (7), 26(a), (b) and (c), 28(1), 29, 31, 32(2), 33 and 34 apply to passenger ships engaged on an international voyage.”.

**6.** In regulation 4 (exemptions for certain classes of ships and individual ships)—

- (a) in paragraph (b), omit “II or”;
- (b) omit paragraph (e).

**7.** In regulation 11(2) (double bottoms), omit “II or”.

**8.** In regulation 41 (automatic draught gauge system)—

- (a) omit paragraph (1);
- (b) in paragraph (2), omit “I or” in both places it occurs.

**9.** In regulation 43 (calculation of stability prior to departure), omit paragraph (2).

## PART 3

### Amendments to other instruments

**10.** In Schedule 1 (large vessels) to the Merchant Shipping (Vessels in Commercial Use for Sport or Pleasure) Regulations 1998(b)—

- (a) in respect of the first entry (The Merchant Shipping (Cargo Ship Construction) Regulations 1997), in the third column, after “2005/2114” insert “2022/XXXX”;
- (b) at the end insert—
  - (i) in the first column, “The Merchant Shipping (Cargo and Passenger Ship Construction and Miscellaneous Amendments) Regulations 2022”;
  - (ii) in the second column, “2022/XXXX”;
  - (iii) in the third column, “None”.

**11.** In the Merchant Shipping (Counting and Registration of Persons on Board Passenger Ships) Regulations 1999(c)—

- (a) in regulation 5(1)(a), for “in the case of a passenger ship of Class II or II(A)” substitute “in the case of a passenger ship engaged on a short international voyage or a passenger ship of Class II(A)”;
- (b) after regulation 5(7) add—
  - “(8) In this regulation—
  - “short international voyage” means an international voyage—
    - (a) in the course of which a passenger ship is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety; and
    - (b) which does not exceed 600 miles in distance between the last port of call in the country in which the voyage begins and the final port of destination.”.

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(a) S.I. 2022/xxxx.

(b) S.I. 1998/2771, amended by S.I. 2016/353, 2018/242 and 2020/673; there are other amending instruments but none is relevant.

(c) S.I. 1999/1869, to which there are amendments not relevant to these Regulations.

12. In the table in paragraph 5 of Part 1 of Schedule 1 (fees under the Merchant Shipping Act 1995) to the Merchant Shipping (Fees) Regulations 2018(a) under heading I (Construction and Equipment)—

- (a) in respect of the entry for the Merchant Shipping (Cargo Ship Construction) Regulations 1997(b), in the third column, after “2005/2114” insert “2022/XXXX”;
- (b) in respect of the entry for the Merchant Shipping (Passenger Ship Construction: Ships of Classes I, II and II(A)) Regulations 1998, in the third column, after “2004/2884” insert “2022/XXXX”;
- (c) at the end insert—
  - (i) in the first column, “The Merchant Shipping (Cargo and Passenger Ship Construction and Miscellaneous Amendments) Regulations 2022;
  - (ii) in the second column, “2022/XXXX”;
  - (iii) in the third column, “None”.

### EXPLANATORY NOTE

*(This note is not part of the Regulations)*

These Regulations implement outstanding amendments to Chapter II-1 of the Annex to the International Convention for the Safety of Life at Sea, 1974 (“the Convention”), which relates to construction (structure, subdivision and stability, machinery and electrical installations) in respect of ships engaged on international voyages.

These Regulations amend the Merchant Shipping (Cargo Ship Construction) Regulations 1997 (S.I. 1997/1509) and the Merchant Shipping (Passenger Ship Construction: Ships of Classes I, II and II(A)) Regulations 1998 (S.I. 1998/2514) (“the 1998 Regulations”) to the effect that, subject to certain exceptions, those instruments cease to apply to ships engaged on international voyages which are subject to SOLAS requirements, which must only comply with the requirements in these Regulations.

The exceptions comprise a number of provisions in the 1998 Regulations in respect of recording matters relating to the closure of openings in the hull, bulkheads and enclosed superstructures of passenger ships.

These Regulations also amend the Merchant Shipping (Cargo Ship) (Bilge Alarm) Regulations 2021 (S.I. 2021/592).

The effect of these Regulations is to prescribe Convention requirements relating to a ship’s construction (specifically its structure, subdivision and stability, machinery and electrical installations). These Regulations apply, with certain limited exceptions, to United Kingdom ships and to non-United Kingdom ships in United Kingdom waters, including ships from countries which are not parties to SOLAS.

These Regulations implement all amendments to Chapter II-1 as at the date on which this instrument comes into force. Chapter II-1 also gives effect to the International Code on Intact Stability, 2008, International Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers, Code on Noise Levels on Board Ships and International Code of Safety for Ships using Gases or other Low-Flashpoint Fuels (IGF Code), and these Regulations also therefore give effect to the mandatory requirements in those instruments. All future amendments to the provisions of Chapter II-1, and the instruments referred to in them, will be automatically incorporated into these regulations by way of the ambulatory reference provision (regulation 6) made under the power in section 306A of the Merchant Shipping Act 1995.

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(a) S.I. 2018/1104, to which there are amendments not relevant to these Regulations.

(b) S.I. 1997/1509, amended by S.I. 1997/2971, 1999/643, 2004/302, 2004/2151, 2005/2114 and 2018/1221.



Regulation 5 makes provision for the requirements which apply to ships which undergo repairs, alterations or modifications. These Regulations provide for the granting of exemptions (regulation 7), the approval of equivalents (regulation 8) and the granting of approvals (regulation 9).

Regulation 10 makes provision for the approval of alternative design and arrangements of ships built on or after 1st January 2009.

Part 3 (regulations 11 and 12) makes provision for the requirements applying to ships constructed before 1st January 2009. Regulation 12 gives effect to Merchant Shipping Notice [ ] which sets out those requirements.

Part 4 (regulations 13 and 14) and Part 5 (regulations 15 and 16) make provision for intermediate and new ships respectively.

Regulation 13 applies Part 4 to intermediate ships, defined in regulation 2 as ships which are not new ships but which were constructed on or after 1st January 2009. Regulation 14 requires intermediate ships to comply with the requirements in Chapter II-I of the Convention which apply to them.

Regulation 15 applies Part 5 to new ships, defined in regulation 2 as ships which include ships in respect of which a building contract is placed on or after 1st January 2020 (the definition includes alternative criteria). Regulation 16 requires new ships to comply with the requirements in Chapter II-I of the Convention which apply to them.

Regulation 17 makes provision for a number of offences, specifically making it an offence by the owner and master for a ship to be used in contravention of any of the requirements of these Regulations. Regulation 18 contains power to detain a ship in cases of non-compliance with these Regulations.

Regulation 19 (Part 7) amends regulation 4 of the Merchant Shipping (Cargo Ship) (Bilge Alarm) Regulations 2021 to correct an error in the provision establishing the date from which new ships (as defined in regulation 4 of those Regulations) must comply with those Regulations.

Regulation 20 requires the Secretary of State to review the operation and effect of these Regulations (with the exception of Part 7) and publish a report before [DATE] and at intervals not exceeding five years after that. Following a review, it will fall to the Secretary of State to consider whether the Regulations should remain as they are, or be amended or revoked. A further instrument would be needed to amend or revoke the Regulations.

Marine Guidance Note (MGN) 670(M) also provides guidance on how the Secretary of State will exercise discretion where Chapter II-1 permits this.

Merchant Shipping Notice 1907(M) is available from the Maritime and Coastguard Agency (MCA) of Spring Place, 105 Commercial Road, Southampton SO15 1EG (telephone 020 3817 2000 and email [infoline@mcga.gov.uk](mailto:infoline@mcga.gov.uk)) and on <https://www.gov.uk>.

The Convention and its Protocol of 1988 may be obtained in copy from the International Maritime Organization (IMO), 4 Albert Embankment, London SE1 7SR and both are available on the Foreign, Commonwealth and Development Office (FCDO) treaties database (<https://treaties.fcdo.gov.uk/responsive/app/consolidatedSearch/>). The text of the IMO Resolutions amending the Convention and Protocol may be obtained from the IMO or found in Marine Information Note XXX(M), or on the FCDO treaties database (<https://treaties.fcdo.gov.uk/responsive/app/consolidatedSearch/>).

Future amendments to the Convention and to the Protocol may be obtained in copy from the IMO and, after coming into force in the United Kingdom, found on the Foreign, Commonwealth and Development Office (FCDO) treaties database (<https://treaties.fcdo.gov.uk/responsive/app/consolidatedSearch/>). Until such publication is made on the FCDO treaties database, an amendment will be available from the MCA and on <https://www.gov.uk>. An amendment will be publicised in advance of its in-force date by means of

a Parliamentary Statement to both Houses of Parliament and by way of a [Marine Guidance Note], which will be available in copy from the MCA and on <https://www.gov.uk>.

A full impact assessment of the effect that this instrument will have on the costs to business and the voluntary sector is available from the MCA of Spring Place, 105 Commercial Road, Southampton SO15 1EG and is published with the Explanatory Memorandum alongside the instrument on [www.legislation.gov.uk](http://www.legislation.gov.uk).