

Guidance on provisions¹ that include the term "to the satisfaction of the Administration" or equivalent in mandatory IMO instruments

International Code for the Safety of High-Speed Craft, 2000 (2000 HSC Code)

HSC-Code					
No.	Chapter	Regulation	Title	Provision	Guidance
1	1	1.11.1	Equivalents	Where this Code requires that a particular fitting, material, appliance or apparatus, or type thereof, shall be fitted or carried in a craft, or that any particular provision shall be made, the Administration may allow any other fitting, material, appliance or apparatus, or type thereof, to be fitted or carried, or any other provision to be made in the craft, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance or apparatus, or type thereof, or provision, is at least as effective as that required by this Code.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit ² (the Administration) decides on a case-by-case basis or in general.
2	1	1.11.2	Equivalents	Where compliance with any of the requirements of this Code would be impractical for the particular designs of the craft, the Administration may substitute those with alternative requirements provided that equivalent safety is achieved. [.....]	<p>If applicable, the Administration decides on a case-by-case basis or in general.</p> <p>The RO may provide a substantiated proposal for the alternative to be approved.</p> <p>The following ROs are authorized by the Administration:</p> <p>➤ ABS</p>

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- Provisions that require a definite action or determination by the Administration (where "shall" is used in the Convention)
- Provisions that require an approval or determination by the Administration (where "approved" is used in the Convention)
- Provisions that do not require a definite action by the Administration but may require an action or determination in specific circumstances (where "may" is used in the Convention)

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					<ul style="list-style-type: none"> ➤ BV ➤ CCS ➤ DNV ➤ LR ➤ Class NK ➤ KR ➤ RINA
3	1	1.13.2	Further developments	A design may be produced which cannot comply with the provisions of this Code. In such a case the Administration shall determine the extent to which the provisions of the Code are applicable to the design and, if necessary, develop additional or alternative requirements to provide an equivalent level of safety for the craft.	<p>If applicable, the Administration decides on a case-by-case basis.</p> <p>The designer/shipyard may provide detailed information about the design for further consideration.</p>
4	2	2.2.2.6	Intact buoyancy and watertight and watertight integrity	[.....] If the Administration is satisfied that such doors are essential for the safe work of the craft, hinged watertight doors having only local control may be permitted for areas to which crew only have access, provided they are fitted with remote indicators as required by 2.2.2.4.	If applicable, the Administration decides on a case-by-case basis or in general.
5	2	2.2.8.1.2	Intact buoyancy and watertight and watertight integrity	[.....] the height of these coamings may be reduced, or the coamings omitted entirely, on condition that the Administration is satisfied that the safety of the ship is not thereby impaired in any sea conditions up to the worst intended conditions. Where coamings are provided, they shall be of substantial construction; and [.....]	<p>If applicable, the Administration decides on a case-by-case basis.</p> <p>The RO may provide a substantiated proposal for the deviation to be approved.</p>

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6	2	2.3.4	Intact stability in the displacement mode	Where the characteristics of multihull craft are inappropriate for application of annex 7 or the characteristics of monohull craft are inappropriate for application of annex 8, the Administration may accept alternative criteria equivalent to those stipulated, as appropriate to the type of craft and area of operation. [.....]	If applicable, the Administration decides on a case-by-case basis. The RO may provide a substantiated proposal for the alternative criteria to be accepted.
7	2	2.6.4	Buoyancy and stability in the displacement mode following damage	The Administration may permit the use of low-density foam or other media to provide buoyancy in void spaces, provided that satisfactory evidence is provided that any such proposed medium is the most suitable alternative and is: [.....]	If applicable the Administration decides on a case-by-case basis. Refer to: <ul style="list-style-type: none"> ➤ ISO 2896:1987 ➤ ISO 12217 (Stability and buoyancy assessment and categorization) The water absorption of low-density material should not exceed 8% by volume after being fully submerged for 8 days according to ISO 2896 and should be considered to be "impervious to water absorption". Material complying with the Revised Recommendation on Testing of Life-Saving Appliances (resolution MSC.81(70)) should also be deemed to satisfy this standard.
8	2	2.6.5	Buoyancy and stability in the displacement mode following damage	The Administration may permit void bottom spaces to be fitted within the watertight envelope of the hull without the provision of a bilge system or air pipes provided that: [.....]	If applicable, the Administration decides on a case-by-case basis. The RO may provide a substantiated proposal for the deviation to be permitted.
9	2	2.8	Loading and stability assessment	[.....] The Administration may accept the use of an electronic loading and stability computer or equivalent means for this purpose.	If applicable, the Administration decides on a case-by-case basis. Refer to:

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					<ul style="list-style-type: none"> ➤ MSC.1/Circ.1229 (Guidelines for the approval of stability instruments) ➤ IS Code 2008 Part B Chapter 4
10	2	2.16	Inclining	Where it is satisfied by lightweight survey, weighing or other demonstration that the lightweight of a craft is closely similar to that of another craft of the series to which 2.7.1 has been applied, the Administration may waive the requirement of 2.7.1 for craft to be inclined. [.....]	<p>If applicable, the Administration decides on a case-by-case basis.</p> <p>A craft which lies within the parameters of 2.14.1, when compared with a craft of the series which has been inclined, shall be regarded as being closely similar to that craft.</p>
11	3	3.6	Trials	If the Administration consider it necessary , it shall require full-scale trials to be undertaken in which loadings are determined. [.....]	If applicable, the Administration decides on a case-by-case basis.
12	4	4.2.2	Public address and information system	[.....] The public address system and its performance standards shall be approved by the Administration having regard to the recommendations developed by the Organization.	<p>Refer to:</p> <ul style="list-style-type: none"> ➤ Recommendations on performance standards for public address systems on passenger ships, including cabling (MSC/Circ.808) ➤ Code on Alarms and Indicators, 1995 (Res. A.830(19))
13	4	4.8.6	Evacuation time	On craft where a half trial is impracticable, the Administration may consider a partial evacuation trial using a route which the evacuation analysis shows to be the most critical.	If applicable, the Administration decides on a case-by-case basis.
14	5	5.2.3	Reliability	The secondary means of actuating the directional control device may be manually driven when the Administration is satisfied that this is adequate, bearing in mind the craft's size and design and any limitations of speed or other parameters that may be necessary.	If applicable, the Administration decides on a case-by-case basis taking into account the size and design of the craft and any operational limitations.

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15	5	5.2.4	Reliability	The directional control systems shall be constructed so that a single failure in one drive or system, as appropriate, will not render any other one inoperable or unable to bring the craft to a safe situation. The Administration may allow a short period of time to permit the connection of a secondary control device when the design of the craft is such that such delay will not, in their opinion, hazard the craft.	If applicable, the Administration decides on a case-by-case basis. The RO may provide a substantiated proposal for consideration.
16	7	7.5.6.8	Fuel and other flammable fluid tanks and systems	[.....] The use of cylindrical gauge glasses is prohibited, except for cargo craft where the use of oil-level gauges with flat glasses and self-closing valves between the gauges and fuel tanks may be permitted by the Administration . Other means of ascertaining the amount of fuel contained in any tank may be permitted if such means do not require penetration below the top of the tank, and providing their failure or overfilling of the tank will not permit the release of fuel;	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis. The RO may provide a substantiated proposal for the deviation to be permitted.
17	7	7.7.1.1.8	General requirements	[.....] In order to avoid delay in identifying the source of fire, the number of enclosed spaces included in each section shall be limited as determined by the Administration . In no case shall more than 50 enclosed spaces be permitted in any section. [.....]	BG Verkehr/Dienststelle Schiffssicherheit decides on the allowed number of enclosed spaces on a case-by-case basis. The shipowner shall provide relevant plans/information at an early stage.
18	7	7.7.1.2.4	Installation requirements	[.....] The Administration may require or permit other spacings based upon test data which demonstrate the characteristics of the detectors.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis.

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					The RO may provide a substantiated proposal for the deviation to be permitted.
19	7	7.7.1.3.2	Design requirements	Smoke detectors to be installed in other spaces shall operate within sensitivity limits to the satisfaction of the Administration having regard to the avoidance of detector insensitivity or over-sensitivity.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis.
20	7	7.7.1.3.4	Design requirements	At the discretion of the Administration , the permissible temperature of operation of heat detectors may be increased to 30°C above the maximum deckhead temperature in drying rooms and similar spaces of a normal high ambient temperature.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis.
21	7	7.7.3.1	Fixed fire-extinguishing systems	[.....] The system shall comply with 7.7.3.3 and 7.7.3.4 or with alternative arrangements approved by the Administration taking into account the recommendations and guidelines developed by the Organization* and be capable of local manual control and remote control from the continuously manned control stations.	Refer to: ➤ MSC/Circ. 668 as amended by MSC/Circ.728 ➤ MSC/Circ.848
22	7	7.7.3.3.2	General requirements	The use of a fire-extinguishing medium which, in the opinion of the Administration , either by itself or under expected conditions of use will adversely affect the earth's ozone layer and/or gives off toxic gases in such quantities as to endanger persons shall not be permitted.	The use of a fire-extinguishing medium containing ozone-depleting substances as listed in Annex I of Regulation (EU) 2024/590 is prohibited.
23	7	7.7.3.3.6	General requirements	[.....] if released in such space in the event of fire, such release of air within that space would seriously affect the	If applicable BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis.

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				efficiency of the fixed fire-extinguishing system, the Administration shall require the provision of an additional quantity of fire-extinguishing medium corresponding to the gross volume of the machinery space being increased by the volume of air receivers converted to free air volume. [.....]	
24	7	7.8.2.1	Fixed fire-extinguishing system	Each special category space and ro-ro space shall be fitted with an approved fixed pressure water-spraying system for manual operation which shall protect all parts of any deck and vehicle platform in such space, provided that the Administration may permit the use of any other fixed fire-extinguishing system that has been shown by full-scale test in conditions simulating a flowing petrol fire in the space to be not less effective in controlling fires likely to occur in such a space.	Refer to: ➤ Recommendation on fixed fire-extinguishing systems for special category spaces contained in resolution A.123(V)
25	7	7.10.1.3	Firefighter's outfits	The Administration may require additional sets of personal equipment and breathing apparatus, having due regard to the size and type of the craft.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis taking into account the size and type of the craft.
26	7	7.17.1	General	[.....] Cargo craft of less than 500 gross tonnage constructed on or after [date of entry into force] shall comply with this paragraph, but the Administration of the State whose flag the craft is entitled to fly may, in consultation with the port State, reduce the requirements and such reduced requirements shall be recorded in the	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis taking into account the consultation with the relevant port State.

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				document of compliance referred to in 7.17.4. [.....]	
27	7	7.17.3.1.2	Water supplies	[.....] This requirement shall be met by the total capacity of the main fire pump(s) not including the capacity of the emergency fire pump, if fitted. This amount of water may be applied by equivalent means to the satisfaction of the Administration.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case taking into account the intended alternative means.
28	7	7.17.3.1.3	Water supplies	Means shall be provided of effectively cooling the designated under deck cargo space by with water at not less than 5 l/min/m ² of the horizontal area of cargo spaces, either by a fixed arrangement of spraying nozzles, or flooding the space with water. Hoses may be used for this purpose in small cargo spaces and in small areas of larger cargo-spaces at the discretion of the Administration.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis taking into account the size and constructions of the cargo spaces.
29	7	7.17.3.3	Detection system	Enclosed cargo spaces shall be provided with an approved automatic smoke detection system complying with 7.7.1 or with a detection system which, in the opinion of the Administration gives equivalent protection.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis taking into account the design and characteristics of the alternative detection system. The RO may provide a substantiated proposal for the alternative to be accepted.
30	7	7.17.3.8.1	Fixed fire extinguishing system	Cargo spaces, except for open decks, shall be provided with an approved fixed fire extinguishing system complying with the provisions of 7.7.3 or with a fire extinguishing system which, in the opinion of the Administration , gives equivalent protection for the cargo carried*.	Refer to: ➤ List of cargoes in table 2 of MSC/Circ.1146

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31	7	7.17.3.8.2	Fixed fire extinguishing system	Each open ro-ro space having a deck above it and each ro-ro space not capable of being sealed shall be fitted with an approved fixed pressure water-spraying system for manual operation which shall protect all parts of any deck and vehicle platform in such space, except that the Administration may permit the use of any other fixed fire-extinguishing system that has been shown by full-scale test to be no less effective.	<p>If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis.</p> <p>The RO may provide a substantiated proposal for the deviation to be permitted.</p> <p>Refer to:</p> <ul style="list-style-type: none"> ➤ Recommendation on fixed fire-extinguishing systems for special category spaces contained in resolution A.123(V)
32	8	8.1.3.2	General and definitions	[.....] have successfully undergone, to the satisfaction of the Administration , tests which are substantially equivalent to those specified in those recommendations.	<p>Refer to:</p> <ul style="list-style-type: none"> ➤ Revised Recommendation on Testing of Life-Saving Appliances (MSC.81(70)) ➤ Directive 2014/90/EU on marine equipment (MED)
33	8	8.1.4.2	General and definitions	[.....] have successfully undergone, to the satisfaction of the Administration , evaluation and tests which are substantially equivalent to those recommendations.	<p>Refer to:</p> <ul style="list-style-type: none"> ➤ Code of Practice for the Evaluation, Testing and Acceptance of Prototype Novel Life-Saving Appliances and Arrangements (Resolution A.520(13)) ➤ Directive 2014/90/EU on marine equipment (MED)
34	8	8.1.5	General and definitions	Before accepting life-saving appliances and arrangements that have not been previously approved by the Administration, the Administration shall be satisfied that life-saving appliances and arrangements comply with the requirements of this chapter.	<p>Refer to:</p> <ul style="list-style-type: none"> ➤ Directive 2014/90/EU on marine equipment (MED)
35	8	8.1.6	General and definitions	Except where otherwise provided in this Code, life-saving appliances re-	<p>Refer to:</p> <ul style="list-style-type: none"> ➤ Directive 2014/90/EU on marine equipment (MED)

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				quired by this chapter for which detailed specifications are not included in the LSA Code shall be to the satisfaction of the Administration .	
36	8	8.1.9	General and definitions	The Administration shall determine the period of acceptability of life-saving appliances which are subject to deterioration with age. Such life-saving appliances shall be marked with a means for determining their age or the date by which they shall be replaced.	For immersion suits BG Verkehr/Dienststelle Schiffssicherheit requests compliance with MSC/Circ.1114. Date when it should be replaced is under the discretion of the manufacturer during service. If the equipment is no more fit for service, it has to be replaced. For all other LSA equipment the deterioration with age is individually and cannot be determined in general. Marking is accepted to be replaced by the "Document of compliance" which determines clearly the manufacturing date according to Directive 2014/90/EU. A corresponding date for replacement must be developed and agreed by the IMO as the regulating body for the LSA equipment. (Note: HSSC system, change of flag conflicts when different dates of Memberstates are in place.)
37	8	8.3.8	Personal life -saving appliances	[.....] These immersion suits or anti-exposure suits need not be required if the craft is constantly engaged on voyages in warm climates where, in the opinion of the Administration , such suits are unnecessary.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis.
38	8	8.6.1	Survival craft stowage	[.....] The Administrations may permit the use of adjustable securing and/or bowsing lines at exits where more than one survival craft is used. [.....]	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis.
39	8	8.7.5	Survival craft and rescue boat embarkation	[.....] the Administration may accept a system where persons board liferafts directly.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis.

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			and recovery arrangements		
40	8	8.9.2.2	Operational readiness, maintenance and inspections	The Administration may accept , in lieu of the instructions required by .1, a shipboard planned maintenance programme which includes the requirements of regulation III/36 of the Convention.	BG Verkehr/Dienststelle Schiffssicherheit accepts a shipboard planned maintenance programme if the programme includes the requirements of SOLAS regulation III/36.
41	8	8.9.3.2	Operational readiness, maintenance and inspections	The Administration may accept in lieu of "end for ending" required in paragraph 8.9.3.1, periodic inspection of the falls and their renewal whenever necessary due to deterioration or at intervals of not more than four years, whichever is the earlier.	BG Verkehr/Dienststelle Schiffssicherheit accepts the periodic inspection of the falls and their renewal whenever necessary due to deterioration or at intervals of not more than four years, whichever is the earlier.
42	8	8.9.7.1	Operational readiness, maintenance and inspections	Every inflatable liferaft, inflatable life-jacket and MES shall be serviced: .1 at intervals not exceeding 12 months, provided where in any case this is impracticable, the Administration may extend this period by one month; [.....]	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis. The shipowner has to apply for the extension.
43	8	8.9.8	Operational readiness, maintenance and inspections	In addition to or in conjunction with the servicing intervals of marine evacuation systems required by paragraph 8.9.7.1, each marine evacuation system shall be deployed from the craft on a rotational basis at intervals to be agreed by the Administration provided that each system is to be deployed at least once every six years.	BG Verkehr/Dienststelle Schiffssicherheit agrees on the intervals on a case-by-case basis provided that each system will be deployed at least once every six years.
44	8	8.9.12.1	Operational readiness, maintenance and inspections	Hydrostatic release units shall be serviced: .1 at intervals not exceeding 12 months, provided where in any case	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis. The shipowner has to apply for the extension.

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				this is impracticable, the Administration may extend this period by one month; [.....]	
45	8	8.10.2	Survival craft and rescue boats	Where the Administration considers it appropriate, in view of the sheltered nature of the voyages and the suitable climatic conditions of the intended area of operations, the Administration may permit the use of open reversible inflatable liferafts complying with annex 11 on category A craft as an alternative to liferafts complying with paragraph 4.2 or 4.3 of the LSA Code.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis.
46	8	8.11	Helicopter pick-up areas	Craft operating on voyages having a duration of 2 h or more between each port of call shall be provided with a helicopter pick-up area approved by the Administration having regard to the recommendations adopted by the Organization.	Refer to: ➤ International Aeronautical and Maritime Search and Rescue Manual (IAMSAR), (Resolution A.894(21)), as amended.
47	9	9.1.9	General	The Administration may accept machinery which does not show detailed compliance with the Code where it has been used satisfactorily in a similar application, provided that it is satisfied : [.....]	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis. The RO may provide a substantiated proposal for the deviation to be accepted.
48	9	9.1.12	General	[.....] The Administration may permit deviation from these angles, taking into consideration the type, size and service conditions of the craft.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis. The RO may provide a substantiated proposal for the deviation to be permitted.
49	9	9.2.1	Engine (general)	[.....] Where the space is continuously manned, this requirement may	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis.

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				be varied in accordance with the requirements of the Administration.	The RO may provide a substantiated proposal for the requirements to be approved.
50	10	10.2.4.7.2.2	Arrangement of oil fuel, lubricating oil and other flammable oil	[.....] In cargo craft, the Administration may permit the use of oil-level gauges with flat glasses and self-closing valves between the gauges and fuel tanks. Such other means shall be acceptable to the Administration and shall be maintained in the proper condition to ensure their continued accurate functioning in service.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis. The RO may provide a substantiated proposal for consideration and acceptance.
51	10	10.2.4.9	Arrangement of oil fuel, lubricating oil and other flammable oil	Oil fuel pipes and their valves and fittings shall be of steel or other approved material, except that restricted use of flexible pipes shall be permissible in positions where the Administration is satisfied that they are necessary. Such flexible pipes and end attachments shall be approved fire-resisting materials of adequate strength and shall be constructed to the satisfaction of the Administration.	The requirements of a RO must be complied with. For valves fitted to oil fuel tanks and which are under static pressure-head, steel or nodular cast iron may be accepted. However, ordinary cast iron valves may be used in piping systems where the design pressure is lower than 0.7 N/mm ² and the design temperature is below 60°C. Refer to: ➤ ISO 15540:1999 ➤ ISO 15541:1999
52	10	10.3.7	Bilge pumping and drainage systems	Internal diameters of suction branches shall meet the requirements of the Administration but shall not be less than 25 mm. [.....]	The requirements of a RO must be complied with.
53	10	10.10.1	Bilge pumping systems	[.....] If the Administration is satisfied that the safety of the craft is not impaired, bilge pumping arrangements may be dispensed with in particular compartments. [.....]	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis. Alternatively, the bilge pumping arrangement may be in accordance with the requirements of 10.3.14.
54	12	12.6.1.2	Precautions against shock, fire and other	The Administration may require additional precautions for portable electrical equipment for use in confined or	Portable electrical equipment shall be maintained and inspected regularly by qualified persons. The maintenance and inspection shall be recorded.

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			hazards of electrical origin	exceptionally damp spaces where particular risks due to conductivity may exist.	
55	12	12.6.2	Precautions against shock, fire and other hazards of electrical origin	[.....] Exposed live parts having voltages to earth exceeding a voltage to be specified by the Administration shall not be installed on the front of such switchboards. [.....]	The requirements of a RO must be complied with.
56	12	12.6.3	Precautions against shock, fire and other hazards of electrical origin	[.....] For limited secondary distribution systems the Administration may accept a device for manual checking of the insulation level.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis. The RO may provide a substantiated proposal for the deviation to be accepted.
57	12	12.6.4.1	Precautions against shock, fire and other hazards of electrical origin	Except as permitted by the Administration in exceptional circumstances, all metal sheaths and armour of cables shall be electrically continuous and shall be earthed.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis. The RO may provide a substantiated proposal for the deviation to be permitted.
58	12	12.6.4.2	Precautions against shock, fire and other hazards of electrical origin	[.....] Where necessary for particular applications, the Administration may permit the use of special types of cables such as radio-frequency cables, which do not comply with the foregoing.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis. The RO may provide a substantiated proposal for the deviation to be permitted.
59	12	12.6.4.4	Precautions against shock, fire and other hazards of electrical origin	Where cables which are installed in hazardous areas introduce the risk of fire or explosion in the event of an electrical fault in such areas, special precautions against such risks shall be taken to the satisfaction of the Administration .	The requirements of a RO must be complied with.
60	12	12.6.5.1	Precautions against shock, fire and other hazards of electrical origin	Each separate circuit shall be protected against short circuit and against overload, except as permitted in 12.5	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis.

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				or where the Administration may exceptionally otherwise permit.	The RO may provide a substantiated proposal for the deviation to be permitted.
61	12	12.6.9	Precautions against shock, fire and other hazards of electrical origin	No electrical equipment shall be installed in any space where flammable mixtures are liable to collect, including those in compartments assigned principally to accumulator batteries, in paint lockers, acetylene stores or similar spaces, unless the Administration is satisfied that such equipment is: [.....]	The requirements of a RO must be complied with.
62	12	12.7.3.6.1	General	[.....] power drives for directional control devices, including those required to direct thrust forward and astern, unless there is a manual alternative acceptable to the Administration as complying with 5.2.3.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis considering the size and design of the craft and any operational limitations.
63	12	12.7.4.4.1	General	[.....] the navigational equipment as required by chapter 13. Where such provision is unreasonable or impracticable, the Administration may waive this requirement for craft of less than 5,000 gross tonnage;	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis.
64	12	12.7.4.6	General	[.....] for a period of 10 min, power drives for directional control devices including those required to direct thrust forward and astern, unless there is a manual alternative acceptable to the Administration as complying with 5.2.3.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis considering the size and design of the craft and any operational limitations.
65	12	12.7.9.1	General	[.....] Alternatively, any other means of lighting, which is at least as effective, may be accepted by the Administration. [.....]	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis. The RO may provide a substantiated proposal for the alternative to be accepted.

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66	12	12.8.2.2.4.1	General	[.....] the navigational equipment as required by chapter 13. Where such provision is unreasonable or impracticable, the Administration may waive this requirement for craft of less than 5,000 gross tonnage;	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis.
67	12	12.8.2.2.5	General	[.....] for a period of 10 min, power drives for directional control devices, including those required to direct thrust forward and astern, unless there is a manual alternative acceptable to the Administration as complying with 5.2.3.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis considering the size and design of the craft and any operational limitations.
68	13	13.1.2	General	The equipment and its installation shall be to the satisfaction of the Administration. The Administration shall determine to what extent the provisions of this chapter do not apply to craft below 150 gross tonnage	Generally, requirements of Chapter 13 applies in full. Equipment needs to fulfil Directive 2014/90/EU on marine equipment (MED). For crafts of less than 30m in length, there is no sound reception system required.
69	13	13.5.2	Radar installations	Craft of 500 gross tonnage and upwards or craft certified to carry more than 450 passengers shall also be provided with a 3 GHz radar or where considered appropriate by the Administration a second 9 GHz radar, or other means to determine and display the range and bearing of other surface craft, [.....]	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis.
70	13	13.14	Sound reception system	When the craft's bridge is totally enclosed and unless the Administration determines otherwise , craft shall be provided with a sound reception system, or other means, to enable the officer in charge of the navigational	Refer to: ➤ MSC.1/Circ.1349 For crafts of less than 30m in length, there is no sound reception system required.

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				watch to hear sound signals and determine their direction.	
71	13	13.17.1	Approval of systems and equipment, and performance standards	All equipment to which this chapter applies shall be of a type approved by the Administration . Such equipment shall conform to performance standards not inferior to those adopted by the Organization.	Equipment needs to fulfil Directive 2014/90/EU on marine equipment (MED).
72	14	14.3.1	Exemptions	It is considered highly desirable not to deviate from the requirements of this chapter; nevertheless, the Administration , in conjunction with the base port State, may grant partial or conditional exemptions to individual craft from the requirements of 14.7 to 14.11 provided: [.....]	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis taking into account the effect that such exemptions may have with regard to the general efficiency of the service for the safety of all ships and craft.
73	14	14.14.1	Performance standards	All equipment to which this chapter applies shall be of a type approved by the Administration . Such equipment shall conform to appropriate performance standards not inferior to those adopted by the Organization.	Equipment needs to fulfil Directive 2014/90/EU on marine equipment (MED).
74	14	14.15.6	Maintenance requirements	On craft engaged on voyages in sea areas A1 or A2, the availability shall be ensured by using such methods as duplication of equipment, shore-based maintenance or at-sea electronic maintenance capability, or a combination of these, as may be approved by the Administration .	Currently, one of the described methods should be applied in full.
75	14	14.15.7	Maintenance requirements	On craft engaged on voyages in sea areas A3 or A4, the availability shall be ensured by using a combination of at least two methods, such as duplication	Alternatives to the combination of methods described are not yet described and approved.

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				of equipment, shore-based maintenance or at-sea electronic maintenance capability, as may be approved by the Administration.	
76	14	14.15.8	Maintenance requirements	However, for craft operating solely between ports where adequate facilities for shore-based maintenance of the radio installations are available, and provided that no journey between two such ports exceeds six hours, then the Administration may exempt such craft from the requirement to use at least two maintenance methods. For such craft, at least one maintenance method shall be used.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis. The shipowner may provide a substantiated proposal for consideration.
77	14	14.16.1	Radio personnel	Every craft shall carry personnel qualified for distress, urgency and safety communications purposes to the satisfaction of the Administration. [.....]	The Minimum Safe Manning Document issued for the craft should be considered. Refer to: ➤ STCW Code, chapter IV, section B-IV/2
78	14	14.17	Radio records	A record shall be kept on board, to the satisfaction of the Administration and as required by the Radio Regulations, of all incidents connected with the radiocommunication service which appear to be of importance to safety of life at sea.	There is no special format required. Required entries can be made in the official ship's logbook.
79	15	15.3.1	Field of vision from the operating compartment	[.....] Where it is impractical to meet the requirements of this paragraph from a single navigating workstation, the operating station shall be designed so that an all-round view of the horizon is obtained by using two navigating workstations combined or by other	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis.

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				means to the satisfaction of the Administration .	
80	15	15.3.4	Field of vision from the operating compartment	Where it is considered necessary by the Administration , the field of vision from the navigating workstation shall permit the navigators from this position to utilize leading marks astern of the craft for track monitoring.	If applicable, BG Verkehr/Dienststelle Schiffssicherheit decides on a case-by-case basis.
81	15	15.5.8	Instruments and chart table	If considered necessary by the Administration , the operating compartment shall be provided with a suitable table for chart work.	
82	15	15.7.2	Windows	Administrations shall be satisfied that a clear view through the operating compartment windows is provided at all times regardless of weather conditions.	The means for maintaining the windows in a clear condition shall be so arranged that no reasonably probable single failure can result in a reduction of the cleared field of vision such as to interfere seriously with the ability of the operating crew to continue the operation and bring the craft to rest.
83	17	17.1	General	[.....] Operational information shall be available on board for guidance, or the craft shall have an instrument system for on-line check of operational performance which shall be approved by the Administration taking into account the standards for the processing and presentation of measurements developed by the Organization. [.....]	Approval in consultation with RO.
84	17	17.8	Acceleration and deceleration	The Administration shall be satisfied that the worst likely acceleration or deceleration of the craft, due to any likely failure, emergency stopping procedures or other likely causes, would not hazard the persons on the craft.	To be determined with RO.

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85	18	18.2.5.5	Craft documentation	The Administration may exempt from the requirements of 18.2.5.3 passenger craft operating on voyages having a duration of 2 h or less between each port of call.	Council Directive 98/41/EC on the registration of persons on board applies to passenger ships operating to or from ports of EU Member States.
86	18	18.3.2	Training and qualifications	The Administration shall specify an appropriate period of operational training for the master and each member of the crew and, if necessary, the periods at which appropriate retraining shall be carried out.	The master and all officers having an operational role shall hold a craft specific type rating certificate issued by the operator based on a type rating procedure approved by the BG Verkehr/Dienststelle Schiffssicherheit. All other crew members shall complete specific type rating training before being employed on the craft. The type rating certificate shall be re-validated every two years.
87	18	18.3.5	Training and qualifications	The type rating certificate shall be re-validated every two years and the Administration shall lay down the procedures for re-validation.	Revalidation shall be carried out in accordance with the approved type rating procedure. The type rating certificate shall be endorsed by the craft operator.
88	18	18.3.7	Training and qualifications	The Administration shall specify standards of physical fitness and frequency of medical examinations, having regard to the route and craft concerned.	Crew members shall provide a medical certificate in accordance with §12 of the Maritime Labour Act (MLA).
89	18	18.5.8.1	Emergency instructions and drills	The date when musters are held, details of abandon craft drills and fire drills, drills of other life-saving appliances, enclosed space entry and rescue drills, and onboard training shall be recorded in such log-book as may be prescribed by the Administration .	Refer to: ➤ SchSV Annex 1 Part B.II. List of matters that have to be entered into the record book (www.deutsche-flagge.de)
90	19	19.1	Inspection and maintenance requirements	The Administration shall be satisfied with the operator's organization or any organization on which he may call in the maintenance of his craft and	Refer to: ➤ Provisions of the ISM Code in particular element 10 "Maintenance of the ship and equipment"

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				shall specify the scope of the duties [.....]	
91	19	19.2	Inspection and maintenance requirements	The craft and equipment shall be maintained to the satisfaction of the Administration ; in particular: [.....]	The craft and its equipment shall be maintained in accordance with the provisions of this code and any other applicable regulations and rules of the RO.
92	19	19.3	Inspection and maintenance requirements	The Administration shall be satisfied that arrangements are provided for ensuring adequate inspection, maintenance and recording of all life-saving appliances and distress signals carried.	Inspection and maintenance of all life-saving appliances and distress signals carried on board shall integrated into the craft's operational maintenance routine. Appropriate records of these activities shall be maintained.