FSS Code

FSS Code Regulation	Topic	Text of regulation	SMNO requirement
Ch.1, Para. 4	Use of toxic extinguishing media	4 Use of toxic extinguishing media The use of a fire-extinguishing medium which, in the opinion of the Administration, either by itself or under expected conditions of use gives off toxic gases, liquids and other substances in such quantities as to endanger persons shall not be permitted.	Fire extinguishing media used on board of Swiss flagged ships shall be in compliance with the relevant applicable standards, in particular MSC.1/Circ.1312, ISO 7201, 7202 and 7203, ISO 14520. In accordance with Res. MSC.532(107) PFOS are prohibited latest as of 1 January 2026.
Ch.5, Para. 2.1.1.4	Containers for the storage of fire-extinguishing medium, etc.	2.1.1.4 Containers for the storage of fire-extinguishing medium, piping and associated pressure components shall be designed to pressure codes of practice to the satisfaction of the Administration having regard to their locations and maximum ambient temperatures expected in service.	Containers, piping and pressure components used for the storage and application of fire-extinguishing media shall be built in accordance with the rules and requirements and to the satisfaction of a classification society recognized by the SMNO.
Ch.5, Para. 2.1.2.1	System flow calculations	2.1.2.1 The piping for the distribution of fire-extinguishing medium shall be arranged and discharge nozzles so positioned that a uniform distribution of the medium is obtained. System flow calculations shall be performed using a calculation technique acceptable to the Administration.	Calculation techniques used for the distribution of fire extinguishing media shall be based on the fundamentals of fluid mechanics, taking into account the principles of Newton, Euler and Bernoulli.
Ch.5, Para. 2.1.2.3	Spare parts	2.1.2.3 Spare parts for the system shall be stored on board and be to the satisfaction of the Administration.	The ship should be equipped with sufficient spare parts, material and tools to keep the system operable in case a single component (pipe, valve, fitting or nozzle) is failing.
Ch.5, Para. 2.3	Steam systems	2.3 Requirements of steam systems The boiler or boilers available for supplying steam shall	Steam systems shall be designed, built and approved in accordance with the requirements of a classification society recognized by the SMNO.

		have an evaporation of at least 1 kg of steam per hour for each 0.75 m^3 of the gross volume of the largest space so protected. In addition to complying with the foregoing requirements, the systems in all respects shall be as determined by, and to the satisfaction of the Administration.	
Ch.6, Paras. 3.1.3 and 3.4.1	System test of fixed high-expansion foamfire-extinguishing systems	3.1.3 The system shall be capable of fire extinction and manufactured and tested to the satisfaction of the Administration based on the guidelines developed by the Organization**. ** Refer to the Guidelines for the approval of fixed high-expansion foam systems (MSC.1/Circ.1384). 3.4.1 After installation, the pipes, valves, fittings and assembled systems shall be tested to the satisfaction of the Administration, including functional testing of the power and control systems, water pumps, foam pumps, valves, remote and local release stations and alarms. Flow at the required pressure shall be verified for the system using orifices fitted to the test line. In addition, all distribution piping shall be flushed with freshwater and blown through with air to ensure that the piping is free of obstructions.	Fixed high-expansion foam fire-extinguishing systems shall be tested in accordance with the IMO Guidelines for the approval of fixed high-expansion foam systems (MSC.1/Circ.1384).
Ch.9, Para. 2.3.1.2	Sensitivity limits of smoke detectors in other spaces	2.3.1.2 Smoke detectors required in all stairways, corridors and escape routes within accommodation spaces shall be certified to operate before the smoke density exceeds 12.5% obscuration per metre, but not until the smoke density exceeds 2% obscuration per metre, when tested according to standards EN 54:2001 and IEC 60092-504. Alternative testing standards may be used as determined by the Administration. Smoke detectors to be installed in other spaces shall operate within sensitivity limits to the	Smoke detectors shall be tested in accordance with the applicable standards listed in the actual implementation regulation for the EU Marine Equipment directive 2014/90/EU.

		satisfaction of the Administration having regard to the avoidance of detector insensitivity or oversensitivity.	
Ch.9, Para. 2.3.1.3	Heat detector temperature limits	2.3.1.3 Heat detectors shall be certified to operate before the temperature exceeds 78ºC but not until the temperature exceeds 54ºC, when the temperature is raised to those limits at a rate less than 1ºC per min, when tested according to standards EN 54:2001 and IEC 60092-504. Alternative testing standards may be used as determined by the Administration. At higher rates of temperature rise, the heat detector shall operate within temperature limits to the satisfaction of the Administration having regard to the avoidance of detector insensitivity or oversensitivity.	Heat detectors shall be tested in accordance with the applicable standards listed in the actual implementation regulation for the EU Marine Equipment directive 2014/90/EU.
Ch.10, Para. 2.3.1.1	Means to isolate smoke accumulators	2.3.1.1 At least one smoke accumulator shall be located in every enclosed space for which smoke detection is required. However, where a space is designed to carry oil or refrigerated cargo alternatively with cargoes for which a smoke sampling system is required, means may be provided to isolate the smoke accumulators in such compartments for the system. Such means shall be to the satisfaction of the Administration.	Smoke detection systems using smoke accumulators shall be approved by a RO recognized by the SMNO.
Ch.12, Para. 2.2.2.1	Approval of heating arrangement of the diesel engine cooling water or lubricating oil system if the room for the diesel driven power source is not heated	2.2.2.1 Starting of diesel engine Any diesel-driven power source for the pump shall be capable of being readily started in its cold condition down to the temperature of 0°C by hand (manual) cranking. Where ready starting cannot be assured, if this is impracticable, or if lower temperatures are likely to be encountered, and if the room for the diesel driven power source is not heated, electric heating of the diesel engine cooling water or lubricating oil system shall be fitted, to the satisfaction of the Administration. If hand (manual)	Fixed emergency fire pumps shall be approved by a RO recognized by the SMNO. This includes diesel engines used as independent power source for such pumps.

		starting is impracticable, the Administration may permit compressed air, electricity, or other sources of stored energy, including hydraulic power or starting cartridges to be used as a means of starting. These means shall be such as to enable the diesel-driven power source to be started at least six times within a period of 30 min and at least twice within the first 10 min.	
Ch.14, Para. 2.2.1.4	Foam concentrate supplied on board for cargoes intended to be carried – approval of additional arrangements if foam is not effective or is incompatible	2.2.1.4 The foam concentrate supplied on board shall be approved by the Administration* for the cargoes intended to be carried. Type B foam concentrates shall be supplied for the protection of crude oil, petroleum products and non-polar solvent cargoes. Type A foam concentrates shall be supplied for polar solvent cargoes, as listed in the table of chapter 17 of the IBC Code. Only one type of foam concentrate shall be supplied, and it shall be effective for the maximum possible number of cargoes intended to be carried. For cargoes for which foam is not effective or is incompatible, additional arrangements to the satisfaction of the Administration shall be provided. * Refer to the Guidelines for performance and testing criteria and surveys of foam concentrates for fixed fire-extinguishing systems (MSC.1/Circ.1312 and MSC.1/Circ.1312/Corr.1).	For cargoes for which foam is not effective or is incompatible, guidance provided in the EmS Guide (supplement to the IMDG Code), in particular section Emergency Schedules for FIRE, shall be observed.
Ch.14, Para. 2.2.2.1	Medium expansion ratio foam –application rate, etc.	2.2.2.1 Foam from the fixed foam system shall be supplied by means of monitors and foam applicators. Prototype tests of the monitors and foam applicators shall be performed to ensure the foam expansion and drainage time of the foam produced does not differ more than ± 10 per cent of that determined in paragraph 2.2.1.4. When medium expansion ratio foam (between 21 to 1 and 200	The application rate of foam, including the capacity of monitor installations, shall be such, that the application specifications of the foam manufacturer for relevant fire scenarios can be achieved.

		to 1 expansion ratio) is employed, the application rate of the foam and the capacity of a monitor installation shall be to the satisfaction of the Administration. At least 50 per cent of the foam solution supply rate required shall be delivered from each monitor. On tankers of less than 4,000 tonnes deadweight the Administration may not require installation of monitors but only applicators. However, in such a case the capacity of each applicator shall be at least 25 per cent of the foam solution supply rate required.	
Ch.15, Para. 2.2.1.1	Inert gas systems – approval	2.2.1.1 The inert gas supply may be treated flue gas from main or auxiliary boilers. The Administration may accept systems using flue gases from one or more separate gas generators or other sources or any combination thereof, provided that an equivalent standard of safety is achieved. Such systems shall, as far as practicable, comply with the requirements of this chapter. Systems using stored carbon dioxide shall not be permitted unless the Administration is satisfied that the risk of ignition from generation of static electricity by the system itself is minimized.	Inert Gas systems including inert gas supply shall be approved by a RO recognized by the SMNO.
Ch.17, Para.3.7 and 3.8	Manufacture and test of foam fire-fighting system and its components, including deck integrated foam nozzles	3.7 The system and its components shall be designed to withstand ambient temperature changes, vibration, humidity, shock impact and corrosion normally encountered on the open deck and shall be manufactured and tested to the satisfaction of the Administration. 3.8 A minimum nozzle throw of at least 15 m shall be provided with all hose reels and monitors discharging foam simultaneously. The discharge pressure, flow rate and discharge pattern of deck integrated foam nozzles shall be to the satisfaction of the Administration, based on tests that demonstrate the nozzle's capability to extinguish	Foam fire-fighting appliances for helicopter facilities shall by type approved by a RO recognized by the SMNO or type approved in accordance with the MED.

		fires involving the largest size helicopter for which the helideck is designed.	

LSA Code

LSA Code Regulation	Topic	Text of regulation	SMNO requirement
Para. 4.5.4	Fixed two-way VHF radiotelephone apparatus – sheltered space	4.5.4 If a fixed two-way VHF radiotelephone apparatus is fitted in the lifeboat, it shall be installed in a cabin large enough to accommodate both the equipment and the person using it. No separate cabin is required if the construction of the lifeboat provides a sheltered space to the satisfaction of the Administration.	Cargo ships registered under the Swiss flag shall be in compliance with SOLAS III Regulation 31.1.1.1 and have totally enclosed life boats. Passenger ships shall be in compliance with SOLAS III Regulation 21.1.1.1.1 and have partially or totally enclosed life boats in cas of partially enclosed life boats, a fixed two-way VHF radiotelephone apparatus shall be under an enclosed section of the the boat.
Para. 5.1.1.4	Rescue boats – combination of rigid and inflatable construction	5.1.1.4 Rescue boats which are a combination of rigid and inflated construction shall comply with the appropriate requirements of this section to the satisfaction of the Administration.	Rescue boats and fast rescue boats of a combination of rigid and inflated construction shall be either type approved in accordance with IMO Res. MSC81(70), IMO MSC/Circ.1006 and ISO 15372:2000 or type approved in accordance with the MED.
Para. 5.1.3.8	Rubbing strips on inflated rescue boats	5.1.3.8 Underneath the bottom and on vulnerable places on the outside of the inflated rescue boat, rubbing strips shall be provided to the satisfaction of the Administration.	Rubbing strips shall be provided to protect inflatable parts of a rescue boat when striking a pier or running aground.
Paras. 6.1.2.9 and 6.1.2.10	Lowering speed of a fully equipped liferaft	6.1.2.9 The lowering speed of a fully equipped liferaft without persons onboard shall be to the satisfaction of the Administration. The lowering speed of other survival craft, fully equipped but without persons on board, shall be at least 70% of that required by paragraph 6.1.2.8. 6.1.2.10 The maximum lowering speed shall be established by the Administration having regard to the design of the survival craft or rescue boat, the protection of its occupants from excessive forces, and the strength of the launching arrangements taking into account inertia forces during an emergency stop. Means shall be incorporated in the appliance to ensure that this speed is not exceeded.	6.1.2.9 The minimum lowering speed of a a fully equipped liferaft without persons on board shall not be lower than 70% of the lowering speed defined in regulation 6.1.2.8 (Ref also to MSC.554(108)). 6.1.2.10 The maximum lowering speed shall be 1.3 m/s. (ref. also to Res. MSC.554(108)).
Para. 6.2.1.2	Marine evacuation systems (MESs) –strength and	6.2.1.1 The passage of the marine evacuation system shall provide for safe descent of persons of various ages, sizes	Passage and platform - if fitted - shall be type tested in accordance with the requirements of IMO Res. MSC.81(70).

	construction of passage and platform	and physical capabilities wearing approved lifejackets from the embarkation station to the floating platform or survival craft. 6.2.1.2 Strength and construction of the passage and platform shall be to the satisfaction of the Administration.	
Para. 7.2.2.1	Broadcast of messages from other places on board	7.2.2.1 The public address system shall be a loudspeaker installation enabling the broadcast of messages into all spaces where crew members or passengers, or both, are normally present, and to muster stations. It shall allow for the broadcast of messages from the navigation bridge and such other places on board the ship as the Administration deems necessary. It shall be installed with regard to acoustically marginal conditions and not require any action from the addressee. It shall be protected against unauthorized use.	In case of passenger ships and ships of unusual design, additional places for the broadcast of messages will be considered on a case-by-case basis.

Noise Code

Noise Code Regulation	Topic	Text of regulation	SMNO requirement
Para. 1.3.7	Special consideration for ships designed for and employed on voyages of short duration, or on other services involving short periods of operation of the ship	1.3.7 For ships designed for and employed on voyages of short duration, or on other services involving short periods of operation of the ship, to the satisfaction of the Administration, paragraphs 4.2.3 and 4.2.4 may be applied only with the ship in the port condition, provided that the periods under such conditions are adequate for seafarers' rest and recreation.	The SMNO does not apply relaxations under Para. 1.3.7.
Para. 1.3.9	Repairs, alterations and modifications of a major character and outfitting of existing ships – determination of application of the Code	1.3.9 In case of repairs, alterations and modifications of a major character and outfitting related thereto of existing ships, it shall be ensured that areas, in which changes have been made, meet the requirements of this Code for new ships, insofar as the Administration deems reasonable and practicable.	Repairs, alterations and modifications of a major character and outfitting related thereto of existing ships will be considered on a case-by-case basis. A RO recognized by the SMNO is requested to provide an assessment related to compliance with the Noise Code for a ship undergoing such major conversions.
Para. 2.1.1	Acceptance of equivalent standard for sound level meter	2.1.1 Sound level meters Measurement of sound pressure levels shall be carried out using precision integrating sound level meters subject to the requirements of this chapter. Such meters shall be manufactured to IEC 61672-1(2002)1 type/class 1 standard as applicable, or to an equivalent standard acceptable to the Administration2. 1 Recommendation for sound level meters. 2 Sound level meters class/type 1 manufactured according to IEC 651/IEC 804 may be used until 1 July 2016.	Sound level meters shall be manufactured to IEC 61672-1(2002).

Para. 2.1.2	Acceptance of equivalent standard for octave filter set	2.1.2 Octave filter set When used alone, or in conjunction with a sound level meter, as appropriate, an octave filter set shall conform to IEC 61260 (1995)3 or an equivalent standard acceptable to the Administration. 3 Octave-band and fractional-octave-band filters.	Octave filter set shall conform to IEC 61260 (1995).
Para. 6.2.2	Acceptance of laboratory tests of airborne sound insulation properties	6.2.2 The airborne sound insulation properties shall be determined by laboratory tests in accordance with ISO 10140-2:2010, to the satisfaction of the Administration.	Test of airborne sound insulation properties in accordance with ISO 10140-2:2010 shall be conducted by a laboratory accredited by a RO recognized by the SMNO.
Para. 7.4	Description of a warning notice comprising symbol and supplementary sign in working language	Where the noise level in machinery spaces (or other spaces) is greater than 85 dB(A), entrances to such spaces shall carry a warning notice comprising symbol and supplementary sign in the working language of the ship as prescribed by the Administration (see below an example of the warning notice and signs in English). If only a minor portion of the space has such noise levels the particular location(s) or equipment shall be identified at eye level, visible from each direction of access.	In general, the working language is English. Only in case of ships with crews speaking one language, that language may be assigned as working language.

IS Code

IS Code Regulation	Topic	Text of regulation	SMNO requirement
Part A, Para. 2.1.3	Stability criteria where anti-rolling devices are installed	2.1.3 Where anti-rolling devices are installed in a ship, the Administration shall be satisfied that the criteria can be maintained when the devices are in operation and that failure of power supply or the failure of the device(s) will not result in the vessel being unable to meet the relevant provisions of this Code.	When anti rolling devices using ballast water (or any other kind of movable ballast) are installed, the ship shall meet the required stability criteria with the ballast of the anti rolling device in the most unfortunate position.
Part A, Section 2.3	Severe wind and stability criterion	2.3 Severe wind and rolling criterion (weather criterion) 2.3.3 Alternative means for determining the wind heeling lever (lw1) may be accepted, to the satisfaction of the Administration, as an equivalent to calculation in 2.3.2. When such alternative tests are carried out, reference shall be made based on the Guidelines developed by the Organization*. The wind velocity used in the tests shall be 26 m/s in full scale with uniform velocity profile. The value of wind velocity used for ships in restricted services may be reduced to the satisfaction of the Administration. * Refer to the Interim Guidelines for alternative assessment of the weather criterion (MSC.1/Circ.1200). 2.3.4 The angle of roll (ϕ1) referred to in 2.3.1.2 shall be calculated as follows: ..... The angle of roll for ships with anti-rolling devices shall be determined without taking into account the operation of these devices unless the Administration is satisfied with the proof that the devices are effective even with sudden shutdown of their supplied power.	Alternative to calculation of the weather criterion determining a wind heeling lever lw1 in accordance with regulation 2.3.2, the wind heeling lever lw1 may be determined in accordance with Circular MSC.1/Circ.1200. A reduction of the wind velocity used for ships in restricted services may be considered on case-by-case basis depending on the type of ship and the area of service. The angle of roll is to be determined without taking into account the operation of anti-rolling devices unless the operator can proof that the anti-rolling device is effective with sudden shutdown of power supply. Such a proof shall be approved by a RO recognized by the SMNO. For ships outside the parameter provided in para. 2.3.5, the angle of roll may be determined using model experiments. Should such model experiments show an angle of roll substantial deviating from calculated figures, such deviating angle may be used on a case-by-case basis.

		2.3.5 The tables and formulae described in 2.3.4 are based on data from ships having: .1 B/d smaller than 3.5; .2 (KG/d-1) between - 0.3 and 0.5; and .3 T smaller than 20 s. For ships with parameters outside of the above limits, the angle of roll (ϕ1) may be determined with model experiments of a subject ship.12 In addition, the Administration may accept such alternative determinations for any ship, if deemed appropriate. 12 Refer to the procedure described in the Interim guidelines for alternative assessment of the weather criterion (MSC.1/Circ.1200).	
Part A, Chapter 3	Special criteria for certain types of ships	CHAPTER 3 - SPECIAL CRITERIA FOR CERTAIN TYPES OF SHIPS 3.1 Passenger ships Passenger ships shall comply with the requirements of 2.2 and 2.3. 3.1.1 In addition, the angle of heel on account of crowding of passengers to one side as defined below shall not exceed 10°. 3.1.1.1 A minimum weight of 75 kg shall be assumed for each passenger except that this value may be increased subject to the approval of the Administration. In addition, the mass and distribution of the luggage shall be approved by the Administration. 3.3 Cargo ships carrying timber deck cargoes Cargo ships carrying timber deck cargoes shall comply with the requirements of 2.2 and 2.3 unless the Administration	3.1.1.1 The assumed minimum weight of passengers and the mass and distribution of luggage will be approved on a case by case basis taking into consideration ship type, number of passengers and area of operation. 3.3 Alternative stability criteria for ships carrying timber deck cargo are only acceptable for ships with timber freeboard assigned in accordance with Chapter IV of the '88 Protocol of the ICLL.

		is satisfied with the application of alternative provision 3.3.2.	