



**MARITIME AND PORT AUTHORITY OF  
SINGAPORE  
SHIPPING CIRCULAR TO SHIPOWNERS  
NO. 5 OF 2013**

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**Applicable to:** This circular is for the attention of ship owners, managers, operators, agents, masters, crew members and surveyors

**RESOLUTIONS ADOPTED BY THE 90TH AND 91ST SESSIONS OF THE  
MARITIME SAFETY COMMITTEE (MSC 90 and MSC 91) OF IMO**

1. This circular informs the Shipping Community of the resolutions adopted by MSC 90 (16 to 25 May 2012) and MSC 91 (26 to 30 Nov 2012) and urges the Community to prepare for the implementation of these resolutions.
2. The details of the resolutions can be found in the reports of MSC 90 and MSC 91 which are available from the MPA website.
3. The resolutions adopted by **MSC 90** include the following:
  - a. **Resolution MSC.325(90) – Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974 (SOLAS 74), as amended**

The resolution adopts the following amendments to SOLAS:

- i. **Regulation II-1/8-1 System capabilities and operational information after a flooding casualty on passenger ships**  
The regulation introduces a new mandatory requirement for passenger ships (120 m or more in length with 3 or more main vertical zones) constructed on or after 1 January 2014 to have either an onboard stability computer or shore-based support for the purpose of providing operational information to the Master for safe return to port after a flooding casualty.

ii. Regulation III/20.11.2 Operational readiness, maintenance and inspections

Previously, regulation III/19.3.3.4 concerning abandon ship drills was amended to allow for free-fall launch with only the operating crew on board or simulated launching of free-fall lifeboats. The present amendment to regulation III/20.11.2 similarly allows for the same when the free-fall lifeboat is operationally tested after the release gear is overhauled.

In addition, [MSC.1/Circ.1411](#) recommends the implementation of the amendment to regulation III/20.11.2 on simulated launching of free-fall lifeboats at the earliest opportunity. Therefore, in the interest of crew safety, MPA allows for the implementation of regulation III/20.11.2 with immediate effect.

iii. Regulation V/14 Ship's manning

The amendment requires the appropriate minimum safe manning of each ship to be in accordance with the revised *Principles of minimum safety manning*, adopted by resolution A.1047(27). See also [Shipping Circular No. 4 of 2012](#).

iv. Regulation VI/5-2 Prohibition of the blending of bulk liquid cargoes and production processes during sea voyage

The new regulation prohibits the blending of bulk liquid cargoes and carrying out of production processes during sea voyages. Activities relating to search and exploitation of seabed mineral resources are exempted.

v. Regulation VII/4 Carriage of dangerous goods in packaged form – Documents

The revised regulation requires transport information relating to dangerous goods in packaged form, including lists, manifests and stowage plans, to be in accordance with the relevant provisions of the IMDG Code.

vi. Regulation XI-1/2 Enhanced surveys

Resolution A.744(18) “*Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers*” is revised and renamed as the “*International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011* (2011 ESP Code)”.

These amendments will enter into force on **1 January 2014**.

b. [Resolution MSC.326\(90\)](#) – Adoption of amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code)

The amendment requires the annual testing of satellite EPIRBs on all high speed craft. The amendment will enter into force on **1 January 2014**.

c. **Resolution MSC.327(90) – Adoption of amendments to the International Code for Fire Safety Systems (FSS Code)**

Chapter 6 of the FSS Code is revised to allow for more options for fixed high expansion foam fire extinguishing systems and fixed low expansion foam fire extinguishing systems. Chapter 8 is revised to clarify the requirements for automatic sprinkler, fire detection and fire alarm systems for control stations. The amendments will enter into force on **1 January 2014**.

d. **Resolution MSC.328(90) – Adoption of amendments to the International Maritime Dangerous Goods (IMDG) Code**

The IMDG Code is regularly amended every 2 years to harmonise it with UN requirements for the smooth movement of such goods across various transport modes. The amendments will enter into force on **1 January 2014**.

In accordance with paragraph 4 of the resolution, MPA encourages the application of this Amendment in whole or in part on a voluntary basis from **1 January 2013**.

*Note: The attached text of the resolution is extracted from the report of MSC 90. The shipping community should refer to the IMDG Code as published by the IMO as the authentic text.*

e. **Resolution MSC.329(90) – Adoption of amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (LL 88), as amended**

Regulation 47 – *Southern Winter seasonal zone* is amended to extend the Summer zone by approximately 50 nautical miles further south off the coast of South Africa. The amendment will enter into force on **1 January 2014**.

f. **Resolution MSC.332(90) – Adoption of amendments to the existing Mandatory Ship Reporting System “In the Storebælt (Great Belt) Traffic Area (BELTREP)”**

The amended mandatory ship reporting system “In the Storebælt (Great Belt) traffic area (BELTREP)” will enter into force at **0000 hours UTC on 1 July 2013**.

g. **Resolution MSC.333(90) – Adoption of Revised Performance Standards for Ship borne Voyage Data Recorders (VDRs)**

The Performance Standards for VDRs have been revised in view of new technologies in data storage as well as lessons learnt from marine casualty investigations.

All VDRs installed **on or after 1 July 2014** shall conform to performance standards not inferior to those specified in MSC.333(90). VDRs installed before 1 July 2014 may continue to conform to performance standards not inferior to those specified in resolution A.861(20), as amended by MSC.214(81).

**h. [Resolution MSC.334\(90\)](#) – Adoption of amendments to the Performance Standards for Devices to measure and indicate Speed and Distance (Resolution MSC.96(72))**

The resolution clarifies that two separate devices are required to measure and indicate speed through the water and speed over the ground, applicable to vessels of 50,000gt and above. The amendments will enter into force on **1 July 2014**.

**i. [Resolution MSC.335\(90\)](#) – Adoption of amendments to the Guidelines for the Design and Construction of Offshore Supply Vessels, 2006 (Resolution MSC.235(82))**

The amendments extend the damage stability requirements to offshore supply vessels of length greater than 80 m. The resolution was adopted on **22 May 2012**.

**j. [Resolution MSC.336\(90\)](#) – Adoption of Measures at enhancing the Safety of Passenger Ships**

The resolution was adopted in light of the *Costa Concordia* incident. Pending the publication of the final investigation report, the IMO has adopted the present resolution to recommend passenger ship companies to ensure that existing standards and safety procedures are implemented fully and effectively. The resolution refers to a related MSC circular, [MSC.1/Circ.1446](#) “*Recommended interim measures for passenger ship companies to enhance the safety of passenger ships*”.

All ferry operators should take note of the resolution and circular and implement as far as practicable the recommended measures.

**k. Unified Interpretations (UI)**

In addition to the adoption of resolutions, MSC 90 also approved the following Unified Interpretations of SOLAS;

- i. [MSC.1/Circ.1416](#) – Unified interpretation of SOLAS regulations II-1/28 and II-1/29
- ii. [MSC.1/Circ.1422](#) – Unified interpretations of the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code)
- iii. [MSC.1/Circ.1423](#) – Unified interpretation to paragraph 1.2.2.6 of the LSA Code concerning lifeboat exterior colour
- iv. [MSC.1/Circ.1424](#) – Unified interpretation of SOLAS regulation II-1/48.3

- v. [MSC.1/Circ.1425](#) – Unified interpretation of SOLAS regulations II-1/29.3 and 29.4
- vi. [MSC.1/Circ.1426](#) – Unified interpretation of SOLAS regulation II-1/3-5
- vii. [MSC.1/Circ.1427](#) – Unified Interpretations of COLREG 1972
- viii. [MSC.1/Circ.1429](#) – Interpretation of SOLAS regulations V/19.2.3.4 and V/19.2.9.2
- ix. [MSC.1/Circ.1433](#) – Unified Interpretation of SOLAS regulation II-2/10.6.4 and chapter 9 of the FSS Code
- x. [MSC.1/Circ.1434](#) – Unified interpretations of SOLAS chapter II-2
- xi. [MSC.1/Circ.1435](#) – Unified interpretations of the FTP Code
- xii. [MSC.1/Circ.1436](#) – Amendments to the unified interpretations of SOLAS chapter II-2, the FSS Code, the FTP Code and related fire test procedures (MSC/Circ.1120)
- xiii. [MSC.1/Circ.1445](#) – Clarification of the term “first scheduled dry-docking” as contained in SOLAS regulation III/1.5, as amended by resolution MSC.317(89)
- xiv. [MSC.1/Circ.1375/Rev.1](#) – Unified Interpretation of SOLAS regulation V/23
- xv. [LL.3/Circ.208](#) – Unified interpretations of the 1966 Load Lines Convention and the 1988 Load Lines Protocol, as modified by resolution MSC.143(77)

The Unified Interpretations and clarifications are acceptable to MPA and should be followed and applied in accordance with the recommended application date mentioned in the circulars. Ship owners are further advised to approach the nine approved Classification Societies to seek further guidance.

4. The resolutions adopted by **MSC 91** include the following:

a. **[Resolution MSC.337\(91\)](#)– Adoption of the Code on noise levels on board ships**

The resolution adopted the Code on noise levels on board ships, for which regulation II-1/3-12 of SOLAS adopted by resolution MSC.338(91) concerning the protection against noise, mandates that ships shall be constructed to reduce onboard noise and to protect personnel from noise in accordance with the Code. The Code will take effect on **1 July 2014** upon entry into force of regulation II-1/3-12 of the Convention.

*Note: The attached text of the resolution is extracted from the report of MSC 91. The shipping community should refer to the Code on noise levels on board ships, as published by the IMO as the authentic text.*

- b. **Resolution MSC.338(91)**– Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974 (SOLAS 74), as amended

The resolution adopts the following amendments to SOLAS:

- i. **Regulation II-1/3-12 Protection against noise**  
The regulation introduces a new mandatory requirement for ships to be constructed to reduce onboard noise and to protect personnel from noise in accordance with the Code on noise levels on board ships.
- ii. **Regulation II-1/36 Protection against Noise**  
The existing regulation II-1/36 will be deleted once the new regulation II-1/3-12 enters into force on 1 July 2014.
- iii. **Regulation II-2 Fire Protection, Fire Detection and Fire Extinction**  
This includes a number of amendments to Regulation 1, 9, 10, 15 and 20 to improve the fire safety requirements on board ships.
- iv. **Regulation III/17-1 Recovery of persons from the water**  
The new regulation 17-1 is inserted to require all ships engaged on international voyages to have plans and procedures for the recovery of persons from the water, taking into account the guidelines developed by the Organization.
- v. **Appendix – Certificates**  
The amendments of the appendix to the annex to the 1974 SOLAS Convention consisted mainly of consequential editorial amendments as a result of the harmonization and rectification of inconsistencies, and updating the records of equipment to reflect current requirements. The amended forms of certificates and records of equipment will replace the entire appendix to the annex of the 1974 SOLAS Convention. Guidance on the timing of replacement of existing certificates can be referenced to MSC-MEPC.5/Circ.6.

- c. **Resolution MSC.339(91)** – Adoption of amendments to the International Code for Fire Safety Systems (FSS Code)

The resolution adopted numerous amendment to Chapters 3, 5, 7, 8, 9, 12, 13, and 14 of the FSS Code which incorporated new standards of engineering specifications for fire safety systems required by chapter II-2 of SOLAS. The amendments will enter into force on **1 July 2014**.

- d. **Resolution MSC.340(91)** – Adoption of amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC CODE)



The resolution adopted the amendments to Chapter 17, 18 and 19 of the IBC Code developed by BLG 16 and approved by MSC 90, as amended by MEPC 63, and MEPC 64 adopted by resolution MEPC.225(64). In line with other related amendments to the IBC Code adopted by resolution MEPC.225(64), the amendments will enter into force on **1 June 2014**.

**e. [Resolution MSC.341\(91\)](#) – Adoption of amendments to the Performance Standard for Protective Coating for Dedicated Seawater Ballast Tanks in all Types of Ships and Double Skin Space of Bulk Carriers (RESOLUTION MSC.215(82))**

The resolution adopted relates to the amendment to Resolution MSC.215(82) which refers to the mandatory IMO performance standards on protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers, to reflect the reference to ESP Code 2011 which was originally referred as “*International Code on the enhanced programme of inspections during surveys of bulk carriers and oil tankers*”. The amendment will enter into force on **1 July 2014**.

**f. [Resolution MSC.342\(91\)](#) – Adoption of amendments to the Performance Standard for Protective Coating for Cargo Oil Tanks of Crude Oil Tankers (RESOLUTION MSC.288(87))**

The resolution adopted relates to the amendment to Resolution MSC.288(87) which refers to the mandatory IMO performance standards on protective coatings for cargo oil tanks of crude oil tankers respectively to reflect the reference to ESP Code 2011 which was originally referred as “*International Code on the enhanced programme of inspections during surveys of bulk carriers and oil tankers*”. The amendment will enter into force on **1 July 2014**.

**g. [Resolution MSC.343\(91\)](#) – Adoption of amendments to the Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974, as amended**

The existing forms of the Cargo Ship Safety Construction Certificate and Cargo Ship Safety Equipment Certificate are replaced to streamline the forms and records. Guidance on the timing of replacement of existing certificates can be referenced to MSC-MEPC.5/Circ.6.

**h. [Resolution MSC.344\(91\)](#) – Adoption of amendments to the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974**

The existing forms of certificates and records of equipment as contained in the appendix to the annex are replaced to streamline the forms and records. Guidance on the timing of replacement of existing certificates can be referenced to MSC-MEPC.5/Circ.6.

i. **Resolution MSC.345(91) – Adoption of amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966, as amended**

The resolution adopted include the amendment on the initial condition of loading and condition of equilibrium where the first sentence of initial condition of loading paragraph (b)(iv) is replaced by "50% of the ships' total capacity of tanks and spaces fitted to contain each type of consumables and stores is allowed for." A new paragraph (b)(v) is inserted as follows "Ballast water tanks shall normally be considered to be empty and no free surface correction shall be made for them." The amendments will enter into force on **1 July 2014**.

j. **Resolution MSC.346(91) – Application of SOLAS Regulation III/17-1 to Ships which SOLAS Chapter III does not Apply**

The Committee noted that, in emergency situations of distress, ships responding to a distress call involving recovery of persons from the water may not necessarily be engaged on international voyages and may be those to which chapter III of the Convention does not apply, adopted the resolution inviting Contracting Governments to determine to what extent SOLAS III/17-1 should apply to other categories of ships which chapter III of the Convention does not apply.

MPA will issue a separate circular on the application in due course after consultation with the Shipping Community.

k. **Resolution MSC.347(91) – Recommendation for the Protection of the AIS VHF Data**

The resolution recommends measures to ensure the integrity of the AIS VHF data link, and revokes resolution MSC.140(76).

l. **Resolution MSC.348(91) – Adoption of a New Mandatory Ship Reporting System "In the Barents Area (Barents SRS)"**

The new mandatory reporting system was adopted for ships passing through or proceeding to and from ports and anchorages in the Barents SRS area to facilitate the exchange of information between the ships and the shore in order to support safe navigation and protect the marine environment. The mandatory reporting system will be implemented six months after its adoption, on **1 June 2013 at 0000 hours UTC**.

m. **Unified Interpretations (UI)**

In addition to the adoption of resolutions, MSC 91 also approved the following Unified Interpretations of SOLAS;



- i. [MSC.1/Circ.1350/Rev.1](#) – Unified interpretation of SOLAS regulation V/22.1.6 relating to navigation bridge visibility

The Unified Interpretation is acceptable to MPA and should be followed and applied in accordance with the recommended application date mentioned in the circulars. Ship owners are further advised to approach the nine approved Classification Societies to seek further guidance.

5. Queries relating to this circular should be directed to Mr. Calvin Lee (Tel: 6375-6269). For queries on compliance with the respective resolutions, please contact the vessel's classification society.

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