



MARITIME AND PORT AUTHORITY OF SINGAPORE
SHIPPING CIRCULAR TO SHIPOWNERS
NO. 2 OF 2010

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Applicable to: Shipowners, shipmanagers, shipping-agents, masters and officers of Singapore ships

This circular is to inform shipowners, shipmanagers, shipping-agents, masters and officers of Singapore ships of the coming into force of the Merchant Shipping (Safety Convention)(Amendment No. 2) Regulations, 2009 on 1 January 2010.

THE MERCHANT SHIPPING (SAFETY CONVENTION) (AMENDMENT No. 2) REGULATIONS, 2009

The Merchant Shipping (Safety Convention)(Amendment No. 2) Regulations, 2009 will come into operation on 1 January 2010. These Regulations put into effect the amendments to the regulations annexed to the International Convention for the Safety of Life at Sea, 1974 (SOLAS 74) adopted by Resolutions MSC.256(84) and MSC.257(84) in May 2008.

2 The significant changes brought about by the amendments are —

- (a) The introduction of a new Regulation 3-9 (Means of Embarkation On and Disembarkation from Ships) into Chapter II-1 (Construction – Structure, subdivision and stability, machinery and electrical installations). This requires ships constructed on or after 1 January 2010 to be provided with means of embarkation and disembarkation. The means of embarkation and disembarkation are required to be inspected and maintained in suitable condition for their intended purpose, including those means of embarkation and disembarkation provided on ships constructed before 1 January 2010.
- (b) The introduction of a new Regulation 6 (Additional Requirements for the Investigation of Marine Casualties and Incidents) into Chapter XI-1 (Special measures to enhance maritime safety). This requires investigation of marine casualties and incidents to be carried out in accordance with the Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code).

- (c) A new requirement for all ships, regardless of the date of construction, to provide documented emergency towing procedures on board.
- (d) Fixed carbon dioxide fire-extinguishing systems for the protection of machinery spaces and cargo pump-rooms fitted on ships constructed before 1 July 2002 are required to be provided with two separate controls for releasing the carbon dioxide by the first scheduled dry-docking after 1 January 2010.
- (e) Ships constructed on or after 1 January 2010 fitted with a fixed pressure water-spraying fire-extinguishing system are required to be provided with drainage systems for draining fire-fighting water overboard, in accordance with guidelines set out in IMO circular MSC.1/Circ.1320.
- (f) Closed vehicles and ro-ro spaces, and special category spaces on all ships, regardless of date of construction, fitted with fixed pressure water-spraying systems are required to be provided with means to prevent blockage of drainage arrangements in accordance with guidelines set out in IMO circular MSC.1/Circ.1320.
- (g) An alternative to the 9 GHz search and rescue radar transponder in the form of a search and rescue locating device operating in the AIS (Automatic Identification System) frequencies, which is known as AIS-SART, is introduced for ships.

3 Copies of the Merchant Shipping (Safety Convention)(Amendment No. 2) Regulations, 2009 (Government Gazette No. S664/2009) may be purchased at:

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