



RESOLUTIONS ADOPTED BY THE 84TH SESSION OF THE MARITIME SAFETY COMMITTEE (MSC 84) OF IMO

No. 13 of 2008

08-07-2008

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

1. This circular informs the Shipping Community of the resolutions adopted by MSC 84, held from 7 to 16 May 2008 and urges the Community to prepare for the implementation of these resolutions.

2. These resolutions are:

(1) Amendments to mandatory instruments

1. [Resolution MSC.255\(84\) - Adoption of the Code of the International Standards and Recommended Practices for a S Casualty or Marine Incident \(Casualty Investigation Code\)](#)¹ and
2. [Resolution MSC.257\(84\) - Adoption of amendments to the International Convention for the Safety of Life at Sea, 197](#)

The MSC adopted a new *Code of International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code)*. Relevant amendments to SOLAS Chapter XI-1 were also adopted, to make parts I and II of the Code mandatory. Part III of the Code contains related guidance and explanatory material.

The Code will require a marine safety investigation to be conducted into every "very serious marine casualty", defined as a marine casualty involving the total loss of the ship or a death or severe damage to the environment.

The Code will also recommend an investigation into other marine casualties and incidents, by the flag State of a ship involved, if it is considered likely that it would provide information that could be used to prevent future accidents.

MPA currently requires all ships to report any casualty or incident in accordance with the Merchant Shipping Act, which conforms to the existing Code for the Investigation of Marine Casualties and Incidents (A.849(20)), as amended. The requirements of the new Code will take effect when it enters into force on 1 January 2010.

1. [Resolution MSC.256\(84\) - Adoption of amendments to the International Convention for the Safety of Life at Sea, 197](#)
2. [Resolution MSC.258\(84\) - Adoption of amendments to the Protocol of 1988 relating to the International Convention f](#)

The following amendments to the SOLAS Convention are expected to enter into force on **1 January 2010**.

a) amendments to regulation SOLAS chapter II-2/20 (*Protection of vehicle, special category and ro-ro spaces*), regarding drainage of special category and ro-ro spaces to prevent accumulation of large amount of water on the vehicle deck of ro-ro ships during fire fighting;

b) a new SOLAS regulation II-1/3-9 (*Means of embarkation on and disembarkation from ships*), to require ships built after its adoption and entry into force to be provided with means of embarkation and disembarkation, such as gangways and accommodation ladders. The associated guidelines is being developed and expected to be approved at MSC 86 in May 2009;

c) A new SOLAS regulation and amendments to SOLAS regulation II-1/3-4 (*Emergency towing arrangements on tankers*), to extend the regulation to ships other than tankers. The amendments introduce a requirement for all ships to have a ship-specific emergency towing procedure to be carried on board, for use in emergency situations. The MSC also approved *Guidelines for owners/operators on preparing emergency towing procedures*, which are based on existing arrangements and equipment available on board the ship:

d) Amendments to regulation II-2/10 (*Fire fighting*) that require fixed carbon dioxide fire-extinguishing systems on ships constructed before 1 July 2002 to have two separate releasing controls complying with the provisions of paragraph 2.2.2 of chapter 5 of the Fire Safety Systems (FSS) Code; and

e) Amendments to regulations III/6 (*Radar transponders*), III/26 (*Additional requirements for ro-ro passenger ships*) and IV/7 (*Radio equipment: General*) to replace requirements for "radar transponders" with a requirement for a "search and rescue locating device", which can be either a radar transponder (SART) or an AIS search and rescue transmitter (AIS-SART).

f) The MSC adopted amendments to the 1988 SOLAS Protocol, to replace the reference to "radar transponders" with a reference to "search and rescue locating devices", in the form of safety certificate for passenger ships and forms of safety certificate for cargo ships.

MPA will transpose the amendments into Singapore's national legislation and post them on MPA's website.

1. [Resolution MSC.259\(84\) - Adoption of amendments to the International Code of Safety for High-Speed Craft, 1994](#) (
2. [Resolution MSC.260\(84\) - Adoption of amendments to the International Code of Safety for High-Speed Craft, 2000](#) (

Amendments to the International Codes of Safety for High-Speed Craft (1994 and 2000 HSC Codes) were adopted to bring them in line with SOLAS chapter III amendments on search and rescue locating devices.

Entry into force date: **1 January 2010.**

[Resolution MSC.261\(84\) - Adoption of amendments to the Guidelines on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers \(Resolution A.744\(18\), as amended\)](#)

The MSC adopted amendments to the *Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers* (resolution A.744(18)) (ESP Guidelines), including a new part B on *Survey guidelines for double skin bulk carriers* applicable to bulk carriers of 500 gross tonnage and over having double-side skin construction.

Entry into force date: **1 January 2010.**

[Resolution MSC.262\(84\) - Adoption of amendments to the International Maritime Dangerous Goods \(IMDG\) Code](#)

The MSC adopted Amendment 34-08 to the International Maritime Dangerous Goods (IMDG) Code. The amendment includes changes to provisions for certain substances, including a new category of "dangerous goods in excepted quantities". The amendments are expected to enter into force on 1 January 2010, but may be applied in whole or in part voluntarily from 1 January 2009.

MPA will accept the application of the amendment 34-08 to the IMDG Code by shippers shipping dangerous goods with effect from 1 January 2009, concurrent with the existing IMDG Code. The existing MPA (Dangerous Goods, Petroleum and Explosives) Regulations 2005, as amended, will be updated to give effect to the amendment 34-08 to the IMDG Code when the amendment enters into force on 1 January 2010.

(2) Long-Range Identification and Tracking of Ships

[Resolution MSC.263\(84\) - Revised Performance Standards and Functional Requirements for the Long-Range Identification and Tracking \(LRIT\) of Ships](#)

The Committee adopted revised *Performance Standards and functional requirements for the long-range identification and tracking of ships*, to update previous versions.

[Resolution MSC.264\(84\) - Establishment of the International LRIT Data Exchange on an Interim Basis](#)

The MSC adopted a resolution on the Establishment of the International LRIT Data Exchange on an interim basis, confirming that the International LRIT Data Exchange will be provided temporarily by the United States at their own expense and that a permanent solution should be found as soon as possible.

MPA will issue a separate shipping circular to guide shipowners on the implementation of the LRIT system, including testing of shipboard equipment and survey and certification. Shipowners will also be informed of the appointment of the application service provider (ASP), who will be carrying out the tests on behalf of MPA.

(3) Other IMO instruments

[Resolution MSC.265\(84\) - Amendments to the Revised Guidelines for Approval of Sprinkler Systems equivalent to that referred to in SOLAS regulation II-2/10 \(resolution A.800\(19\)\)](#)

The amendments to the *Revised Guidelines* apply to equivalent sprinkler systems installed on or after 9 May 2008. Existing type approvals issued to confirm compliance of equivalent sprinkler systems with the Revised Guidelines, adopted by resolution A.800(19), should remain valid until 6 years after 9 May 2008.

Existing equivalent sprinkler systems installed before 9 May 2008, based on resolution A.800(19), are permitted to remain in service as long as they are serviceable.

[Resolution MSC.266\(84\) - Code of Safety for Special Purpose Ships, 2008 \(2008 SPS Code\)](#)

The MSC adopted a revised and updated Code of Safety for Special Purpose Ships (SPS Code), such as cable laying ships and research vessels. The original SPS Code was adopted in 1983. The 2008 version supersedes the original SPS Code for special purpose ships certified on or after 13 May 2008. It provides an international standard of safety for special purpose ships that will result in a level of safety for the ships and their personnel equivalent to that required by SOLAS.

The 2008 SPS Code is not a mandatory code. Any request by shipowners for the application of the 2008 SPS Code should be made to MPA on a case-by-case basis.

UNIFIED INTERPRETATIONS

3. In addition, MSC 84 also approved the following Unified Interpretations of SOLAS and COLREG conventions and FTP Code.

1. [MSC.1/Circ.1260 - Unified interpretations of COLREGs/sites/circulars_and_notices/pdfs/shipping_circulars/sc08-13r](#)
2. [MSC.1/Circ.1273 - Unified interpretations of the International Code for Application of Fire Test Procedures \(FTP Cod](#)
3. [MSC.1/Circ.1275 - Unified interpretations of SOLAS chapter II-2 on the number and arrangement of portable fire exti](#)
4. [MSC.1/Circ.1276 - Unified interpretations of SOLAS chapter II-2](#)

4. The Unified Interpretations are acceptable to MPA and should be followed and applied in accordance with the recommended application dates mentioned in each of the circular. Shipowners are further advised to approach the nine approved classification societies to seek further guidance.

5. Any queries relating to this circular should be directed to Mr Ong Hua Siong (Tel: 63756210).

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