



MPA
SINGAPORE

MARITIME AND PORT AUTHORITY OF SINGAPORE
SHIPPING CIRCULAR
NO. 14 OF 2018

MPA Shipping Division
460 Alexandra Road
21st Storey PSA Building
Singapore 119963
Fax: 6375 6231
<http://www.mpa.gov.sg>

14 November 2018

Applicable to: Shipowners, shipmanagers, operators, agents, surveyors and masters of Singapore-registered ships

RESOLUTIONS ADOPTED BY THE 96TH, 97TH, 98TH AND 99TH SESSION OF THE MARITIME SAFETY COMMITTEE (MSC) OF THE INTERNATIONAL MARITIME ORGANIZATION

1. This circular informs the shipping community of the resolutions adopted by the MSC and urges the shipping community to prepare for the implementation of these resolutions.

2. The details of the resolutions can be found in the reports of MSC and is available on the [MPA website](#).

3. The resolutions adopted by MSC 96 include the following:

- a. **[Resolution MSC.402\(96\)](#) – REQUIREMENTS FOR MAINTENANCE, THOROUGH EXAMINATION, OPERATIONAL TESTING, OVERHAUL AND REPAIR OF LIFEBOATS AND RESCUE BOATS, LAUNCHING APPLIANCES AND RELEASE GEAR**

The resolution adopts the requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear in relation to the amendments to SOLAS regulation III/20 which will take effect on **1 January 2020**. Details on the authorisation of service providers to carry out the thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear will be disseminated to the industry nearer to the date.

- b. **[Resolution MSC.403\(96\)](#) – AMENDMENTS TO THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS (FSS CODE)**

The resolution adopts the amendment to the FSS Code where a new Chapter 17 is added and details the requirements for foam firefighting

appliances for the protection of helicopter facilities. It will enter into force on **1 January 2020**.

c. **Resolution MSC.404(96) – AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

The resolution adopts the following amendments to SOLAS:

i. Chapter II-2 – Regulation 3 on Definitions

This relates to the amendment to regulation 3 to include new definitions on helicopter landing area and winching area in paragraphs 57.

ii. Chapter II-2 – Regulation 8 on Automatic Sprinkler System

This relates to the amendment to regulation 8 to require special attention to the specification of water quality provided by the system manufacturer to prevent internal corrosion and clogging of sprinkler to improve the fire safety onboard.

iii. Chapter II-2 – Regulation 13 on Means of escape

This relates to the amendment to regulation 13 to mandate the evacuation analysis for passenger ships. The analysis is applicable for ro-ro passenger ships constructed on or after 1 July 1999 and other passenger ships constructed on or after 1 January 2020 carrying more than 36 passengers.

iv. Chapter II-2 – Regulation 18 on Helicopter facilities

This relates to the amendment to regulation 18 to mandate the provision of foam firefighting appliances complying with the FSS Code on ships constructed after 1 January 2020 with helicopter landing area.

v. Chapter III – Regulation 3 on Definitions

This relates to the amendment to regulation 3 to give specific reference to Resolution MSC.402(96) on maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear.

vi. Chapter III – Regulation 20 on maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear

This relates to the amendment to regulation 20 to mandate the maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear as required under SOLAS Chapter III are to be carried out in accordance to the requirements as adopted in Resolution MSC.402(96).

The above amendments to SOLAS 74, as amended, will enter into force on **1 January 2020**.

- d. [Resolution MSC.405\(96\)](#) – **AMENDMENTS TO THE INTERNATIONAL CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS, 2011 (2011 ESP CODE)**

The resolution adopts amendments to the IMSBC Code to improve the requirements relating to the preparations for survey - Conditions for survey and also to incorporate reference to the revised recommendations for entering enclosed spaces aboard ships, adopted by the Organization by resolution A.1050(27). The amendments has entered into force on **1 January 2018**.

- e. [Resolution MSC.406\(96\)](#) – **AMENDMENTS TO THE INTERNATIONAL MARITIME DANGEROUS GOODS (IMDG) CODE (Amendment 38-16)**

The resolution adopts amendments to the IMDG Code in its regular revision of the MDG Code every two years to keep the transportation safety requirements up to date with the number of new products. The amendments has entered into force on **1 January 2018**.

- f. [Resolution MSC.407\(96\)](#) – **AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF MOBILE OFFSHORE DRILLING UNITS, 2009 (2009 MODU CODE)**

The resolution adopts amendments to the 2009 MODU Code on provision of foam firefighting appliances complying with the provisions of the FSS Code for helicopter facilities, similar to the amendment to Chapter II-2 of SOLAS. The amendments will enter into force on **1 January 2020**.

- g. [Resolution MSC.408\(96\)](#) – **AMENDMENTS TO CHAPTER 2 OF THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008 (2008 SPS CODE)**

The resolution adopts amendments to the 2008 SPS Code related to the subdivision and damage stability of special purpose ships in accordance with SOLAS Chapter II-1. The amendment is effective from **13 May 2016**.

4. The resolutions adopted by MSC 97 include the following:

a. **Resolution MSC.409(97) – AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

The resolution adopts the following amendments to SOLAS:

i. **Chapter II-1 – Regulation 3-12 on protection against noise**

This relates to the amendment to regulation 3-12 to correct the issue to require ships contracted before 1 July 2014 to comply with the Code on noise levels onboard ships as adopted by Resolution MSC.337(91).

ii. **Chapter II-2 – Regulation 1 on application**

This relates to the amendment to regulation 1 to provide clarity that regulation 10.5.1.2.2, as amended by resolution MSC.409(97), applies to ships constructed before 1 January 2020, including those constructed before 1 July 2012.

iii. **Chapter II-2 – Regulation 10 on suppression of fire**

This relates to the amendment to regulation 10 which removes the requirement of foam type extinguishers of at least 135 litres in machinery spaces of category A in cases of domestic boilers less than 175kw or boilers protected by fixed water based local application fire extinguishing system.

iv. **Chapter XI-1 – Regulation 2-1 Harmonization of survey periods of cargo ships not subject to the ESP Code**

This relates to the amendment to allow the intermediate and renewal surveys included in regulation I/10, for cargo ships not subject to enhanced surveys under regulation XI-1/2, to be carried out and completed over the corresponding periods as specified in the 2011 ESP Code.

The above amendments to SOLAS 74, as amended, will enter into force on **1 January 2020**.

b. **Resolution MSC.410(97) – AMENDMENTS TO THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS (FSS CODE)**

The resolution adopts amendments to FSS Code related to the arrangement of means of escape for passenger ships. The amendments will enter into force on **1 January 2020**.

- c. [Resolution MSC.411\(97\)](#) – AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (IGC CODE)

The resolution adopts amendments to revise paragraph 3.2.5 of the IGC Code and removes the fire rating of wheelhouse windows that faces the cargo area adopted by Resolution MSC.370(93). The amendments will enter into force on **1 January 2020**.

- d. [Resolution MSC.412\(97\)](#) – AMENDMENTS TO THE INTERNATIONAL CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS, 2011 (2011 ESP CODE)

The resolution adopts amendments to 2011 ESP Code and provides clarity on the close-up surveys and thickness measurements for oil tanker and bulk carriers. The amendments is effective from **1 July 2018**.

- e. [Resolution MSC.413\(97\)](#) – AMENDMENTS TO THE INTRODUCTION AND PART A OF THE INTERNATIONAL CODE ON INTACT STABILITY, 2008 (2008 IS CODE) (UNDER THE 1974 SOLAS CONVENTION)

The resolution adopts the amendment to the introduction and part A (the provisions of which shall be treated as mandatory) of the 2008 IS Code, in accordance to regulation II-1/2.27.1 of the International Convention for the Safety of Life at Sea, 1974, to include provisions regarding ships engaged in anchor handling, lifting and towing operations, including escort towing, in the 2008 IS Code. The amendments will enter into force on **1 January 2020**.

- f. [Resolution MSC.414\(97\)](#) – AMENDMENTS TO THE INTRODUCTION AND PART A OF THE INTERNATIONAL CODE ON INTACT STABILITY, 2008 (2008 IS CODE) (UNDER THE 1988 LOAD LINES PROTOCOL)

The resolution adopts the amendment to the introduction and part A (the provisions of which shall be treated as mandatory) of the 2008 IS Code, in accordance to paragraph (16).1 of regulation I/3 of the Protocol of 1988 relating to the International Convention on Load Lines, 1966, to include provisions regarding ships engaged in anchor handling, lifting and towing operations, including escort towing, in the 2008 IS Code. The amendments will enter into force on **1 January 2020**.

- g. [Resolution MSC.415\(97\)](#) – AMENDMENTS TO PART B OF THE INTERNATIONAL CODE ON INTACT STABILITY, 2008 (2008 IS CODE)

The resolution adopts the amendment to the introduction and part B (the provisions of which shall be treated as recommendatory) of the 2008 IS Code, in accordance to regulation II-1/2.27.2 of the International Convention for the Safety of Life at Sea, 1974, to include provisions regarding ships engaged in anchor handling, lifting and towing operations, including escort towing in the 2008 IS Code. The amendments will take effect on **1 January 2020**.

- h. [Resolution MSC.416\(97\)](#) – **AMENDMENTS TO THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS (STCW), 1978, AS AMENDED**

The resolution adopts amendments to the STCW regarding the training of masters and officers for ships operating in polar waters. The amendments will enter into force on **1 July 2018**.

- i. [Resolution MSC.417\(97\)](#) – **AMENDMENTS TO PART A OF THE SEAFARERS' TRAINING, CERTIFICATION AND WATCHKEEPING (STCW) CODE**

The resolution adopts amendments to part A of the STCW Code regarding the training of masters and officers for ships operating in polar waters. The amendments will enter into force on **1 July 2018**.

- j. [Resolution MSC.418\(97\)](#) – **INTERIM RECOMMENDATIONS ON THE SAFE CARRIAGE OF MORE THAN 12 INDUSTRIAL PERSONNEL (IP) ON BOARD VESSELS ENGAGED ON INTERNATIONAL VOYAGES**

The resolution adopts the interim recommendation on the safe carriage of more than 12 IP on board vessels engaged on international voyages, in recognition of the difficulties caused by the lack of a clear definition for industrial personnel and the lack of legally binding international safety standards. Until such time that the mandatory instrument under development of the International Maritime Organization for the carriage of industrial personnel enters into force, industrial personnel should not be considered or treated as passengers under SOLAS regulation I/2(e) and the annexed interim recommendations shall apply.

- k. [Resolution MSC.419\(97\)](#) – **AMENDMENTS TO THE GENERAL PROVISIONS ON SHIPS' ROUTEING (RESOLUTION A.572(14), AS AMENDED)**

The resolution adopts amendments to the General Provisions on Ships' Routeing (resolution A.527(14), as amended), to include a guidance on the multiple structures at sea.

- l. [Resolution MSC.420\(97\)](#) – **INTERIM RECOMMENDATIONS FOR CARRIAGE OF LIQUEFIED HYDROGEN IN BULK**

The resolution adopts the interim recommendations for carriage of liquefied Hydrogen in bulk to facilitate establishment of a tripartite agreement for a pilot ship, which will be developed for the research and demonstration of safe long-distance overseas carriage of liquefied hydrogen in bulk. Shipowners wishing to apply the Interim Recommendations to the pilot ship carrying liquefied hydrogen in bulk are to approach MPA or our Recognised Organisation for further guidance.

5. The resolutions adopted by MSC 98 include the following:

a. **Resolution MSC.421(98) – AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

The resolution adopts the following amendments to SOLAS:

i. Chapter II-1 – Ship's stability requirements

This relates to the extensive amendment to SOLAS Chapter II-1 including revisions and clarification on application; definitions; conditions for calculating the attained subdivision index A and probability of survival after flooding (factor S_i); acceptance of butterfly valve in pipe(s) piercing the collision bulkhead and others.

ii. Chapter II-2 – Regulation 3 Definitions

This relates to the amendment to regulation II-2/3.56 to provide clarity on the definition of vehicle carrier to mean a cargo ship which only carries cargo in ro-ro spaces or vehicle spaces and which is designed for the carriage of unoccupied motor vehicles without cargo, as cargo.

iii. Chapter II-2 Regulation 9 – Containment of fire

This relates to the amendment to regulation 9 for passenger ships carrying not more than 36 passengers, whereby windows facing survival craft, escape slide, embarkation areas and windows situated below such areas are to have fire integrity at least equal to "A-0" class.

iv. Chapter II-2 Regulation 20 – Protection of vehicle, special category and ro-ro spaces

This relates to the amendment to regulation 20 to clarify that cargo spaces used for carriage of unoccupied motor vehicles with fuels in their tanks need not comply with the requirements of SOLAS II-2/10 if the vehicles do not use their own propulsion within the

cargo spaces, provided the vehicles are carried in cargo spaces in compliance with the appropriate requirements of regulation 19 and the vehicles are carried in accordance with the IMDG Code.

- v. Chapter II-2 Regulation 20-1 – Requirements for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo

This relates to the amendment to regulation 20-1 where the words vehicle spaces are deleted to clarify the application of additional safety measures for vehicle carriers constructed on or after 1 January 2016 intended for the carriage of motor vehicles with compressed hydrogen or compressed natural gas in their tanks for their own propulsion, as cargo.

- vi. Chapter III – Amendment to Regulation 1, 30 and 37

This relates to the amendment to regulation 1, 30 and 37 to incorporate the new requirements for damage control drills for passenger ships to be conducted once every three months and the associated amendment to muster list and emergency instructions for passenger ships to include damage control for flooding emergencies.

- vii. APPENDIX – Amendment to Certificates

This relates to the amendments to the Record of Equipment for Form P, Form C and Form E to incorporate the multi-system shipborne radionavigation receiver.

The above amendments to SOLAS 74, as amended, will enter into force on **1 January 2020**.

- b. [Resolution MSC.422\(98\)](#) – AMENDMENTS TO THE INTERNATIONAL CODE OF THE SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS (IGF CODE)

The resolution removes the requirement for A-0 class division fire rated navigation bridge windows and will be effected on **1 January 2020**. Pending its formal entry into force, Recognised Organisation may apply text of the resolution with immediate effect.

- c. [Resolution MSC.423\(98\)](#) – AMENDMENTS TO THE INTERNATIONAL CODE OF THE SAFETY FOR HIGH-SPEED CRAFT, 1994 (1994 HSC CODE)

The resolution adopts amendments to the 1994 HSC Code to provide clarity that High Speed Craft of less than 20 meters in length may be exempted from carrying a rescue boat, provided the craft meets all of the

requirements as specified in paragraphs 8.10.1.6.1 to 8.10.1.6.3 of the Code. The amendments will enter into force on **1 January 2020**.

- d. [Resolution MSC.424\(98\)](#) – **AMENDMENTS TO THE INTERNATIONAL CODE OF THE SAFETY FOR HIGH-SPEED CRAFT, 2000 (2000 HSC CODE)**

The resolution adopts amendments to the 2000 HSC Code to provide clarity that High Speed Craft of less than 30 meters in length may be exempted from carrying a rescue boat, provided the craft meets all of the requirements as specified in paragraphs 8.10.1.6.1 to 8.10.1.6.3 of the Code. The amendments will enter into force on **1 January 2020**.

- e. [Resolution MSC.425\(98\)](#) – **AMENDMENTS TO THE INTERNATIONAL LIFE-SAVING APPLIANCE (LSA) CODE**

The resolution adopts amendments to the LSA Code to clarify the application of static load and factor of safety to be applied to winches and structural components of launching appliances. The amendments will enter into force on **1 January 2020**.

- f. [Resolution MSC.426\(98\)](#) – **AMENDMENTS TO THE INTERNATIONAL MARITIME SOLID BULK CARGOES (IMSBC) CODE**

The resolution adopts amendments to the IMSBC Code to improve the requirements relating to carriage of solid bulk cargoes, and in particular to assign the shipper the responsibility to ensure the test to determine the Transportable Moisture Limit (TML) of a solid bulk cargo is conducted within six months to the date of loading the cargo. In addition, the shipper is to ensure that that sampling and testing for moisture content is conducted as near as practicable to the date of commencement of loading and the interval between sampling/testing and the date of commencement of loading shall not be more than seven days.

The amendments will enter into force on **1 January 2019**. Ship owners are encouraged to apply the aforementioned amendments in whole or in part on a voluntary basis prior to the entry into force date.

- g. [Resolution MSC.427\(98\)](#) – **AMENDMENTS TO THE REVISED RECOMMENDATION ON TESTING OF LIFE-SAVING APPLIANCES (RESOLUTION MSC.81(70), AS AMENDED)**

The resolution adopts amendments to incorporate the requirements of Resolution MSC.425(98) on the testing of davits and launching appliances to be subjected to a static proof load of 2.2 times their maximum working load. The amendments will enter into force on **1 January 2020**.

h. **Resolution MSC.428(98) – MARITIME CYBER RISK MANAGEMENT IN SAFETY MANAGEMENT SYSTEMS**

This adopts the resolution on maritime cyber risk management and affirms that an approved safety management system should take into account cyber risk management in accordance with the objectives and functional requirements of the ISM Code.

In view of the increasing cyber risk threats and vulnerabilities to safe and secure shipping, ship owners are encouraged to ensure that cyber risks are appropriately addressed in their safety management systems as soon as possible, but not later than the first annual verification of the company's Document of Compliance after **1 January 2021**.

i. **Resolution MSC.429(98) – REVISED EXPLANATORY NOTES TO THE SOLAS CHAPTER II-1 SUBDIVISION AND DAMAGE STABILITY REGULATIONS**

The resolution adopts the Revised Explanatory Notes to Chapter II-1 of SOLAS subdivision and damage stability regulations in conjunction with the adoption of the aforementioned amendments to subdivision and damage stability regulations in Resolution MSC.421(98) which will enter into force on **1 January 2020**.

j. **Resolution MSC.430(98) – AMENDMENTS TO THE REVISED PERFORMANCE STANDARDS FOR NARROW-BAND DIRECT-PRINTING TELEGRAPH EQUIPMENT FOR THE RECEPTION OF NAVIGATIONAL AND METEOROLOGICAL WARNINGS AND URGENT INFORMATION TO SHIPS (NAVTEX) (RESOLUTION MSC.148(77))**

The resolution adopts amendments to resolution MSC.148(77) on revised performance standards for narrow-band direct-printing telegraph equipment for the reception of navigational and meteorological warnings and urgent information to ships (NAVTEX), to include an interface for alert management for bridge alert management. NAVTEX receiver equipment **installed on or after 1 July 2019** shall conform to the performance standards not inferior to those set out in the annex to resolution A.148(77), as amended.

k. **Resolution MSC.431(98) – AMENDMENTS TO THE REVISED PERFORMANCE STANDARDS FOR ENHANCED GROUP CALL (EGC) EQUIPMENT (RESOLUTION MSC.306(87))**

The resolution adopts the amendments to resolution MSC.306(87) on revised performance standards for enhanced group call (EGC) equipment. EGC equipment **installed on or after 1 July 2019** shall conform to performance standards not inferior to those set out in the annex to resolution MSC.306(87), as amended.

l. **Resolution MSC.432(98) – AMENDMENTS TO PERFORMANCE STANDARDS FOR MULTI-SYSTEM SHIPBORNE RADIONAVIGATION RECEIVERS (RESOLUTION MSC.401(95))**

The resolution adopts the amendments to resolution MSC.401(95) on performance standards for multi-system shipborne radionavigation receivers. Multi-system shipborne radionavigation receivers **installed on or after 31 December 2017** shall conform to performance standards not inferior to those specified in the annex to resolution MSC.401(95), as amended.

m. **Resolution MSC.435(98) – AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF MOBILE OFFSHORE DRILLING UNITS, 2009 (2009 MODU CODE)**

The resolution adopts amendments to the 2009 MODU Code to improve the safety based on lessons learned from the explosion, fire and sinking of the mobile offshore drilling unit Deepwater Horizon. The amendments shall be applicable for mobile offshore drilling units, the keels of which are laid or which are at a similar stage of construction **on or after 1 January 2020**.

6. The resolutions adopted by MSC 99 include the following:

a. **Resolution MSC.436(99) – AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

The resolution adopts the following amendments to SOLAS:

i. **Chapter II-1 Regulation 1 - Application**

This relates to the application of the amendment to SOLAS Chapter II-1 as adopted in Resolution MSC.436(99).

ii. **Chapter II-1 Regulation 8-1 – System capabilities and operational information after a flooding casualty on passenger ships**

This relates to the amendment to include provisions for safe return to port where an onboard stability computer or access to shore-based support providing operational information to the master for safe return to port after a flooding casualty is required.

iii. **Chapter IV – Radiocommunications**

This relates to the amendment to regulation 2, 7, 8, 9, 10, 12 and 13 to reflect the changes to the use of mobile satellite service recognised by the International Maritime Organization other than “INMARSAT”.

iv. APPENDIX – Amendment to Certificates

This relates to the amendments to the Record of Equipment for Form P, Form R and Form C to replace the word “INMARSAT” with “Recognized mobile satellite service ship earth station”.

The above amendments to SOLAS 74, as amended, will enter into force on **1 January 2020**.

b. Resolution MSC.437(99) – **AMENDMENTS TO THE INTERNATIONAL CODE FOR APPLICATION OF FIRE TEST PROCEDURES, 2010 (2010 FTP CODE)**

The resolution adopts amendments to the 2010 FTP regarding the application of fire protection materials and required approval test methods for passenger ships and high-speed craft carrying less than 36 passengers to be consistent with those carrying more than 36 passengers. The amendments enter into force on **1 January 2020**.

c. Resolution MSC.438(99) – **AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 1994 (1994 HSC CODE)**

The resolution adopts amendments to the 1994 HSC Code to align with the SOLAS Chapter IV amendments on the use of mobile satellite service recognised by the International Maritime Organization other than “INMARSAT”. The Record of Equipment is similarly amended to replace the word “INMARSAT” with “Recognized mobile satellite service ship earth station”. The amendments will enter into force on **1 January 2020**.

d. Resolution MSC.439(99) – **AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 2000 (2000 HSC CODE)**

The resolution adopts amendments to the 2000 HSC Code to align with the SOLAS Chapter IV amendments on the use of mobile satellite service recognised by the International Maritime Organization other than “INMARSAT”. The Record of Equipment is similarly amended to replace the word “INMARSAT” with “Recognized mobile satellite service ship earth station”. The amendments will enter into force on **1 January 2020**.

e. Resolution MSC.440(99) – **AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE)**

The resolution adopts the amendment to the IBC Code to replace the existing paragraph 6 of the model form and clarify the requirement for an approved loading and stability information booklet to be supplied to the ship. The amendments will enter into force on **1 January 2020**.

- f. [Resolution MSC.441\(99\)](#) – AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (IGC CODE)

The resolution adopts the amendment to the IGC Code to replace the existing paragraph 6 of the model form and clarify the requirement for an approved loading and stability information booklet to be supplied to the ship. The amendments will enter into force on **1 January 2020**.

- g. [Resolution MSC.442\(99\)](#) – AMENDMENTS TO THE INTERNATIONAL MARITIME DANGEROUS GOODS (IMDG) CODE

The resolution adopts amendments to the IMDG Code in its 2-yearly periodic review to continuously update the Code. It includes revision to the classification categories of Class 1, Class 3, Class 4, Class 5, Class 9 and also revises the Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide). The amendments (39-18) will enter into force on **1 January 2020**. Ship owners are encouraged to apply the aforementioned amendments in whole or in part on a voluntary basis prior to the entry into force date.

- h. [Resolution MSC.443\(99\)](#) – AMENDMENTS TO PART A OF THE INTERNATIONAL CODE ON INTACT STABILITY, 2008 (2008 IS CODE) (UNDER THE 1974 SOLAS CONVENTION)

The resolution similarly deletes the footnote to the title of Chapter 2 of part A (Mandatory Criteria) of the International Code on Intact Stability, 2008 ("2008 IS Code"), given effect through SOLAS 74, as amended, where Resolutions MSC.413(97) and MSC.414(97) had included footnote to the title and created some confusion on the mandatory nature of the footnote. The amendments will enter into force on **1 January 2020**.

- i. [Resolution MSC.444\(99\)](#) – AMENDMENTS TO PART A OF THE INTERNATIONAL CODE ON INTACT STABILITY, 2008 (2008 IS CODE) (UNDER THE 1988 LOAD LINES PROTOCOL)

The resolution similarly deletes the footnote to the title of Chapter 2 of part A (Mandatory Criteria) of the International Code on Intact Stability, 2008 ("2008 IS Code"), given effect through the 1988 Load Lines protocol, where Resolutions MSC.413(97) and MSC.414(97) had included footnote to the title and created some confusion on the mandatory nature of the footnote. The amendments will enter into force on **1 January 2020**.

- j. [Resolution MSC.445\(99\)](#) – AMENDMENTS TO THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008 (2008 SPS CODE)

The resolution adopts amendments to the 2008 SPS Code to align the requirements with SOLAS Chapter IV amendments on the use of mobile satellite service recognised by the International Maritime Organization other than “INMARSAT”. The Record of Equipment is similarly amended to replace the word “INMARSAT” with “Recognized mobile satellite service ship earth station”. The amendments will be effective from **1 January 2020**.

- k. **[Resolution MSC.446\(99\)](#) – AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (BCH CODE)**

The resolution adopts the amendment to the BCH Code to replace the existing paragraph 6 of the model form and clarify the requirement for an approved loading and stability information booklet to be supplied to the ship. The amendments will enter into force on **1 January 2020**.

- l. **[Resolution MSC.447\(99\)](#) – AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (GC CODE)**

The resolution adopts the amendment to the GC Code to replace the existing paragraph 6 of the model form and clarify the requirement for an approved loading and stability information booklet to be supplied to the ship. The amendments will enter into force on **1 January 2020**.

- m. **[Resolution MSC.448\(99\)](#) – REVISED GUIDELINES ON THE PREVENTION OF ACCESS BY STOWAWAYS AND THE ALLOCATION OF RESPONSIBILITIES TO SEEK THE SUCCESSFUL RESOLUTION OF STOWAWAY CASES**

The resolution adopts the revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases. Shipping companies, shipowners, ship operators and other stakeholders are invited to note the relevant responsibilities set out in the annexed Guidelines and to guide their masters and crews as to their respective responsibilities in stowaway cases.

- n. **[Resolution MSC.449\(99\)](#) – PERFORMANCE STANDARDS FOR SHIPBORNE INDIAN REGIONAL NAVIGATION SATELLITE SYSTEM (IRNSS) RECEIVER EQUIPMENT**

The resolution adopts the performance standards for shipborne IRNSS receiver equipment. IRNSS receiver equipment **installed on or after 1 July 2020** shall conform to performance standards not inferior to those specified in the annex to the resolution.

- o. [Resolution MSC.450\(99\)](#) – **STATEMENT OF RECOGNITION OF MARITIME MOBILE SATELLITE SERVICES PROVIDED BY INMARSAT GLOBAL LTD.**

The resolution adopts the Statement of Recognition of the maritime mobile satellite services provided by the Inmarsat Fleet Safety service, in the coverage area under the Inmarsat-4 Middle East and Asia (MEAS) region satellite as set out in the annex, for use in the Global Maritime Distress and Safety System (GMDSS).

- p. [Resolution MSC.451\(99\)](#) – **STATEMENT OF RECOGNITION OF MARITIME MOBILE SATELLITE SERVICES PROVIDED BY IRIDIUM SATELLITE LLC.**

The resolution adopts the Statement of Recognition of the maritime mobile satellite services provided by the Iridium Safety Voice, Short-Burst data and enhanced group calling services, for use in the Global Maritime Distress and Safety System (GMDSS).

- q. [Resolution MSC.452\(99\)](#) – **AMENDMENTS TO THE REVISED PERFORMANCE STANDARDS FOR INTEGRATED NAVIGATION SYSTEMS (INS) (RESOLUTION MSC.252(83))**

The resolution adopts amendments to resolution MSC.252(83) on revised performance standards for integrated navigation systems (INS), INS equipment **installed on or after 1 July 2020** shall conform to the performance standards not inferior to those set out in the annex to resolution MSC.252(83), as amended.

7. Unified Interpretations (UI)

The following Unified Interpretations and clarifications are acceptable to MPA and should be applied in accordance with the recommended application date mentioned in the respective MSC circulars. Shipowners are to approach the Recognised Organisations to seek further guidance.

- a. [MSC.1/Circ.1527](#) – Unified interpretation of SOLAS regulations II-2/4 and II-2/9 on the conditions under which materials other than steel may be permitted for components mounted on engines, turbines and gearboxes; arrangements for fixed hydrocarbon gas detection systems in double-hull and double-bottom spaces of oil tankers; and non-combustible material as "steel or equivalent" for ventilation ducts.
- b. [MSC.1/Circ.1528](#) – Unified interpretations of Chapters 5, 6 and 9 of the FSS Code on fixed gas fire-extinguishing systems and fixed fire detection and fire alarm systems; foam-generating capacity of fixed foam fire-extinguishing systems; and an additional indicating unit in the cargo control rooms.

- c. [MSC.1/Circ.1529](#) – Unified interpretations of paragraph 4.4.7.6 of the LSA Code on lifeboat release and retrieval systems.
- d. [MSC.1/Circ.1530](#) – Unified interpretations of SOLAS regulations III/6.4 and III/6.5 and section 7.2 of the LSA Code on general emergency alarms and public address systems in ro-ro spaces.
- e. [MSC.1/Circ.1534 and MSC.1/1534/Corr.1](#) – Unified interpretations relating to the International Convention on Load Lines, 1966.
- f. [MSC.1/Circ.1535 and MSC.1/1535/Corr.1](#) – Unified interpretations relating to the Protocol of 1988 relating to the International Convention on Load Lines, 1966.
- g. [MSC.1/Circ.1536](#) – Unified interpretations of SOLAS regulations II-1/29.3 and II-1/29.4 on the application of the provisions of SOLAS regulations II-1/29.3 and 29.4 concerning the steering gear test.
- h. [MSC.1/Circ.1537](#) – Unified interpretations of the 2008 IS Code to facilitate global and consistent implementation of requirements.
- i. [MSC.1/Circ.1538](#) – Unified interpretations of the International Code for the Safe Carriage of Grain in Bulk (International Grain Code) relating to requirements concerning the angle of down-flooding.
- j. [MSC.1/Circ.1539](#) – Unified interpretations of SOLAS Chapter II-1 to facilitate global and consistent implementation of requirements.
- k. [MSC.1/Circ.1540](#) – Unified interpretations for Chapter 1 of the 2009 MODU Code to facilitate global and consistent implementation of requirements.
- l. [MSC.1/Circ.1541](#) – Unified interpretations for Chapter 1 of the 1994 HSC Code to facilitate global and consistent implementation of requirements.
- m. [MSC.1/Circ.1542](#) – Unified interpretations for Chapter 1 of the 2000 HSC Code to facilitate global and consistent implementation of requirements.
- n. [MSC.1/Circ.1543](#) – Unified interpretations relating to the IGC Code on the flooding assumptions requirements.
- o. [MSC.1/Circ.1544](#) – Unified interpretations for the application of Chapter 2 of the 2009 MODU Code, and the Revised technical provisions for means of access for inspections (resolution MSC.158(78)).
- p. [MSC.1/Circ.1545](#) – Unified interpretations relating to the application of SOLAS regulation II-1/3-6, as amended, and the Revised technical

provisions for means of access for inspections (resolution MSC.158(78)).

- q. [MSC.1/Circ.1546](#) – Unified interpretations of the 1969 TM Convention, relating to heat exchangers (coolers) fitted on the hull.
- r. [MSC.1/Circ.1550](#) – Unified interpretations relating to the application of SOLAS regulations II-2/10.2.1.3, II-2/10.2.2.4.1.2, II-2/10.7.3.2.3 and II-2/19.3.1, as amended, and paragraph 2.2.1.1 of Chapter 12 of the FSS Code.
- s. [MSC.1/Circ.1554](#) – Unified interpretations of Chapter 9 of the FSS Code on sizing the emergency power source for the fire detection and alarm system.
- t. [MSC.1/Circ.1555](#) – Unified interpretations of SOLAS Chapter II-2 on the definition of vehicle carrier; suitable connections for the supply of inert gas to double-hull spaces; ventilation provided by fan coil units and internal circulation fans; the fire integrity of the bulkheads between the wheelhouse and a toilet inside the wheelhouse; the suitable number of spare air cylinders to be provided in connection with drills; and sources of ignition on board ships carrying dangerous goods.
- u. [MSC.1/Circ.1556](#) – Unified interpretations of Chapter 8 of the FSS Code and the Revised guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS regulation II-2/12 (resolution A.800(19)) on sizing of pumps and pressure tank for automatic sprinkler systems.
- v. [MSC.1/Circ.1558](#) – Unified interpretations of the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code).
- w. [MSC.1/Circ.1559](#) – Unified interpretations of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code).
- x. [MSC.1/Circ.1561](#) – Unified interpretations of SOLAS regulation XI-1/7 on the provision of suitable means for the calibration of portable atmosphere testing instruments.
- y. [MSC.1/Circ.1562](#) – Unified interpretations of SOLAS regulation XIV/2.2 on the initial and maintenance surveys as required in the provisions of SOLAS Chapter XIV and the Polar Code.
- z. [MSC.1/Circ.1571](#) – Unified interpretations of SOLAS Chapter II-1 on special requirements for vehicle ferries, ro-ro ships and other ships of similar type, and on the drainage of enclosed spaces situated on the bulkhead deck.
- aa. [MSC.1/Circ.1572](#) – Unified interpretations of the provisions of SOLAS Chapters II-1 and XII, of the Revised technical provisions for means of

access for inspections (resolution MSC.158(78)) and of the performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers (resolution MSC.188(79)), containing the provisions of MSC.1/Circ.1464/Rev.1 and Corr.1, as amended by MSC.1/Circ.1507 and MSC.1/Circ.1545.

- bb. [MSC.1/Circ.1573](#) – Unified interpretation of SOLAS regulations II-1/2.20 and II-2/3.21 on the deadweight to be stated on certificates.
- cc. [MSC.1/Circ.1576](#) – Unified interpretations of SOLAS regulations V/18.8, V/18.9 and IV/15.9 relating to the annual testing of VDR, S-VDR, AIS and EPIRB.
- dd. [MSC.1/Circ.1577](#) – Unified interpretations on the application of COLREG with respect to the placement of sidelights in relation to annex I/9(a)(i) and annex I/10(a)(i) of COLREG 1972, as amended.
- ee. [MSC.1/Circ.1581](#) – Unified interpretations of SOLAS Chapter II-2 on suitable means for the calibration of portable atmosphere testing instruments for cargo areas of tankers; fire integrity of the boundaries of spaces within the cargo area of tankers; and fire integrity of the bulkheads between the wheelhouse and the navigation lockers inside the wheelhouse.
- ff. [MSC.1/Circ.1582](#) – Unified interpretations of Chapter 15 of the FSS Code on requirements related to inert gas systems on tankers.
- gg. [MSC.1/Circ.1583](#) – Amendment to unified interpretations of SOLAS regulation II-1/29 (MSC.1/Circ.1398).
- hh. [MSC.1/Circ.1590](#) – Unified interpretations of paragraph 13.3.5 of the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) (as amended by resolution MSC.370(93) on the expression "each dry-docking" in the context of testing of high-level alarms on liquefied gas tankers.
- ii. [MSC.1/Circ.1591](#) – Unified interpretations for the application of the relevant requirements of the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code).

8. Queries relating to this circular should be directed to Mr. Calvin Lee at 6375-6269 or email shipping@mpa.gov.sg.

CAPT. DAKNASH GANASEN
DIRECTOR OF MARINE
MARITIME AND PORT AUTHORITY OF SINGAPORE