



## RESOLUTIONS ADOPTED BY THE 81ST AND 82ND SESSIONS OF THE MARITIME SAFETY COMMITTEE (MSC 81 AND MSC 82) OF IMO

**No. 12 of 2007**

**04-06-2007**

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

1. This circular informs the Shipping Community of resolutions adopted by MSC 81 (10 to 19 May 2006) and MSC 82 (29 November to 8 December 2006), and urges the Community to prepare for the implementation of these resolutions.

2. MSC 81 and 82 adopted a number of resolutions. Highlights of these resolutions are:

### **MSC 81**

#### **(1) MSC.201(81) - Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974, as amended**

The MSC adopted a number of amendments to SOLAS and mandatory codes and guidelines with an expected entry into force date of 1 July 2010, except where indicated below.

##### *Amendments to SOLAS Chapter II-2 - Fire protection*

These include amendments relating to Regulation 9 - Containment of fire, so as to include a requirement for water-mist nozzles which should be tested and approved in accordance with the guidelines approved by the Organization; and in Regulation 15 - *Arrangements for oil fuel, lubricating oil and other flammable oils*, new text relating to the application of the regulation to ships constructed on or after 1 February 1992 and on or after 1 July 1998.

The purpose of the amendment is to correct an error relating to the 1994 Amendments to regulation II-2/15, as adopted by resolution MSC.31(63), which had the effect of making the requirements of SOLAS regulations II-2/15.2.10 and II-2/15.2.11 applicable to existing ships constructed on or after 1 February 1992 rather than only to ships constructed on or after 1 July 1998, as was the intention.

##### *Amendments to SOLAS Chapter III - Life-saving appliances and arrangements*

In Regulation 7 - *Personal life-saving appliances*, the amendments add a new requirement for infant lifejackets. For passenger ships on voyages of less than 24 hours, a number of infant lifejackets equal to at least 2.5% of the number of passengers on board is to be provided; and for passenger ships on voyages of 24 hours or greater, infant lifejackets are to be provided for each infant on board. A further amendment relates to the provision of lifejackets for larger passengers and states that, if the adult lifejackets provided are not designed to fit persons with a chest girth of up to 1,750 mm, a sufficient number of suitable accessories are to be available on board to allow them to be secured to such persons.

##### *Amendments to SOLAS Chapter IV - Radiocommunications*

The amendments relate to the provision of radio equipment, in Regulation 7, to require ships to carry an EPIRB capable of transmitting a distress alert through the polar orbiting satellite service (COSPAS-SARSAT) operating in the 406 MHz band; and, in Regulations 9 and 10, to clarify that the means of initiating ship-to-shore distress alerts may be through the Inmarsat geostationary satellite service by a ship earth station.

##### *Amendments to SOLAS Chapter V - Safety of navigation*

The amendment adds a new paragraph to Regulation 22 - *Navigation bridge visibility* to allow ballast water exchange at sea, provided that the master has determined that it is safe to do so and takes into consideration any increased blind sectors or reduced horizontal fields of vision resulting from the operation to ensure that a proper

lookout is maintained at all times. The operation should be conducted in accordance with the ship's ballast water management plan, taking into account the recommendations on ballast water exchange. The commencement and termination of the operation should be recorded in the ship's record of navigational activities.

(Please refer to Shipping circular No. 3 of 2007 on ballast water exchange at sea)

(2)

**(i) MSC.202(81) - Adoption of amendments to SOLAS Chapter V- LRIT**

**(ii) MSC.210(81) - Performance standards and functional requirements for the long-range identification and tracking of ships**

**(iii) MSC.211(81) - Arrangements for the timely establishment of the long-range identification and tracking system**

The MSC adopted new regulations for the LRIT together with associated performance standards and functional requirements. These amendments will come into force on 1 January 2008. Shipowners, ship managers, shipping agents, masters and officers of Singapore ships and all concerned parties are to take note of the new regulation and make provisions for its eventual implementation in the near future.

Further, they are to note that the architecture and establishment of this worldwide system and its billing scheme, are still being discussed at IMO. Hence, MPA will issue a specific shipping circular on LRIT, after the finalisation of these issues.

The new regulation 19-1 on LRIT is included in SOLAS chapter V on Safety of Navigation, through which LRIT will be introduced as a mandatory requirement for the following ships on international voyages: passenger ships, including high-speed craft; cargo ships, including high-speed craft, of 300 gross tonnage and upwards; and mobile offshore drilling units.

The LRIT information ships will be required to transmit include the ship's identity, location and date and time of the position. There will be no interface between LRIT and AIS. One of the more important distinctions between LRIT and AIS, apart from the obvious one of range, is that, whereas AIS is a broadcast system, data derived through LRIT will be available only to the recipients who are entitled to receive such information and safeguards concerning the confidentiality of those data have been built into the regulatory provisions. SOLAS Contracting Governments will be entitled to receive information about ships navigating within a distance not exceeding 1000 nautical miles off their coast.

The regulation foresees a phased-in implementation schedule for ships constructed before its expected entry into force date of 1 January 2008 and an exemption for ships operating exclusively in sea area A1 from the requirement to transmit LRIT information, since such ships are already fitted with AIS. It also identifies which authorities may have access to LRIT information.

The MSC also adopted performance standards and functional requirements for LRIT and an MSC resolution on Arrangements for the timely establishment of the long range identification and tracking system.

**(3)(i) MSC.203(81) - Adoption of amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended**

**(ii) MSC.209(81) - Adoption of amendments to Part A of the Seafarers' Training, Certification and Watchkeeping Code (STCW Code)** The amendments add new minimum mandatory training and certification requirements for persons to be designated as Ship Security Officers (SSOs). The amendments to the STCW Convention and to parts A and B of the STCW Code include:

1. Requirements for the issue of certificates of proficiency for Ship Security Officers;
2. Specifications of minimum standards of proficiency for Ship Security Officers; and
3. Guidance regarding training for Ship Security Officers.

Further amendments to part A of the STCW Code add additional training requirements for the launching and recovery of fast rescue boats. The amendments have been prepared in response to reports of injuries to seafarers in numerous incidents involving the launching and recovery of fast rescue boats in adverse weather conditions.

The anticipated entry into force date for the STCW amendments is 1 January 2008, but a Party may continue to recognize personnel who hold, or can document, qualifications as ship security officers until 1 July 2009.

**(4) MSC.204(81) - Adoption of amendments to the Protocol of 1988 relating to the International Convention**

**for the Safety of Life at Sea, 1974, as amended** The amendments relate to surveys of structure, machinery and equipment of cargo ships, to require a minimum of two inspections of the outside of the ship's bottom during the five year period of validity of the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate, except in certain circumstances. Current SOLAS regulation I/10 requires two inspections of the ship's bottom during any 5 year period. The interval between any two such inspections remains as before, i.e. should not exceed 36 months.

The amendments to the 1988 SOLAS Protocol will be deemed to have been accepted on the date on which they are accepted by two-thirds of the Parties to the Protocol and will enter into force six months later.

#### **(5) MSC.205(81) - Adoption of amendments to the International Maritime Dangerous Goods (IMDG) Code**

The amendments to the IMDG Code (Amendment 33-06) relate to:

1. transport of Ethylene Oxide with Nitrogen up to a total pressure of 1 Mpa (10 bar) at 50degreeC (UN 1040);
2. Polymeric beads (UN 2211);
3. Plastics moulding compound (UN 3314);
4. Ammonium Nitrate (UN 1942) and Ammonium Nitrate Fertilizer (UN 2067);
5. segregation provisions for class 8 acids and alkalis when not in limited quantities; and
6. the packaging of articles containing dangerous goods in limited quantities.

Entry into force date: 1 January 2008.

**(6) MSC.206(81) - Adoption of amendments to the International Code for Fire Safety Systems (FSS Code)** The amendments replace the text of Chapter 5 *Fixed gas fire-extinguishing systems* with a revised text. The revision includes:

1. specific reference to ISO standards for gas cylinders;
2. that audible alarms are unique for the event and can be heard throughout the protected space;
3. installation and testing requirements for low-pressure CO2 systems.

**(7) MSC.207(81) - Adoption of amendments to the International Life-Saving Appliances Code (LSA Code)** The amendments include the requirement that all life saving appliances should withstand in stowage an air temperature range of -30degreeC to +65degreeC and personal life-saving appliances should remain operational throughout an air temperature range of -15degreeC to +40degreeC. The colour of life-saving appliances is now specified to be "of international or vivid reddish orange, or a comparably highly visible colour on all parts where this will assist detection at sea".

#### **(8) MSC.208(81) - Adoption of amendments to the Guidelines for authorization of Organizations acting on behalf of the Administration (Resolution A.739(18))**

The amendments to the guidelines, which are mandatory under SOLAS chapter XI-1, add a new paragraph 2-1 to require the use of only exclusive surveyors and auditors for surveys and certification, although radio surveys may be subcontracted to non-exclusive surveyors.

#### **(9) MSC.212(81) - Adoption of amendments to the Bulk Chemical (BCH) Code**

Bearing in mind that the BCH Code is a recommendatory instrument for safety purposes but is mandatory under MARPOL Annex II, the Committee adopted the amendments to the BCH Code, to become effective on 1 August 2007. The revision reflects the 2007 revision of MARPOL Annex II.

**(10) MSC.213(81) - New mandatory ship reporting system (Canary Islands)** The new mandatory ship reporting system for the Canary Islands was adopted as an associated protective measure for the Canary Islands Particularly Sensitive Sea Area (PSSA). The new mandatory ship reporting system was implemented six months after its adoption, i.e., on 1 December 2006 at 0000 hours UTC.

**(11) MSC.214(81) - Amendments to the Revised performance standards for shipborne voyage data recorders (VDRs) (resolution A.861(20)) and simplified voyage data recorders (S-VDRs) (resolution MSC.163(78))** The resolution contains amendments to both the performance standards for VDRs (A.861(20)) and S-VDRs (MSC.163(78)), to better enable the data to be used for accident investigation and ship management, and to ensure that the data in VDRs can be simply downloaded, without special equipment. The revised standards also require that the

VDRs provide an interface for downloading the stored data and playback the information to an external computer. The software for data downloading and playback should be compatible with an operating system available with commercial-off-the-shelf laptop computers and provided on a portable storage device such as a CD-ROM, DVD, USB-memory stick, etc.

(See also Shipping Circular No. 6 of 2007 for further guidance)

## **MSC 82**

### **(1)Resolution MSC.215(82) - Performance Standard For Protective Coatings For Dedicated Seawater Ballast Tanks In All Types Of Ships And Double-Side Skin Spaces Of Bulk Carriers**

The MSC adopted the Performance standard for protective coatings of dedicated seawater ballast tanks on all new ships and of double-side skin spaces of bulk carriers, which will be made mandatory by way of amendments to SOLAS regulations II-1/3-2, also adopted at the session (resolution MSC.216(82)).

The SOLAS amendments are expected to enter into force on 1 July 2008 and the performance standard will apply to ships for which the building contract is placed on or after 1 July 2008; or, in the absence of a building contract, the keels of which are laid on or after 1 January 2009, or the delivery of which is on or after 1 July 2012.

### **(2)Resolution MSC.216(82) - Adoption Of Amendments To The International Convention For The Safety Of Life At Sea, 1974, As Amended**

#### Prevention of accidents involving lifeboats

The MSC adopted an amendment to SOLAS regulation III/19.3.3.4 concerning provisions for the launch of free-fall lifeboats during abandon-ship drills. The amendment will allow, during the abandon-ship drill, for the lifeboat to either be free-fall launched with only the required operating crew on board, or lowered into the water by means of the secondary means of launching without the operating crew on board, and then manoeuvred in the water by the operating crew. The aim is to prevent accidents with lifeboats occurring during abandon-ship drills.

The amendment is expected to enter into force on 1 July 2008. See Shipping Circular No. 22 of 2006 (revised) on the early implementation of this regulation for Singapore-flag ships.

#### Passenger Ship Safety

The package of amendments to SOLAS adopted at the session were the result of a comprehensive review of passenger ship safety initiated in 2000 with the aim of assessing whether the current regulations were adequate, in particular for the large passenger ships now being built.

The new regulations are based on two guiding philosophies: 1) the regulatory framework should place more emphasis on the prevention of a casualty from occurring in the first place; and 2) future passenger ships should be designed for improved survivability so that, in the event of a casualty, persons can stay safely on board as the ship proceeds to port.

Entry into force date: 1 July 2008.

#### Fire regulations on balconies

The MSC adopted amendments to SOLAS chapter II-2 and to the International Code for Fire Safety Systems (FSS Code) to strengthen the fire protection arrangements in relation to cabin balconies on passenger vessels.

The amendments enter into force on 1 July 2008.

**(3)Resolution MSC.217(82) - Adoption Of Amendments To The International Code For Fire Safety Systems (FSS Code)**Relates to fire extinguishers, specifically portable foam applicators; fixed foam fire-extinguishing systems; fixed-pressure water-spraying and water-mist fire-extinguishing systems. Entry into force on 1 July 2008.

**(4)Resolution MSC.218(82) - Adoption Of Amendments To The International Life-Saving Appliance (LSA Code)**Relates to life rafts, life boats and rescue boats, particularly in relation to stowage and release mechanisms. Entry into force on 1 July 2008.

**(5)Resolution MSC.219(82)- Adoption Of Amendments To The International Code For The Construction And Equipment Of Ships Carrying Dangerous Chemicals In Bulk (IBC Code)**Relates to fire protection and fire extinction, and the revised chapters 17 Summary of minimum requirements, 18 List of products to which the code does not apply and 19 Index of Products Carried in Bulk. Entry into force on 1 January 2009.

**(6)Resolution MSC.220(82)- Adoption Of Amendments To The International Code For The Construction And Equipment Of Ships Carrying Liquefied Gases In Bulk (IGC Code)**Updates the references to SOLAS regulations, and to add dimethyl ether and carbon dioxide to the list of products in chapter 19 Summary of minimum requirements. Entry into force on 1 July 2008.

**(7)Resolution MSC.221(82)- Adoption Of Amendments To The International Code Of Safety For High-Speed Craft, 1994 (1994 HSC Code)**Updates the Code in line with relevant SOLAS amendments. Entry into force on 1 July 2008.

**(8)Resolution MSC.222(82)- Adoption Of Amendments To The International Code Of Safety For High-Speed Craft, 2000 (2000 HSC Code)**

Updates the Code in line with relevant SOLAS amendments and, to revise requirements relating to testing and calculations for buoyancy, stability and subdivision. Entry into force on 1 July 2008.

**(9)Resolution MSC.223(82)- Adoption Of Amendments To The Protocol Of 1988 Relating To The International Convention On Load Lines, 1966, As Amended**

Amendment of a reference in Regulation 22 Scuppers, inlets and discharges and an amendment in Regulation 39 Minimum bow height and reserve buoyancy to define dl as "the draught at 85% of the least moulded depth, in metres". Entry into force on 1 July 2008.

**(10)Resolution MSC.224(82)- Adoption Of Amendments To The Code Of Safety For Dynamically Supported Craft, As Amended (DSC Code)**

Updates the Code in line with relevant SOLAS amendments. Effective on 1 July 2008.

**(11)Resolution MSC.225(82)- Adoption Of Amendments To The Code For The Construction And Equipment Of Ships Carrying Liquefied Gases In Bulk, As Amended (GC Code)**

Updates the Code in line with certain fire safety requirements in SOLAS. Effective on 1 July 2008.

**(12)Resolution MSC.226(82)- Adoption Of Amendments To The Revised Recommendation On Testing Of Lifesaving Appliances, As Amended**

Revisions to prototype tests for lifebuoys, lifejackets, immersion suits, anti-exposure suits and thermal protective aids, liferafts, lifeboats, rescue boats and fast rescue boats, launching and embarkation appliances, position-indicating lights for life-saving appliances and hydrostatic release units; and revisions to production and installation tests for survival craft, launching and stowage arrangements. Effective on 1 July 2008.

**(13)Resolution MSC.227(82)- Adoption Of Amendments To The Protocol Of 1988 Relating To The International Convention For The Safety Of Life At Sea, 1974**

Amendments to the forms of the Passenger Ship Safety Certificate, Cargo Ship Safety Certificate and Cargo Ship Safety Equipment Certificate to include references to Long Range Identification and Tracking of Ships. Enters into force on 1 July 2008.

**(14)Resolution MSC.228(82)- Revision Of The Guidelines For The Prevention And Suppression Of The Smuggling Of Drugs, Psychotropic Substances And Precursor Chemicals On Ships (Resolution A. 872(20))**

Resolution A.872(20) was revised and updated. The revised guidelines will be put forward to the Facilitation Committee for adoption at its next session.

(15)The MSC adopted new and amended traffic separation schemes, including new and amended routing measures other than traffic separation schemes, as well as new and amended mandatory ship reporting systems:

1. **Resolution MSC.229(82)- Adoption Of Mandatory Ship Reporting System In The Galapagos Particularly Sensitive Sea Area (PSSA)**

2. **Resolution MSC.230(82)- Adoption Of Amendments To Mandatory Ship Reporting System In The Storebielt (Great Belt) Traffic Area**

3. [Resolution MSC.231\(82\)- Adoption Of Amendments To Mandatory Ship Reporting System In The Gulf Of Finland](#)

**(16) [Resolution MSC.232\(82\)-Adoption Of The Revised Performance Standards For Electronic Chart Display And Information System \(ECDIS\)](#)**

The aim behind the revision is to ensure the operational reliability of such equipment, taking into account technological progress and experience gained. The revised performance standards are more detailed than the current version and include references to newer equipment such as automatic identification systems. The new revised performance standards would apply to ECDIS equipment installed on or after 1 January 2009.

**(17) [Resolution MSC.233\(82\)- Adoption Of The Performance Standards For Shipborne Galileo Receiver Equipment](#)**

The resolution adopted the IMO policy for the recognition and acceptance of suitable radionavigation systems intended for international use to provide ships with navigational position-fixing throughout their voyages, and the GALILEO satellite system may be recognized as a possible component of the world-wide radionavigation system. Hence, the development of performance standards for such equipment.

**(18) [Resolution MSC.234\(82\)- Recommendations Concerning Tonnage Measurement Of Open-Top Containerships](#)**

The resolution clarifies that the tonnage measurement should be in terms of cargo hatch *AREA*, and not *number of cargo hatches*, to plug a possible loophole in interpretation.

**(19) [Resolution MSC.238\(82\)- Adoption Of Amendments To The Code Of Safe Practice For The Safe Loading And Unloading Of Bulk Carriers \(BLU Code\) \(Resolution A.862\(20\)\)](#)**

The amendment basically extends the application of the BLU Code to ships carrying grain.

(20) Other resolutions, for **offshore vessels**, were adopted. These are:

1. [Resolution MSC.235\(82\)- Adoption Of The Guidelines For The Design And Construction Of Offshore Supply Vessels, 2006](#)

2. [Resolution MSC.236\(82\)- Adoption Of Amendments To The Guidelines For The Transport And Handling Of Limited Amounts Of Hazardous And Noxious Liquid Substances In Bulk On Offshore Support Vessels \(Resolution A.673\(16\)\)](#)

3. [Resolution MSC.237\(82\)- Adoption Of Amendments To The Code Of Safe Practice For The Carriage Of Cargoes And Persons By Offshore Supply Vessels \(OSV Code\) \(Resolution A.863\(20\)\)](#)

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

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Attachments: The text of each resolution is hyperlinked to the above circular.