



RESOLUTIONS ADOPTED BY THE 83RD SESSION OF THE MARITIME SAFETY COMMITTEE (MSC 83) OF IMO

No. 20 of 2007

06-12-2007

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 83 held from 3 to 12 October 2007 and urges the Community to prepare for the implementation of these resolutions.

2. These resolutions are:

(1) Amendments to mandatory instruments

[Resolution MSC.239\(83\) - Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974, as amended](#)

The following amendments to the SOLAS Convention are expected to enter into force on **1 July 2009**:

a) new *regulation IV/4-1* on Global Maritime Distress and Safety System (GMDSS) satellite providers that provides for the Maritime Safety Committee (MSC) to determine the criteria, procedures and arrangements for the evaluation, recognition, review and oversight of the provision of mobile satellite communication services in the GMDSS.

b) new *regulation VI/5-1* on material safety data sheets (MSDS), to require ships carrying MARPOL Annex I cargoes (oil) and marine fuel oils to be provided with a material safety data sheet prior to loading such cargoes.

For MSDS, the resolution refers to the mandatory application of resolution MSC.150(77), which contains the specifications and format of MSDS. The resolution is expected to be revised at BLG 12 (Feb 08), and any revision should be applicable on the entry into force date of 1 July 2009. MPA will inform the shipping community of further developments regarding MSDS.

[Resolution MSC.240\(83\) - Adoption of amendments to the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, as amended](#)

Consist of amendments to the forms of some certificates (Passenger Ship Safety Certificate, Cargo Ship Safety Construction Certificate, Cargo Ship Safety Equipment Certificate, Cargo Ship Safety Certificate, Nuclear Passenger Safety Certificate and Nuclear Cargo Ship Safety Certificate) in the appendix of 1988 SOLAS Protocol.

Entry into force date: **1 July 2009**.

[Resolution MSC.241\(83\) - Adoption of amendments to the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on board Ships \(INF Code\) Chapter 2](#)

"Damage Stability" of the INF Code is amended to bring it into line with SOLAS amendments.

Entry into force date: **1 July 2009**.

(2) Long-Range Identification and Tracking of Ships

[Resolution MSC.242\(83\) - Use of LRIT information for safety and environmental purposes](#)

The resolution notes that the use of LRIT information for safety and marine environment protection purposes would provide significant added value through an improvement of the knowledge of ships positions and identity, and that the MSC agrees that Contracting Governments may request, receive and use LRIT information for safety and environmental protection purposes.

Shipowners are to note that the LRIT system may be used for safety and environmental purposes other than for

security.

[Resolution MSC.243\(83\) - Establishment of International LRIT Data Exchange \(IDE\) on an interim basis](#)

The MSC agreed that, bearing in mind that the contingency offer from the United States is an interim arrangement only, a permanent solution should be found for the IDE as soon as possible.

The interim IDE will be based in the US, but in the meantime, the MSC will seek a permanent location for the IDE.

[Resolution MSC.254\(83\) - Adoption of Amendments to the Performance Standards and Functional Requirements for the LRIT](#)

The main amendment affecting ships is as follows: "When a ship is undergoing repairs in dry-dock or in port or is laid up for a long period, the master or the Administration may reduce the frequency of the transmission LRIT information to one report every 24-hour period, or may temporarily stop the transmission of such information."

MPA will allow for the temporary stop to a Singapore-flag vessel's transmission under the above conditions, provided the vessel informs the port State and MPA, Shipping Division.

(3)Standards and Performance Standards

[Resolution MSC.244\(83\) - Performance standard for protective coatings for void spaces on bulk carriers and oil tankers](#)

The performance standard for protective coatings for void spaces on bulk carriers and oil tankers is new. The MSC also agreed that experience gained in the application of the new standard would be needed before making the standard mandatory under the SOLAS Convention, and before discussing the development a coating standard for void spaces on other types of ships.

Although this performance standard is not mandatory, shipowners are urged to apply it to void spaces of bulk carriers and oil tankers. MPA will advise the shipping community on any future mandatory application.

[Resolution MSC.245\(83\) - Recommendation on a standard method for evaluating cross-flooding arrangements](#)

The resolution establishes a methodology for evaluating cross-flooding arrangements on ships subject to the applicable subdivision and damage stability requirements of revised SOLAS chapter II-1 entering into force on **1 January 2009**. This is to ensure uniform treatment of cross-flooding and equalization arrangements.

Shipowners and designers are urged to apply the Recommendation to cross-flooding calculations for ships subject to the applicable subdivision and damage stability requirements of SOLAS chapter II-1.

[Resolution MSC.246\(83\) - Performance standards for AIS search and rescue transmitters \(AIS-SART\) for use in search and rescue operations](#)

The performance standard for AIS-SART is new. AIS-SART, in addition to meeting the requirements of the relevant ITU-R Recommendation and the general requirements set out in resolution A.694(17), should comply with these new performance standards.

Effective date: **1 January 2010**.

[Resolution MSC.247\(83\) - Adoption of amendments to Performance standards for survival craft radar transponders for use in search and rescue operations \(resolution A.802\(19\)\)](#)The amended Performance standards aim to improve effective search and rescue operation, taking into account the SART using signal of circular polarization.

Effective date: **1 January 2010**.

[Resolution MSC.252\(83\) - Adoption of the Revised performance standards for Integrated Navigation Systems \(INS\)](#)

The revised standards aim to enhance the safety of navigation by providing integrated and augmented functions to avoid geographic, traffic and environmental hazards.

Effective date: **1 January 2011**.

[Resolution MSC.253\(83\) - Adoption of Performance standards for navigation lights, navigation light controllers and associated equipment](#)

The performance standards for navigation lights, navigation light controllers and associated equipment is new. These equipment should be designed, tested, installed and maintained based on these standards.

Effective date: **1 January 2009**.

(4)New and amended Ship reporting systems

Resolution MSC.248(83) - Adoption of a new ship reporting system "the Papahānaumokuākea Marine National Monument" Particularly Sensitive Sea Area (PSSA)

Entry into force: **0000 hours UTC on 1 May 2008**

Resolution MSC.249(83) - Adoption of a new mandatory ship reporting system "On the approaches to the Polish ports in the Gulf of Gdansk"

Entry into force: **0000 hours UTC on 1 May 2008**

Resolution MSC.250(83) - Adoption of a new mandatory ship reporting system "Off the south and southwest coast of Iceland"

Entry into force: **0000 hours UTC on 1 July 2008**

Resolution MSC.251(83) - Adoption of amendments to the existing mandatory ship reporting systems "Off Ushant", "off Les Casquets" and "Dover Strait/Pas de Calais"

Entry into force: **0000 hours UTC on 1 May 2008**

3.Shipowners are advised to approach the nine approved classification societies to seek further guidance. In anticipation of the entry into force of the amendments on 1 July 2009, the Shipping Community is urged to take early action to comply with the amendments.

UNIFIED INTERPRETATIONS

4.In addition, MSC 83 also approved the following Unified Interpretations of SOLAS convention, and FSS and IBC Codes.

MSC.1/Circ.1239 - Unifiedinterpretations of SOLAS chapter II-2

MSC.1/Circ.1240 - Unifiedinterpretations of the International Code for Fire Safety Systems (FSS Code)

MSC.1/Circ.1241 - Unifiedinterpretations of the International Bulk Chemical (IBC) Code

MSC.1/Circ.1243 - Unifiedinterpretation of SOLAS chapter III

MSC.1/Circ.1246 - Interpretation of alterations and modifications of a major character

MSC.1/Circ.1247 - Unifiedinterpretation of "unforeseen delay in delivery of ships"

5.The Unified Interpretations are acceptable to MPA and should be followed. Shipowners are further advised to approach the nine approved classification societies to seek further guidance.

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

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MARITIME AND PORT AUTHORITY OF SINGAPORE