



**MARITIME AND PORT AUTHORITY OF  
SINGAPORE  
SHIPPING CIRCULAR TO SHIPOWNERS  
NO. 14 OF 2011**

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

18 JULY, 2011

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

**RESOLUTIONS ADOPTED BY THE 89TH SESSION OF THE MARITIME SAFETY COMMITTEE (MSC 89) OF IMO**

Refer to Shipping circular no. 15 of 2011 for *Guidance on shipboard operational matters: Circulars approved by the 89th Session of the Maritime Safety Committee (MSC 89) of IMO*

1. This circular informs the Shipping Community of the resolutions adopted by MSC 89, held from 11–20 May 2011 and urges the Community to prepare for the implementation of these resolutions.
2. The resolutions of interest to the shipping community are as follows:
  - a. Amendments to SOLAS (MSC.317(89));
  - b. Amendments to the IMSBC Code (MSC.318(89));
  - c. Amendments to the IS Code, 2008 (MSC.319(89));
  - d. Amendments to the LSA Code (MSC.320(89)); and
  - e. Amendments to the Revised Recommendation on Testing of LSA (Resolution MSC.81(70)) (MSC.321(89) and MSC.323(89));
  - f. Implementation of Best Management Practice (BMP) Guidance (MSC.324(89))

In addition, various Unified Interpretations (UI) relating to provisions in SOLAS and other instruments were approved.

3. MSC 89 also approved the following draft Assembly resolutions of interest to the shipping community, which will be adopted by the 27<sup>th</sup> session of the Assembly (A27) in Nov 2011:

- a. the draft *Revised Recommendations for entering enclosed spaces aboard ships*;
- b. the new draft *International Code on Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011* (2011 ESP Code);
- c. the draft *Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011* (2011 TDC Code), revising and updating the original code adopted in 1973;
- d. the draft IMO/World Meteorological Organization (WMO) *Worldwide Met-ocean information and warning service guidance* document;
- e. the draft *Revised procedures for Port State Control, 2011*; and
- f. the draft revised *Survey Guidelines under the Harmonized System of Survey and Certification, 2011*, which include references to relevant amendments to statutory instruments entering into force up to and including 31 December 2011.

The draft Assembly resolutions are included in this shipping circular for advance information. Once adopted by A27, a new shipping circular will be issued.

4. The following summarises the key points relating to the resolutions:

a. **Lifeboat Release and Retrieval Systems (RRS)**

- [MSC.317\(89\)](#) – Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974, as amended
- [MSC.320\(89\)](#) – Adoption of amendments to the LSA Code
- [MSC.321\(89\)](#) – Adoption of amendments to the *Revised Recommendation on Testing of LSA* (Resolution MSC.81(70))

MSC 89 adopted the above resolutions as a “package” that includes two related circulars:

- [MSC.1/Circ.1392](#) – Guidelines for Evaluation and Replacement of Lifeboat Release and Retrieval Systems
- [MSC.1/Circ.1393](#) – Early Application of new SOLAS regulation III/1.5

[MSC.317\(89\)](#) introduces a new regulation III/1.5 for all lifeboat on-load release mechanisms on board new and existing cargo and passenger ships to comply with the new requirements in Chapter IV of the LSA Code relating to lifeboat on-load release mechanisms adopted by resolution [MSC.320\(89\)](#). The *Recommendation on the Testing of LSA* is consequentially amended by resolution [MSC.321\(89\)](#) to ensure that it is consistent with the amended LSA Code. For existing ships, evaluation and assessment are to be carried out in accordance with [MSC.1/Circ.1392](#) *Guidelines for Evaluation and Replacement of*

*Lifeboat Release and Retrieval Systems.* As an interim risk mitigation measure, MSC 86 had in Jun 2009 approved circular [MSC.1/Circ.1327](#) *Guidelines for the Fitting and Use of Fall Preventer Devices (FPDs).*

The new SOLAS regulation enters into force on 1 Jan 2013. Ships shall comply with the amended LSA Code not later than the first scheduled dry-docking after 1 Jul 2014, but not later than 1 Jul 2019. [MSC.1/Circ.1393](#) encourages the early application of the new regulation by SOLAS Contracting Governments, and MPA urges shipowners to comply as soon as practicable on existing ships, and new ships constructed before 1 Jul 2014.

*Shipowners are to take note of the following points:*

1. *Assessment of models: Before 1 Jul 2013, manufacturers are required to assess their models of RRS and complete the assessment and performance tests as required, so as to determine which of the models are compliant, compliant after modification or non-compliant. The results will be reported to IMO, and posted on the GISIS website. Shipowners should refer to the list in order to determine if the models installed on their ships comply with the amended LSA Code. Any release mechanisms that are not compliant or not in the list of compliant models are to be replaced with one which is in the list of compliant models.*
2. *One-time on board follow-up examination: The one-time on board examination is a requirement for all release mechanisms installed on the ship, even if the model is compliant. Shipowners should contact our ROs to make arrangement for the examination.*
3. *Fall Preventer Devices (FPDs): Although it is not mandatory, MPA strongly urges shipowners that suitable FPDs be fitted in accordance with [MSC.1/Circ.1327](#), as properly fitted FPDs would help prevent accidents, pending evaluation of the RRS. They should seek further advice from our ROs on suitable FPDs.*
4. *Early application (MSC.1/Circ.1393): For ships constructed on or after 20 May 2011 but before 1 July 2014, it is acceptable to MPA that they are encouraged to comply with the amended LSA Code, and that at the earliest opportunity, approval processes for compliant RRS may be initiated, in accordance with MSC.1/Circ.1393.*

**b. Amendments to the IMSBC Code**

- [MSC.318\(89\)](#) – Adoption of amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code

This is the first set of amendments since the IMSBC Code was adopted. The Code will be regularly amended every two years, similar to the IMDG Code.

*Ships carrying solid bulk cargoes should take note of the amendments and implement the amendments accordingly. The amendments enter into force on 1 Jan 2013, but voluntary application of the amendments from 1 Jan 2012 is acceptable to MPA.*

**c. Amendments to the 2008 IS Code**

- [MSC.319\(89\)](#) – Adoption of amendments to the International Code on Intact Stability, 2008 (2008 IS Code)

The amendments concern Part B of the IS Code, which is non-mandatory, and takes into consideration the application of the new 2009 MODU Code: MODUs constructed on or after 1 Jan 2012 should apply intact stability requirements found in the 2009 MODU Code.

**d. Amendments to the Revised Recommendation on Testing of LSA (Resolution MSC.81(70))**

- [MSC.323\(89\)](#) – Adoption of amendments to the Revised Recommendation on Testing of LSA (Resolution MSC.81(70))

This set of amendments to the *Revised Recommendation on Testing of LSA* is not related to lifeboat release mechanisms (see MSC.321(89)), but concerns other life saving appliances.

**e. Unified Interpretations (UI)**

In addition to the adoption of resolutions, MSC 89 also approved the following Unified Interpretations of SOLAS; applicable date is 20 May 2011.

- [MSC.1/Circ.1397](#) – Unified interpretation of SOLAS regulation III/15.1 concerning openings on the ship's side in the area in way of marine evacuation systems
- [MSC.1/Circ.1398](#) – Unified interpretation of SOLAS regulation II-1/29, concerning mechanical, hydraulic and electrical independency and failure detection and response of steering control systems.

The Unified Interpretations and clarifications are acceptable to MPA and should be followed and applied in accordance with the recommended application date mentioned in the circulars. Shipowners are further advised to approach the nine approved classification societies to seek further guidance.

**f. Implementation of Best Management Practices (BMP)**

- [MSC.324\(89\)](#) – Implementation of Best Management Practices (BMP) Guidance

The resolution strongly urges all those concerned to take action to ensure that as a minimum and as recommended in the Best Management Practices:

- (a) ships' masters receive updated information before and during sailing through the defined High Risk Area;
- (b) ships register with the Maritime Security Centre Horn of Africa (MSCHOA) and report to United Kingdom Maritime Trade Operations (UKMTO) Dubai; and
- (c) ships effectively implement all recommended preventive, evasive and defensive measures.

*MPA has previously issued advisory shipping circulars, No. 6 of 2011 and No. 14 of 2010. Shipowners should refer to these circulars on BMP.*

5. Queries relating to this circular should be directed to Mr Ong Hua Siong (Tel: 6375-6210). For queries on compliance with the respective resolutions, please contact the vessel's classification society.

CHEONG KENG SOON  
DIRECTOR OF MARINE  
MARITIME AND PORT AUTHORITY OF SINGAPORE