

Subject :

IMO Conventions
enter into force
in 2002 (Part 1)

NKTECHNICAL INFORMATION

No. : 283

Date : 16 September 1998

At the sixty-ninth session of the Maritime Safety Committee (MSC) of IMO, another set of amendments to the SOLAS convention was adopted. Unless otherwise Governments the combined merchant fleet of which constitute no less than 50% of the gross tonnage of the world's merchant fleet have notified their objection by 1 January 2002, these amendments will enter into force on 1 July 2002.

The actual implementation/interpretation by the society will be informed separately when they are made available.

There are other sets of amendments under consideration, for the implementation on 1 July 2002. These amendments will also be informed when they are adopted by IMO.

Chapter II-1

**Regulation II-1/14 - Construction and initial testing of watertight bulkheads, etc.,
in passenger ships and cargo ships**

(applicable to passenger ships regardless of tonnage and cargo ships of 500 tons or more built on or after 1 July 2002, to which the SOLAS convention applies)

A provision is provided to allow careful visual examination of welded connection as alternative to testing by filling with water or hose test if there is a risk of damaging machinery, electrical equipment insulation or outfitting items. Such visual examination may be supported where deemed necessary by means such as a dye penetrant test or an ultrasonic leak test or an equivalent test.

Chapter IV

Regulation IV/1 - Application

a term "unless expressly provided otherwise" is inserted.

Regulation IV/2 - Terms and definitions

a new term "GMDSS (Global Maritime Distress and Safety System) identities" is defined. In addition, references to the International Convention on Maritime Search and Rescue (SAR) and ITU's Radio Regulations are incorporated.

ClassNK NIPPON KAIJI KYOKAI
4-7, KIOI-CHO, CHIYODA-KU,
TOKYO 102-8567, JAPAN.

TELEX: J22975 CLASSNK
2324280 CLASNKJ
CABLE: CLASSNK TOKYO

Regulation IV/5-1 (New) - Global Maritime Distress and Safety identities

(This regulation applies to all ships on all voyages)

Each contracting Government undertakes to ensure that suitable arrangements are made for registering GMDSS identities and for making information on these identities available to rescue co-ordination centres on 24 hour basis. (This is a requirement for contracting Governments in order to facilitate Search and Rescue activities and responses to false alerts, therefore not for ships/owners to comply with.)

Regulation IV/13 - Source of energy

(This regulation applies to ships which carry two-way communication equipment* with automatic position up-date function, as given in regulation IV/18)(This regulation applies to new ships and equipment which have been installed on existing ships)

Following the introduction new requirement given in regulation IV/18, means are required to ensure that navigation receivers referred to in regulation IV/18 are continuously provided with of source of electrical power even in the event of failure of the ships' main or emergency source of electrical power.

Regulation IV/15.9 (Maintenance requirements)

(This regulation applies to ships carrying satellite EPIRBs)

Additional testing items are introduced for satellite EPIRBs, i.e., frequency stability, signal strength and coding. Although the regulation states "The test may be conducted on board the ship or at an approved testing or servicing station", it may be difficult to carry out such testing on board the ship due to the technical reason. In addition, there is no guidelines for approval of the testing/maintenance stations, this requirements should be carefully followed up prior to the implementation in 2002.

With regard to the provision for extension of the testing, IMO's FSI Sub-Committee will consider the matter in a view to harmonize the requirements given in the regulation (17 months) with the HSSC system (18 months).

* equipment in general as required by the SOLAS chapter IV. (not "two-way VHF radiotelephone apparatus) required by the SOLAS regulation III/6.2.1)

Regulation IV/18 (Position-updating)(new)

(This regulation applies to ships which SOLAS chapter IV applies)

All two way communication equipment* capable of automatically including the ship's position in the distress alert shall be automatically provided with this information from an internal or an external navigation receiver installed on board the ship. (If such navigation receiver is not installed, the ship's position shall be manually updated at interval not exceeding four hours.

If such navigation receiver is already installed on board without arrangement required above, arrangements shall be made by the date the amendment will enter into force.

Chapter VI

VI/5 (Stowage and securing)

(This regulation is applicable to ships to which the SOLAS Chapter VI applies)

Cargoes subject for the cargo securing manual are revised from "Cargo units, including containers" to "All cargoes, other than solid and liquid bulk cargoes"

Chapter VII

VII/6 (Stowage requirements)

(This regulation applies to ships to which the SOLAS Chapter VII applies)

Cargoes subject for the cargo securing manual are revised from "Cargo units, including freight containers" to "All cargoes, other than solid and liquid bulk cargoes". In addition, special requirements for Roro ships "all securing shall be completed before the ships leaves berth" is added.

(Note: The requirement was introduced as regulation VII/5. 6 by MSC. 42(64) in 1994 when it should have done as regulation VII/6.6. This amendments also rectify this error in addition to further modify the requirement.

Attachment Text of the amendments to the SOLAS Convention adopted by MSC 69

* equipment required in general as required by the SOLAS chapter IV. (not "two-way VHF radiotelephone apparatus) required by the SOLAS regulation III/6.2.1)

RESOLUTION MSC.69(69)
(adopted on 18 May 1998)

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION
FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974, hereinafter referred to as "the Convention", concerning the procedures for amending the Annex to the Convention other than chapter I,

HAVING CONSIDERED, at its sixty-ninth session, amendments to the Convention proposed and circulated in accordance with article VIII(b)(i) thereof,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 January 2002, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
3. INVITES Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2002 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

CHAPTER II-1

CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS

PART B - SUBDIVISION AND STABILITY

Regulation 14 - Construction and initial testing of watertight bulkheads, etc., in passenger ships and cargo ships

- 1 The existing text of paragraph 3 is replaced by the following:

"3 Testing main compartments by filling them with water is not compulsory. When testing by filling with water is not carried out, a hose test shall be carried out where practicable. This test shall be carried out in the most advanced stage of the fitting out of the ship. Where a hose test is not practicable because of possible damage to machinery, electrical equipment insulation or outfitting items, it may be replaced by a careful visual examination of welded connections, supported where deemed necessary by means such as a dye penetrant test or an ultrasonic leak test or an equivalent test. In any case a thorough inspection of the watertight bulkheads shall be carried out."

CHAPTER IV

RADIOCOMMUNICATIONS

Regulation 1 - Application

- 2 In paragraph 1, the words "Unless expressly provided otherwise," are inserted before the words "this chapter".

Regulation 2 - Terms and definitions

- 3 The following new subparagraph .16 of paragraph 1 is added after existing subparagraph .15:

".16 *Global Maritime Distress and Safety System (GMDSS) identities* means maritime mobile services identity, the ship's call sign, Inmarsat identities and serial number identity which may be transmitted by the ship's equipment and used to identify the ship."

- 4 The existing text of paragraph 2 is replaced by the following:

"2 All other terms and abbreviations which are used in this chapter and which are defined in the Radio Regulations and in the International Convention on Maritime Search and Rescue (SAR), 1979, as may be amended, shall have the meanings as defined in those Regulations and the SAR Convention."

- 5 The following new regulation 5-1 is added after existing regulation 5:

"Regulation 5-1

Global Maritime Distress and Safety System identities

- 1 This regulation applies to all ships on all voyages.
- 2 Each Contracting Government undertakes to ensure that suitable arrangements are made for registering Global Maritime Distress and Safety System (GMDSS) identities and for making information on these identities available to rescue co-ordination centres on a 24-hour basis. Where appropriate, international organizations maintaining a registry of these identities shall be notified by the Contracting Government of these assignments."

Regulation 13 - Source of energy

- 6 In paragraph 8, the words ", including the navigation receiver referred to in regulation 18," are inserted after the word "chapter".

Regulation 15 - Maintenance requirements

- 7 The following new paragraph 9 is added after existing paragraph 8:
- "9 Satellite EPIRBs shall be tested at intervals not exceeding 12 months for all aspects of operational efficiency with particular emphasis on frequency stability, signal strength and coding. However, in cases where it appears proper and reasonable, the Administration may extend this period to 17 months. The test may be conducted on board the ship or at an approved testing or servicing station."
- 8 The following new regulation 18 is added after existing regulation 17:

"Regulation 18

Position-updating

All two-way communication equipment carried on board a ship to which this chapter applies which is capable of automatically including the ship's position in the distress alert shall be automatically provided with this information from an internal or external navigation receiver, if either is installed. If such a receiver is not installed, the ship's position and the time at which the position was determined shall be manually updated at intervals not exceeding four hours, while the ship is underway, so that it is always ready for transmission by the equipment."

CHAPTER VI

CARRIAGE OF CARGOES

Regulation 5 - Stowage and securing

- 9 The existing text of paragraph 6 is replaced by the following:

"6 All cargoes, other than solid and liquid bulk cargoes, shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Administration. In ships with ro-ro cargo spaces, as defined in regulation II-2/3.14, all securing of such cargoes, in accordance with the Cargo Securing Manual, shall be completed before the ship leaves berth. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to relevant guidelines developed by the Organization".

CHAPTER VII

CARRIAGE OF DANGEROUS GOODS

Regulation 5 - Documents

- 10 The existing text of paragraph 6 is deleted.

Regulation 6 - Stowage requirements

- 11 The title of this regulation is replaced by "Stowage and securing".
- 12 The following new paragraph 6 is added after existing paragraph 5:

"6 All cargoes, other than solid and liquid bulk cargoes, shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Administration. In ships with ro-ro cargo spaces, as defined in regulation II-2/3.14, all securing of such cargoes, in accordance with the Cargo Securing Manual, shall be completed before the ship leaves berth. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to relevant guidelines developed by the Organization".

* Refer to the Guidelines on the preparation of the Cargo Securing Manual, approved by the Maritime Safety Committee of the Organization and promulgated by circular MSC/Circ.745.