

1.2 Estimated date of entry into force: 1 July 2010

- (1) Amendments to SOLAS reg. II-1/9.4.1.3.3.3 - Windows and sidescuttles for Passenger Ships
(refer to Attachment 5, MSC.201(81))

In the current regulation, for passenger ships, “A-0” windows with automatic dedicated sprinkler heads may be accepted as equivalent to windows with fire integrity. It will be added water-mist nozzles that have been tested and approved in accordance with the guidelines approved by the Organization (resolution A.800(19)), as one of options of sprinkler head, in the draft regulation.

- (2) Amendments to SOLAS Regulation III/7 – Personal life-saving appliance
(refer to Attachment 5, MSC.201(81))

Following amendments to SOLAS Reg. III/7 for carriage requirements on lifejacket will be added.

- (i) For passenger ships, the carriage requirement for the number of infant lifejacket will be added.
(ii) The requirements on performance of the adult lifejacket for extra large persons (breast girth up to 1,750 mm) will be added.

- (3) Amendments to SOLAS chapter IV (refer to Attachment 5, MSC.201(81))

As Inmarsat-E services should be ceased on 1 December 2006 (refer to MSC/Circ.1171), SOLAS Chapter IV will be amended.

- (4) Amendments to SOLAS reg. V/22 - Navigation bridge visibility
(refer to Attachment 5, MSC.201(81))

Regarding requirements on Navigation bridge visibility in accordance with SOLAS reg. V/22, it will be added new regulations to allow that ships deviate from those requirements transiently when ships conduct their ballast water exchange.

2. Approved Mandatory Instruments – expected to adopt at the next session (MSC82)

The following mandatory instruments are approved, at this session, which are expected to adopt at the next session (MSC82, November 2006), as follows.

- (1) Relating draft amendments to SOLAS Reg. II-1/3-2 – Corrosion prevention of seawater ballast tanks

The draft amendments to SOLAS Reg. II-1/3-2 to be mandatory requirements for coating standard and the draft performance standard for protective coatings of dedicated seawater ballast tanks on all new ship and double-side skin spaces of bulk carriers were approved.

- (2) Draft amendments to SOLAS chapter III and LSA Code

Draft amendments to SOLAS chapter III and LSA Code to coordinate with inconsistencies between regulations for requirements on life saving appliance of current SOLAS Chapter III were approved.

- (3) Draft amendments to IBC Code

Draft amendments to chapter 11 of IBC Code to coordinate with inconsistencies on applications to SOLAS chapter II-2 (fire protection) as amended at 2000 were approved.

(To be continued)

(4) Draft amendments to IGC Code and GC Code

Draft amendments to IGC Code and GC Code to coordinate with inconsistencies on applications to SOLAS chapter II-2 (fire protection) as amended 2000 and to incorporate new provisions for carriage/arrangement on “Dimethyl ether(DME)” and ”Carbon Dioxide”.

(5) Draft amendments to ILLC Protocol of 1998

Draft amendments to ILLC Protocol of 1998, as amended 2003, to editorial change were approved.

(6) Draft amendments to FSS Code

Draft amendments to FSS Code regarding engineering specifications for portable foam applicator, fixed foam fire-extinguishing systems and fixed pressure water-spraying fire-extinguishing systems were approved.

For any questions about the above, please contact:

NIPPON KAIJI KYOKAI (ClassNK)

External Affairs Division, Administration Center, Head Office

Address: 4-7 Kioi-cho, Chiyoda-ku, Tokyo 102-8567, Japan

Tel.: +81-3-5226-2038

Fax: +81-3-5226-2039

E-mail: xad@classnk.or.jp

Attachment:

1. Attachment 1
2. Attachment 2
3. Attachment 3
4. Attachment 4
5. Attachment 5

ANNEX 2

RESOLUTION MSC.202(81)
(adopted on 19 May 2006)

**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 amendment procedure applicable to the Annex to the Convention, other than the provisions of chapter I thereof,

HAVING CONSIDERED, at its eighty-first 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 said amendments shall be deemed to have been accepted on 1 July 2007, 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 SOLAS Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2008 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 V
SAFETY OF NAVIGATION**

Regulation 2 – Definitions¹

1 The following text is inserted after the existing paragraph 5:

“6 *High-speed craft* means a craft as defined in regulation X/1.3.

7 *Mobile offshore drilling unit* means a mobile offshore drilling unit as defined in regulation XI-2/1.1.5.”

2 The following new regulation 19-1 is inserted after the existing regulation 19:

**“Regulation 19-1
Long-range identification and tracking of ships**

1 Nothing in this regulation or the provisions of performance standards and functional requirements² adopted by the Organization in relation to the long-range identification and tracking of ships shall prejudice the rights, jurisdiction or obligations of States under international law, in particular, the legal regimes of the high seas, the exclusive economic zone, the contiguous zone, the territorial seas or the straits used for international navigation and archipelagic sea lanes.

2.1 Subject to the provisions of paragraphs 4.1 and 4.2, this regulation shall apply to the following types of ships engaged on international voyages:

- .1 passenger ships, including high-speed passenger craft;
- .2 cargo ships, including high-speed craft, of 300 gross tonnage³ and upwards; and
- .3 mobile offshore drilling units.

¹ The amendments to regulation 2 take into account the amendments to the regulation which were adopted on 20 May 2004, under cover of resolution MSC.153(78), and which will enter into force on 1 July 2006.

² Refer to the Performance standards and functional requirements for the long-range identification and tracking of ships, adopted by the Maritime Safety Committee of the Organization by resolution MSC.210(81).

³ The gross tonnage to be used for determining whether a cargo ship or high-speed craft is required to comply with the provisions of this regulation shall be that determined under the provisions of the International Convention on Tonnage Measurement of Ships, 1969 irrespective of the date on which the ship or high-speed craft has been or is being constructed.

2.2 The term “ship”, when used in paragraphs 3 to 11.2, includes the passenger and cargo ships, the high-speed craft and the mobile offshore drilling units which are subject to the provisions of this regulation.

3 This regulation establishes provisions to enable Contracting Governments to undertake the long-range identification and tracking of ships.

4.1 Ships shall be fitted with a system to automatically transmit the information specified in paragraph 5 as follows:

- .1 ships constructed on or after 31 December 2008;
- .2 ships constructed before 31 December 2008 and certified for operations:
 - .1 in sea areas A1 and A2, as defined in regulations IV/2.1.12 and IV/2.1.13; or
 - .2 in sea areas A1, A2 and A3, as defined in regulations IV/2.1.12, IV/2.1.13 and IV/2.1.14;

not later than the first survey of the radio installation after 31 December 2008;

- .3 ships constructed before 31 December 2008 and certified for operations in sea areas A1, A2, A3 and A4, as defined in regulations IV/2.1.12, IV/2.1.13, IV/2.1.14 and IV/2.1.15, not later than the first survey of the radio installation after 1 July 2009. However, these ships shall comply with the provisions of subparagraph .2 above whilst they operate within sea areas A1, A2 and A3.

4.2 Ships, irrespective of the date of construction, fitted with an automatic identification system (AIS), as defined in regulation 19.2.4, and operated exclusively within sea area A1, as defined in regulation IV/2.1.12, shall not be required to comply with the provisions of this regulation.

5 Subject to the provisions of paragraph 4.1, ships shall automatically transmit the following long-range identification and tracking information:

- .1 the identity of the ship;
- .2 the position of the ship (latitude and longitude); and
- .3 the date and time of the position provided.

6 Systems and equipment used to meet the requirements of this regulation shall conform to performance standards and functional requirements⁴ not inferior to those adopted by the Organization. Any shipboard equipment shall be of a type approved by the Administration.

⁴ Refer to the Performance standards and functional requirements for the long-range identification and tracking of ships, adopted by the Maritime Safety Committee of the Organization by resolution MSC.210(81).

7 Systems and equipment used to meet the requirements of this regulation shall be capable of being switched off on board or be capable of ceasing the distribution of long-range identification and tracking information:

- .1 where international agreements, rules or standards provide for the protection of navigational information; or
- .2 in exceptional circumstances and for the shortest duration possible where the operation is considered by the master to compromise the safety or security of the ship. In such a case, the master shall inform the Administration without undue delay and make an entry in the record of navigational activities and incidents maintained in accordance with regulation 28 setting out the reasons for the decision and indicating the period during which the system or equipment was switched off.

8.1 Subject to the provisions of paragraphs 8.2 to 11.2, Contracting Governments shall be able to receive long-range identification and tracking information about ships, for security and other purposes as agreed by the Organization, as follows:

- .1 the Administration shall be entitled to receive such information about ships entitled to fly its flag irrespective of where such ships may be located;
- .2 a Contracting Government shall be entitled to receive such information about ships which have indicated their intention to enter a port facility, as defined in regulation XI-2/1.1.9, or a place under the jurisdiction of that Contracting Government, irrespective of where such ships may be located provided they are not located within the waters landward of the baselines, established in accordance with international law, of another Contracting Government; and
- .3 a Contracting Government shall be entitled to receive such information about ships entitled to fly the flag of other Contracting Governments, not intending to enter a port facility or a place under the jurisdiction of that Contracting Government, navigating within a distance not exceeding 1,000 nautical miles of its coast provided such ships are not located within the waters landward of the baselines, established in accordance with international law, of another Contracting Government; and
- .4 a Contracting Government shall not be entitled to receive, pursuant to subparagraph .3, such information about a ship located within the territorial sea of the Contracting Government whose flag the ship is entitled to fly.

8.2 Contracting Governments shall specify and communicate to the Organization relevant details, taking into account the performance standards and functional requirements adopted by the Organization⁵, to enable long-range identification and

⁵ Refer to the Performance standards and functional requirements for the long-range identification and tracking of ships, adopted by the Maritime Safety Committee of the Organization by resolution MSC.210(81).

tracking information to be made available pursuant to the provisions of paragraph 8.1. The Contracting Government concerned may, at any time thereafter, amend or withdraw such communication. The Organization shall inform all Contracting Governments upon receipt of such communication together with the particulars thereof.

9.1 Notwithstanding the provisions of paragraph 8.1.3, the Administration shall be entitled, in order to meet security or other concerns, at any time, to decide that long-range identification and tracking information about ships entitled to fly its flag shall not be provided pursuant to the provisions of paragraph 8.1.3 to Contracting Governments. The Administration concerned may, at any time thereafter, amend, suspend or annul such decisions.

9.2 The Administration concerned shall communicate, pursuant to paragraph 9.1, such decisions to the Organization. The Organization shall inform all Contracting Governments upon receipt of such communication together with the particulars thereof.

9.3 The rights, duties and obligations, under international law, of the ships whose Administration invoked the provisions of paragraph 9.1 shall not be prejudiced as a result of such decisions.

10 Contracting Governments shall, at all times:

- .1 recognize the importance of long-range identification and tracking information;
- .2 recognize and respect the commercial confidentiality and sensitivity of any long-range identification and tracking information they may receive;
- .3 protect the information they may receive from unauthorized access or disclosure; and
- .4 use the information they may receive in a manner consistent with international law.

11.1 Contracting Governments shall bear all costs associated with any long-range identification and tracking information they request and receive. Notwithstanding the provisions of paragraph 11.2, Contracting Governments shall not impose any charges on ships in relation to the long-range identification and tracking information they may seek to receive.

11.2 Unless the national legislation of the Administration provides otherwise, ships entitled to fly its flag shall not incur any charges for transmitting long-range identification and tracking information in compliance with the provisions of this regulation.

12 Notwithstanding the provisions of paragraph 8.1, the search and rescue services of Contracting Governments shall be entitled to receive, free of any charges, long-range identification and tracking information in relation to the search and rescue of persons in distress at sea.

