



TECHNICAL CIRCULARS

TC No: 001/2020
20 JANUARY 2020

TO SHIP OWNER/SHIP MANAGER/INTERESTED PARTIES

Amendment Entering Into Force

NO	REGULATION	SUMMARY	REFERENCE	APPLICATION
1	EEDI Phase 2 implementation	<ol style="list-style-type: none"> 1) Definitions for “Ship types”, “major conversion” and etc. 2) Clarification for “New Ship” which has undergone major modification. 3) Corrections in Regulation 5, 13, 19, 20, and 21. 	MEPC 251(66)	01-Jan-2020 for all ships
2	Amendments to HSC Code	<ol style="list-style-type: none"> 1) Clarification to the paragraphs 8.10.1.5 to 8.10.1.6 of the 1994 and 2000 HSC Codes. 2) New text to chapter 8 – Life Saving Appliances and Arrangements has been added High-speed craft of less than 30m (2000 HSC Code) and 20m (1994 HSC Code) in length may be exempted from carrying a rescue boat, provided that the requirements in the sub-paragraphs of 8.10.1.6 are fulfilled, and provided a person can be rescued from the water in a horizontal or near-horizontal body position. 	MSC 423(98) MSC.424(98)	01-Jan-2020 for all ships
3	Amendments to 2008 IS Code	<ol style="list-style-type: none"> 1) By including references to stability criteria in Part B of the 2008 IS Code (non-mandatory) in the main text of Part A of the 2008 IS Code (mandatory) this would in turn make them mandatory. 2) New intact stability criteria to cover anchor handling, towing and lifting operations have been developed, as not all ships undertake these duties the criteria have been included in the non-mandatory part of the 2008 Intact Stability (IS) Code (Part B). The Introduction and Part A of the 2008 IS Code have been amended to include new definitions and clarification about the new criteria. 3) The new criteria require an assessment of the ship’s intact stability when undertaking anchor handling, towing or lifting duties. 	MSC 413(97) MSC.414(97) MSC.415(97) MSC.443(99) MSC.444(99)	01-Jan-2020 for all ships
4	New requirements for stability instruments on Chemical Tankers and Gas Carriers	<ol style="list-style-type: none"> 1) New stability instrument requirements will apply to all chemical tankers and Gas Carriers constructed (keel laid) on or after 1 January, 2016. These ships will be required to fit an approved stability instrument, capable of verifying compliance with intact and damage stability requirements. 2) Vessels are still required to carry approved stability documentation regardless of whether they are fitted with an approved stability instrument or not. 3) IBC/BCH and IGC/GC Certificates of fitness for Chemical tankers and Gas carriers will be required to reflect the provision of an approved stability instrument on board in accordance with the new regulations or, alternatively, the applicable waivers granted by the Administration. 	MSC.440(99) MSC.441(99) MSC.446(99) MSC-MEPC.5 Circ.14	01-Jan-2020 for all Chemical Tankers and Gas Carriers

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5	Amendments to IGF or IGC Codes	<ol style="list-style-type: none"> 1) The IGC paragraph 3.2.5 code has been revised to align with the requirements given in the SOLAS regulation II-2/4.5.2.3. The amendments adopted via MSC.411 (97) remove the requirement for A-0 fire-rated wheelhouse windows. 2) The fire integrity requirements were aligned for Navigation Bridge windows specified in paragraph 11.3.2 of the IGF Code with the amendment to paragraph 3.2.5 of the IGC Code, as adopted by resolution MSC.422 (98) and those in SOLAS Chapter II-2. 	MSC.425(98) MSC.411(97) MSC.370(93)	01-Jan-2020 for all ships subject to IGC or IGF Codes
6	Guidelines for onboard stability computers or shore-based support for existing passenger ships in case of a flooding casualty	<ol style="list-style-type: none"> 1) The new SOLAS regulation II-1/8-1.3, requires that all passenger ships shall have an onboard stability computer or shore-based support to provide operational information to the master after a flooding casualty. 2) At least two independent stability computers should be available at all times (either two onboard, or two through shore-based support, or one each), which are capable of receiving and processing the data necessary to provide operational information to the master. 	MSC.436 (99) MSC.1/Circ.1 589 MSC.1 Circ. 1532- Rev.1	01-Jan-2020 for all Passenger Ships constructed before 01 January 2014
7	Amendments to SOLAS Chapter IV and the appendix - Modernization of the GMDSS	<ol style="list-style-type: none"> 1) Amendments of SOLAS Chapter IV in Res.MSC.436(99), defined the words "ship earth station providing a recognized mobile satellite service" should be replaced with the words "recognized mobile satellite service ship earth station". 2) Also, amendments to the HSC Code (1994 & 2000) and the SPS Code and Certificates: Forms P, R and C. Revised Forms- P, R, C to be amended. 	MSC.436(99) MSC.438(99) MSC.439(99) MSC.445(99)	01-Jan-2020 for all ships
8	Amendments to LSA Code	<ol style="list-style-type: none"> 1) Discrepancy has been identified between Chapter 6 of the Life-Saving Appliances (LSA) Code and the testing requirements for winches and winch brakes in resolution MSC.81(70). 2) Amendments to the texts of paragraph 6.1.1.5 of the LSA Code and paragraph 8.1.1 of part 1 of the annex to MSC.81(70). 	MSC.425(98)	01-Jan-2020 for all ships
9	Amendments to SOLAS Chapter II-1, II-2 (Reg 3-12, Reg 10)	<ol style="list-style-type: none"> 1) A discrepancy in the application of the Code on Noise Levels on Board Ships MSC.409(97), has brought an amendment into paragraph 2.1 of regulation 3-12. 2) The text of regulation II-2/10.5.1.2.2 has been amended. Previously, domestic boilers of less than 175kW were required to carry an approved 135L foam-type fire extinguisher. The 135L foam extinguishers are now not required for boilers that are protected by a fixed local water-based firefighting system. 	MSC.409.(97)	01-Jan-2020 for all ships

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NO	REGULATION	SUMMARY	REFERENCE	APPLICATION
10	Amendments to SOLAS Chapters II-1, II-2	<p>1) A major amendment of the subdivision and damage stability requirements contained in Chapter II-1 of SOLAS, as in parts A, B, B-1, B-2, B-4 and C.</p> <p>2) Amendments to SOLAS chapter II-1 regulation 19 and chapter III regulations 30 and 37 to mandate damage control drills were adopted. Drills required at regular intervals for all passenger ships and have to be recorded. The drills should cover different damage scenarios which involve crew members who have damage control responsibilities.</p> <p>1) Only "pure car and truck carriers" should comply with SOLAS regulation II-2/20-1 and, therefore, the definition provided in SOLAS regulation II-2/3.56 was amended accordingly.</p> <p>2) Amendments to SOLAS regulation II-2/9.4.1.3.3 were drafted to clarify the requirements in chapter II-2 for the fire integrity of windows on passenger ships carrying not more than 36 passengers and special purpose ships with more than 60 (but no more than 240) persons on board.</p> <p>3) SOLAS forms E, C and P need to be amended to include the option of multi-system ship borne radio navigation receivers. Amendment adds "multi-system ship borne radio navigation receiver" to the options.</p> <p>4) SOLAS II-2/20 amended clarify that when vehicles are carried in spaces which do not need to meet the requirement of the regulation, then they can be carried in spaces which meet the requirements of SOLAS II-2/19 as long as they are carried in accordance with the IMDG Code.</p>	MSC 421.(98)	01-Jan-2020 for all ships

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