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**No. S 847**

MERCHANT SHIPPING ACT  
(CHAPTER 179)

MERCHANT SHIPPING  
(SAFETY CONVENTION) (AMENDMENT)  
REGULATIONS 2013

In exercise of the powers conferred by section 100 of the Merchant Shipping Act, the Maritime and Port Authority of Singapore, with the approval of the Minister for Transport, hereby makes the following Regulations:

**Citation and commencement**

1. These Regulations may be cited as the Merchant Shipping (Safety Convention) (Amendment) Regulations 2013 and shall come into operation on 1st January 2014.

**Deletion and substitution of Regulation 8-1 of Chapter II-1**

2. Chapter II-1 of the Merchant Shipping (Safety Convention) Regulations (Rg 11) (referred to in these Regulations as the principal Regulations) is amended by deleting Regulation 8-1 and substituting the following Regulation:

“Regulation 8-1

*System Capabilities and Operational Information  
after a Flooding Casualty on Passenger Ships*

(a) *Application*

Passenger ships having length, as defined in Regulation 2(e) of Chapter II-1, of 120 metres or more, or having 3 or more main vertical zones, shall comply with the provisions of this Regulation.

(b) *Availability of essential systems in case of flooding damage\**

A passenger ship constructed on or after 1st July 2010 shall be designed so that the systems specified in Regulation 21(d) of Chapter II-2 remain operational when the ship is subject to flooding of any single watertight compartment.

\* Refer to the Interim Explanatory Notes for the Assessment of Passenger Ship Systems' Capabilities after a Fire or Flooding Casualty (MSC.1/Circ.1369).

(c) *Operational information after a flooding casualty*

For the purpose of providing operational information to the Master for safe return to port after a flooding casualty, passenger ships constructed on or after 1st January 2014 shall, based on guidelines developed by the Organisation\*, have:

- (i) on-board stability computers; or
- (ii) shore-based support.

\* Refer to the Guidelines on Operational Information for Masters of Passenger Ships for Safe Return to Port by Own Power or Under Tow (MSC.1/Circ.1400).”.

### **Amendment of Regulation 20 of Chapter III**

3. Regulation 20 of Chapter III of the principal Regulations is amended —

- (a) by deleting the word “and” at the end of paragraph (k)(ii)(2); and
- (b) by deleting the full-stop at the end of sub-paragraph (3) of paragraph (k)(ii) and substituting the word “; and”, and by inserting immediately thereafter the following sub-paragraph:

“(4) in the case of free-fall lifeboat release systems, operationally tested either by a free-fall launch with only the operating crew on board or by a simulated launching carried out based on guidelines developed by the Organisation\*\*, notwithstanding sub-paragraph (3).

\*\* Refer to Measures to Prevent Accidents with Lifeboats (MSC.1/Circ.1206/Rev.1).”.

### **Amendment of Regulation 14 of Chapter V**

4. Regulation 14 of Chapter V of the principal Regulations is amended by deleting paragraph (b) and substituting the following paragraph:

- “(b) For every ship to which Chapter I applies, the Director shall —

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- (i) establish appropriate minimum safe manning following a transparent procedure, taking into account the relevant guidance adopted by the Organisation\*; and
  - (ii) issue an appropriate minimum safe manning document or equivalent as evidence of the minimum safe manning considered necessary to comply with the provisions of paragraph (a).

\* Refer to the Principles of Minimum Safe Manning, adopted by the Organisation by resolution A.1047(27).”.

### **New Regulation 5-2 of Chapter VI**

**5.** Chapter VI of the principal Regulations is amended by inserting, immediately after Regulation 5-1, the following Regulation:

#### “Regulation 5-2

##### *Prohibition of the Blending of Bulk Liquid Cargoes and Production Processes During Sea Voyages*

(a) The physical blending of bulk liquid cargoes during sea voyages is prohibited. Physical blending refers to the process whereby the ship’s cargo pumps and pipelines are used to internally circulate 2 or more different cargoes with the intent to achieve a cargo with a new product designation. This prohibition does not preclude the master from undertaking cargo transfers for the safety of the ship or protection of the marine environment.

(b) The prohibition in paragraph (a) does not apply to the blending of products for use in the search and exploitation of seabed mineral resources on board ships used to facilitate such operations.

(c) Any production process on board a ship during sea voyages is prohibited. Production processes refer to any deliberate operations whereby a chemical reaction between a ship’s cargo and any other substance or cargo takes place.

(d) The prohibition in paragraph (c) does not apply to the production processes of cargoes for use in the search and exploitation of seabed mineral resources on board ships used to facilitate such operations\*.

\* Refer to the Guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk in Offshore Support Vessels (resolution A.673(16), as amended).”.

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**Deletion and substitution of Regulation 4 of Chapter VII**

6. Chapter VII of the principal Regulations is amended by deleting Regulation 4 and substituting the following Regulation:

“Regulation 4

*Documents*

(a) Transport information relating to the carriage of dangerous goods in packaged form, and the container or vehicle packing certificate, shall be in accordance with the relevant provisions of the IMDG Code and shall be made available to the person or organisation designated by the port State authority.

(b) Each ship carrying dangerous goods in packaged form shall have a special list, manifest or stowage plan setting forth, in accordance with the relevant provisions of the IMDG Code, the dangerous goods on board and the location thereof. A copy of one of these documents shall be made available before departure of the ship to the person or organisation designated by the port State authority.”.

**Amendment of Regulation 7-2 of Chapter VII**

7. Regulation 7-2 of Chapter VII of the principal Regulations is amended by deleting the word “Authority” in paragraph (b) and substituting the words “State authority”.

**Amendment of Regulation 2 of Chapter XI-1**

8. Regulation 2 of Chapter XI-1 of the principal Regulations is amended by deleting the words “the guidelines adopted by the Organisation by resolution A.744(18)” and substituting the words “the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code), adopted by the Assembly of the Organisation by resolution A.1049(27)”.

[G.N. Nos. S 287/1999; S 40/2000; S 511/2000; S 533/2001; S 314/2002;  
S 613/2002; S 645/2003; S 217/2004; S 697/2005; S 282/2006;  
S 691/2006; S 339/2008; S 686/2008; S 286/2009; S 664/2009;  
S 366/2010; S 793/2010; S 622/2011; S 284/2012; S 621/2012]

Made this 26th day of December 2013.

LUCIEN WONG  
*Chairman,*  
*Maritime and Port Authority of*  
*Singapore.*

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