



Ref. T1/3.02

MSC/Circ.1057
23 December 2002

**PROPOSED AMENDMENTS TO UPDATE THE DSC CODE AND
THE 1994 HSC CODE**

1 The Maritime Safety Committee, at its seventy-sixth session (2 to 13 December 2002), noted that the 1994 International Code of Safety for High-Speed Craft (1994 HSC Code) (resolution MSC.36(63) as amended by resolution MSC.119(74)) and the Code of Safety for Dynamically Supported Craft (DSC Code) (resolution A.373(X) as amended by resolution MSC.37(36)) do not yet include some of the requirements of the 2000 HSC Code (resolution MSC.97(73)), corresponding to provisions of SOLAS 1974 which are intended to apply to existing ships.

2 In noting these differences, the Committee expressed its intention to address them through amendments to the 1994 HSC Code and the DSC Code at the time of the next scheduled review of the 2000 HSC Code.

3 Noting the substantial improvement to safety afforded by the relevant measures listed in the annex, Member Governments are invited to bring these measures to the attention of shipowners and operators, shipping companies, classification societies and all others involved in the operation of craft covered by the DSC Code and the 1994 HSC Code and, in particular, invites Administrations to consider giving effect, as far as practical, to the proposed amendments in respect of craft covered by these Codes, as appropriate.

ANNEX

PROPOSED AMENDMENTS TO THE DSC CODE AND THE 1994 HSC CODE***PROPOSED AMENDMENTS TO THE DSC CODE****Periodic servicing of launching appliances (Chapter 8, paragraph 8.2.10)**

Launching appliances:

- .1 should be serviced at recommended intervals in accordance with instructions for on-board maintenance as required by regulation III/36 of the Convention;*
- .2 should be subjected to a thorough examination at intervals not exceeding 5 years; and*
- .3 should upon completion of the examination in .2 be subjected to a dynamic test of the winch brake in accordance with paragraph 6.1.2.5.2 of the LSA Code i.e. with a proof load of not less than 1.1 times the maximum working load at maximum lowering speed.*

(2000 HSC Code, paragraph 8.9.14)

Servicing of inflatable liferafts, inflatable lifejackets, marine evacuation systems and inflatable rescue boats (Chapter 8, paragraph 8.7)

Every inflatable liferaft, inflatable lifejacket and MES should be serviced:

- .1 At intervals not exceeding 12 months, provided where in any case this is not practicable, the Administration may extend this period by one month;*
- .2 At an approved service station which is competent to service them, maintains proper servicing facilities and uses only properly trained personnel.**

** Refer to the Recommendations on conditions for the approval of servicing stations for inflatable liferafts, adopted by the Organization by resolution A.761(18), as amended by resolution MSC.55(66).*

(2000 HSC Code, paragraph 8.9.7.1)

Rotational deployment of marine evacuation systems (Chapter 8, paragraph 8.8)

In addition to or in conjunction with the servicing intervals of marine evacuation systems required above, each marine evacuation system should be deployed from the craft on a rotational basis at intervals to be agreed by the Administration provided that each system is to be deployed at least once every six years.

(2000 HSC Code, paragraph 8.9.8)

* **(Note:** revised or inserted text is shown in *italics*)

Novel life-saving appliances or arrangements (Chapter 8, paragraph 8.9)

8.9.1 *Before giving approval to novel life-saving appliances or arrangements, the Administration should ensure that such appliances or arrangements:*

- .1 provide safety standards at least equivalent to the requirements of this chapter and have been evaluated and tested in accordance with the recommendations of the Organization;* or*
- .2 have successfully undergone, to the satisfaction of the Administration, evaluation and tests which are substantially equivalent to those recommendations.*

8.9.2 *An Administration which approves new and novel inflatable liferaft arrangements pursuant to 8.9.1 may allow for extended servicing intervals under the following conditions:*

- .1 The new and novel liferaft arrangement should maintain the same standard, as required by testing procedures, throughout the extended servicing intervals.*
- .2 The liferaft system should be checked on board by certified personnel according to 8.7*
- .3 Service at intervals not exceeding five years should be carried out in accordance with the recommendations of the Organization.*

8.9.3 *An Administration which permits extension of liferaft service intervals in accordance with 8.9.2 should notify the Organization in accordance with regulation I/5(b) of the Convention.*

* *Refer to the Code of Practice for the Evaluation, Testing and Acceptance of Prototype Novel Life-Saving Appliances and Arrangements, adopted by the Organization by resolution A.520(13).*

(2000 HSC Code, chapter 8, paragraphs 8.1.4, 8.9.9 and 8.9.11)

Radiocommunications (Chapter 13, paragraph 13.1, as amended by resolution MSC.37(63))

Craft should have a capability of distress and safety communications in accordance with the provisions of chapter IV of the Safety Convention, *as amended (up to and including resolution (MSC.69(69)) (MSC.123(75)).*

(equivalent to Chapter 13 of 2000 HSC Code)

Navigation – General (Chapter 13, paragraph 13.4.2)

The navigational equipment and its installation should be to the satisfaction of the Administration. The Administration should determine to what extent the navigational equipment provisions of this chapter do not apply to craft below 150 gross tonnage.

(2000 HSC Code, paragraph 13.1.2)

Automatic identification system (Chapter 13, paragraph 13.12)

- 1 *Craft should be provided with an automatic identification system (AIS) as follows:*
 - .1 *in the case of passenger craft, no later than 1 July 2003;*
 - .2 *in the case of cargo craft of 3000 gross tonnage and upwards, no later than 1 July 2006;*
 - .3 *in the case of cargo craft of less than 3000 gross tonnage, no later than 1 July 2007.*
- 2 *AIS should:*
 - .1 *provide automatically to appropriately equipped shore stations, other vessels and aircraft information, including the craft's identity, type, position, course, speed, navigational status and other safety-related information;*
 - .2 *receive automatically such information from similarly fitted vessels;*
 - .3 *monitor and track vessels; and*
 - .4 *exchange data with shore based facilities.*
- 3 *The requirements of .2 should not apply where international agreements, rules or standards provide for the protection of navigational information.*
- 4 *AIS should be operated taking into account the guidelines adopted by the Organization*.*

* *Refer to Guidelines for the Onboard Operational Use of Shipborne Automatic Identification Systems (AIS) adopted by the Organization by resolution A.917(22)*

(2000 HSC Code, paragraph 13.15.2, as amended by resolution MSC.119(74))

Voyage data recorders (VDR) * (Chapter 13, paragraph 13.13)

- 1 *To assist in casualty investigations, passenger craft should be fitted with a voyage data recorder (VDR) as follows:*
 - .1 *ro-ro passenger craft, not later than the first survey after 1 January 2003;*
 - .2 *passenger craft other than ro-ro passenger craft, not later than 1 January 2004.*
- 2 *The Administration may exempt passenger craft, other than ro-ro passenger craft, from being fitted with a VDR where it can be demonstrated that interfacing a VDR with the existing equipment on the craft is unreasonable and impracticable.*
- 3 *The voyage data recorder system, including all sensors, should be subjected to an annual performance test. The test should be conducted by an approved testing or servicing facility to verify the accuracy, duration and recoverability of the recorded data. In addition, tests and inspections should be conducted to determine the serviceability of all protective enclosures and devices fitted to*

aid location. A copy of the certificate of compliance issued by the testing facility, stating the date of compliance and the applicable performance standards, should be retained on board the craft.

** Refer to Recommendation and Performance Standards for voyage data recorders (VDRs) adopted by the Organization by resolution A.861(20).*

(2000 HSC Code, paragraph 13.16.2 as amended by resolution MSC.119(74))

Nautical Charts and Publications (Chapter 13, paragraph 13.14)

1 Craft should be provided with nautical charts and nautical publications to plan and display the craft's route for the intended voyage and to plot and monitor positions throughout the voyage. An electronic display and information system (ECDIS) may be accepted as meeting the chart carriage requirements of this paragraph.

*2 Backup arrangements should be provided to meet the functional requirements of .1, if this function is partly or fully fulfilled by electronic means.**

** An appropriate folio of paper nautical charts may be used as a backup arrangement for ECDIS. Other backup arrangements for ECDIS are acceptable (see appendix 6 to resolution A.817(19), as amended).*

(2000 HSC Code, paragraph 13.8)

PROPOSED AMENDMENTS TO THE 1994 HSC CODE

Servicing of inflatable liferafts, inflatable lifejackets, marine evacuation systems and inflatable rescue boats (Chapter 8, paragraph 8.9.7)

Footnote to be amended to end "...resolution A.761(18), as amended by resolution MSC.55(66)."

(2000 HSC Code, paragraph 8.9.7.1)

Rotational deployment of marine evacuation systems (Chapter 8, paragraph 8.9.7bis)

As listed above in relation to the DSC Code.

Periodic servicing of launching appliances (Chapter 8, paragraph 8.9.10)

As listed above in relation to the DSC Code.

Novel life-saving appliances or arrangements (Chapter 8, paragraphs 8.9.11 and 8.9.12)

8.9.11 An Administration which approves new and novel inflatable liferaft arrangements pursuant to 8.1 may allow for extended servicing intervals under the following conditions:

- .1 The new and novel liferaft arrangement should maintain the same standard, as required by testing procedures, throughout the extended servicing intervals.*
- .2 The liferaft system should be checked on board by certified personnel according to 8.9.7*

- .3 *Service at intervals not exceeding five years should be carried out in accordance with the recommendations of the Organization.*

8.9.12 *An Administration which permits extension of liferaft service intervals in accordance with 8.9.11 should notify the Organization in accordance with regulation I/5(b) of the Convention.*

† *Refer to the Code of Practice for the Evaluation, Testing and Acceptance of Prototype Novel Life-Saving Appliances and Arrangements, adopted by the Organization by resolution A.520(13).*

(2000 HSC Code, chapter 8, paragraphs 8.1.4, 8.9.9 and 8.9.11)

Radio installations (Chapter 14, paragraph 14.5.4)

In passenger craft:

- .1 *A distress panel should be installed at the conning position. This panel should contain either one single button which, when pressed, initiates a distress alert using all radiocommunication installations required on board for that purpose or one button for each individual installation. The panel should clearly and visually indicate whenever any button or buttons have been pressed. Means should be provided to prevent inadvertent activation of the button or buttons. If the satellite EPIRB is used as the secondary means of distress alerting and is not remotely activated, it should be acceptable to have an additional EPIRB installed in the wheelhouse near the conning position.*
- .2 *Information on the craft's position should be continuously and automatically provided to all relevant radiocommunication equipment to be included in the initial distress alert when the button or buttons on the distress panel is pressed.*
- .3 *A distress alert panel should be installed at the conning position. The distress alarm panel should provide visual and aural indication of any distress alert or alerts received on board and should also indicate through which radiocommunication service the distress alerts have been received.*

(2000 HSC Code, paragraphs 14.6.4 to 14.6.6)

Radio equipment: General (Chapter 14, paragraph 14.6.5)

Every passenger craft should be provided with means for two-way on-scene radiocommunications for search and rescue purposes using the aeronautical frequencies 121.5 MHz and 123.1 MHz from the position from which the craft is normally navigated.

(2000 HSC Code, paragraph 14.7.2)

Stability of multihull craft (Annex 7)

Amend references to 2.9 in paragraph 1.4.1 and 2.4 in paragraphs 2.5 to 2.10 and 2.6 respectively.

(typographic corrections)