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**MERCHANT SHIPPING ACT
(CHAPTER 179)**

**MERCHANT SHIPPING
(SAFETY CONVENTION)
(AMENDMENT) REGULATIONS 2019**

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, makes the following Regulations:

Citation and commencement

1. These Regulations are the Merchant Shipping (Safety Convention) (Amendment) Regulations 2019 and come into operation on 1 January 2020.

Amendment of Regulation 1 of Chapter II-1

2. Regulation 1 of Chapter II-1 of the Merchant Shipping (Safety Convention) Regulations (Rg 11) (called in these Regulations the principal Regulations) is amended —

(a) by deleting sub-paragraph (i) of paragraph (a) and substituting the following sub-paragraph:

“(a)(i) Unless expressly provided otherwise, this Chapter shall apply to ships the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009.

(1) Unless expressly provided otherwise, Parts B, B-1, B-2 and B-4 of this Chapter shall only apply to ships —

(A) for which the building contract is placed on or after 1 January 2020;

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- (B) in the absence of a building contract, the keel of which is laid or which are at a similar stage of construction on or after 1 July 2020; or
 - (C) the delivery of which is on or after 1 January 2024.
 - (2) Unless expressly provided otherwise, ships not subject to the provisions of sub-paragraph (a)(i)(1) but constructed on or after 1 January 2009 shall —
 - (A) comply with the requirements for Parts B, B-1, B-2 and B-4 which are applicable under Chapter II-1 of the International Convention for the Safety of Life at Sea, 1974, as amended by resolutions MSC.216(82), MSC.269(85) and MSC.325(90); and
 - (B) comply with the requirements of Regulations 8-1(c) and 19-1.”;
 - (b) by deleting the semi-colon at the end of paragraph (a)(iii)(3) and substituting a full-stop;
 - (c) by deleting sub-paragraph (4) of paragraph (a)(iii); and
 - (d) by deleting paragraph (b) and substituting the following paragraph:
 - “(b) Unless expressly provided otherwise, ships constructed before 1 January 2009 shall —
 - (i) comply with the requirements which are applicable under Chapter II-1 of the International Convention for the Safety of Life at Sea, 1974, as amended by resolutions MSC.1(XLV), MSC.6(48), MSC.11(55), MSC.12(56), MSC.13(57), MSC.19(58), MSC.26(60), MSC.27(61), Resolution 1 of the 1995 SOLAS Conference, MSC.47(66), MSC.57(67), MSC.65(68), MSC.69(69), MSC.99(73), MSC.134(76), MSC.151(78) and MSC.170(79); and
 - (ii) comply with the requirements of Regulations 8-1(c) and 19-1.”.

Amendment of Regulation 2 of Chapter II-1

3. Regulation 2 of Chapter II-1 of the principal Regulations is amended —

(a) by deleting paragraph (b) and substituting the following paragraph:

“(b) “amidships” is at the middle of the length (“L”);”;

(b) by deleting paragraphs (i) and (j) and substituting the following paragraphs:

“(i) “draught (“d”)” is the vertical distance from the keel line at —

(i) in the case of ships subject to the provisions of Regulation 1(a)(i)(1) of Chapter II-1 — amidships; and

(ii) in the case of ships not subject to the provisions of Regulation 1(a)(i)(1) of Chapter II-1 but constructed on or after 1 January 2009 — the mid-point of the subdivision length (“L_s”),

to the waterline in question;

(j) “deepest subdivision draught (“d_s”)” is the summer load line draught of the ship;”;

(c) by deleting paragraph (m) and substituting the following paragraph:

“(m) “trim” is the difference between the draught forward and the draught aft, where the draughts are measured at the forward and aft —

(i) in the case of ships subject to the provisions of Regulation (1)(a)(i)(1) of Chapter II-1 — perpendiculars respectively, as defined in the International Convention on Load Lines in force; and

(ii) in the case of ships not subject to the provisions of Regulation (1)(a)(i)(1) of Chapter II-1 but constructed on or after 1 January 2009 — terminals respectively,

disregarding any rake of keel;”;

(d) by deleting paragraph (s) and substituting the following paragraph:

“(s) “bulkhead deck” in a passenger ship means the uppermost deck —

- (i) in the case of ships subject to the provisions of Regulation 1(a)(i)(1) of Chapter II-1 — to which the main bulkheads and the ship’s shell are carried watertight; and
- (ii) in the case of ships not subject to the provisions of Regulation 1(a)(i)(1) of Chapter II-1 but constructed on or after 1 January 2009 — at any point in the subdivision length (“L_s”) to which the main bulkheads and the ship’s shell are carried watertight and the lowermost deck from which passenger and crew evacuation will not be impeded by water in any stage of flooding for damage cases defined in Regulation 8 and in Part B-2 of this Chapter.

The bulkhead deck may be a stepped deck. In a cargo ship not subject to the provisions of Regulation 1(a)(i)(1) of Chapter II-1 but constructed on or after 1 January 2009, the freeboard deck may be taken as the bulkhead deck;”;

(e) by deleting paragraph (z); and

(f) by renumbering the existing paragraphs (aa), (ab), (ac) and (ad) as paragraphs (z), (aa), (ab) and (ac), respectively.

Amendment of Regulation 3-12 of Chapter II-1

4. Regulation 3-12 of Chapter II-1 of the principal Regulations is amended by deleting sub-paragraph (i) of paragraph (b) and substituting the following sub-paragraph:

- “(i) contracted for construction before 1 July 2014 and the keels of which are laid or which are at similar stage of construction on or after 1 January 2009; or”.

Deletion and substitution of Regulation 4 of Chapter II-1

5. Regulation 4 of Chapter II-1 of the principal Regulations is deleted and the following Regulation substituted therefor:

“Regulation 4

General

(a) Unless expressly provided otherwise, the requirements in Parts B-1 to B-4 shall apply to passenger ships.

(b) For cargo ships, the requirements in Parts B-1 to B-4 shall apply as follows:

(i) In Part B-1:

- (1) Unless expressly provided otherwise, Regulation 5 shall apply to cargo ships and Regulation 5-1 shall apply to cargo ships other than tankers, as defined in Regulation 2 of Chapter I;
- (2) Regulation 6 to Regulation 7-3 shall apply to cargo ships having a length (“L”) of 80 m and upwards, but may exclude those ships subject to the following instruments and shown to comply with the subdivision and damage stability requirements of that instrument:
 - (A) Annex I to MARPOL, except that combination carriers (as defined in SOLAS Regulation 3(n) of Chapter II-2 with type B freeboards shall be in compliance with Regulation 6 to Regulation 7-3*;
 - (B) the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)*;
 - (C) the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)*;
 - (D) the damage stability requirements of Regulation 27 of the 1966 Load Lines Convention as applied in compliance with resolutions A.320(IX) and A.514(13), provided that in the case of cargo ships to which Regulation 27(9) applies, main transverse watertight bulkheads, to be considered effective, are spaced according to paragraph (12)(f) of resolution A.320(IX), except that ships intended for the carriage of deck cargo shall be in compliance with Regulation 6 to Regulation 7-3;