

Merchant Shipping (Safety Convention) (Amendment No. 2) Regulations 2010

Table of Contents

Enacting Formula

- 1 Citation and commencement**
- 2 Amendment of Regulation 3-5 of Chapter II-1**
- 3 Amendment of Regulation 35-1 of Chapter II-1**
- 4 Amendment of Regulation 1 of Chapter II-2**
- 5 Amendment of Regulation 16 of Chapter II-2**
- 6 Amendment of Regulation 19 of Chapter II-2**
- 7 Amendment of Regulation 18 of Chapter V**
- 8 Amendment of Regulation 19 of Chapter V**
- 9 Amendment of heading to Chapter VI**
- 10 Amendment of Regulation 1 of Chapter VI**
- 11 New Regulations 1-1 and 1-2 of Chapter VI**
- 12 Amendment of Regulation 2 of Chapter VI**
- 13 Amendment of Regulation 3 of Chapter VI**
- 14 Deletion and substitution of Regulation 5-1 of Chapter VI**
- 15 Amendment of heading to Part B of Chapter VI**
- 16 Amendment of Regulation 6 of Chapter VI**

17 Amendment of Regulation 7 of Chapter VI

18 Amendment of Regulation 7-1 of Chapter VII

19 New Regulation 7-5 of Chapter VII

20 Amendment of Second Schedule

No. S 793

MERCHANT SHIPPING ACT
(CHAPTER 179)

MERCHANT SHIPPING (SAFETY CONVENTION) (AMENDMENT NO. 2)
REGULATIONS 2010

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 No. 2) Regulations 2010 and shall come into operation on 1st January 2011.

Amendment of Regulation 3-5 of Chapter II-1

2. Regulation 3-5 of 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 paragraph (b) and substituting the following paragraph:

“(b) For all ships, new installation of materials which contain asbestos shall be prohibited.”.

Amendment of Regulation 35-1 of Chapter II-1

3. Regulation 35-1 of Chapter II-1 of the principal Regulations is amended by inserting, immediately after sub-paragraph (2) of paragraph (b)(vi), the following sub-paragraph:

“(3) Provisions for the drainage of closed vehicle and ro-ro spaces and special category spaces shall also comply with paragraphs (f)(i)(4) and (f)(i)(5) of Regulation 20 of Chapter II-2.”.

Amendment of Regulation 1 of Chapter II-2

4. Regulation 1 of Chapter II-2 of the principal Regulations is amended by inserting, immediately after sub-paragraph (iii) of paragraph (b), the following sub-paragraph:

“(iv) The following ships, with cargo spaces intended for the carriage of packaged dangerous goods, shall comply with paragraph (c) of Regulation 19, except when carrying dangerous goods specified as classes 6.2 and 7 and dangerous goods in limited quantities¹ and excepted quantities² in accordance with tables 19.1 and 19.3, not later than the date of the first renewal survey on or after 1st January 2011:

¹ Refer to chapter 3.4 of the IMDG Code (as defined in Regulation 1 of Chapter VII).

² Refer to chapter 3.5 of the IMDG Code (as defined in Regulation 1 of Chapter VII).

(1) cargo ships of 500 tons and upwards and passenger ships constructed on or after 1st September 1984 but before 1st January 2011; and

(2) cargo ships of less than 500 tons constructed on or after 1st February 1992 but before 1st January 2011,

and notwithstanding these provisions:

(3) cargo ships of 500 tons and upwards and passenger ships constructed on or after 1st September 1984 but before 1st July 1986 need not comply with paragraph (c)(iii) of Regulation 19 provided that they comply with paragraph (b)(iii) of Regulation 54 of Chapter II-2 of the Merchant Shipping (Safety Convention) Regulations 1984 of Chapter II-2 of the (G.N. No. S 219/84)³;

³ Regulation 54 Merchant Shipping (Safety Convention) Regulations 1984 (G.N. No. S 219/84) was introduced by amendments adopted by Resolution MSC.1(XLV) Annex 3.

(4) cargo ships of 500 tons and upwards and passenger ships

constructed on or after 1st July 1986 but before 1st February 1992 need not comply with paragraph (c)(iii) of Regulation 19 provided that they comply with paragraph (b)(iii) of Regulation 54 of Chapter II-2 of the Merchant Shipping (Safety Convention) Regulations 1984 (G.N. No. S 219/84) as amended by the Merchant Shipping (Safety Convention) (Amendment) Regulations 1986 of Chapter II-2 of the (G.N. No. S 139/86)⁴;

⁴ Regulation 54 Merchant Shipping (Safety Convention) Regulations 1984 (G.N. No. S 219/84) as amended by the Merchant Shipping (Safety Convention) (Amendment) Regulations 1986 (G.N. No. S 139/86) was introduced by amendments adopted by Resolution MSC.6(48) Annex 4.

- (5) cargo ships of 500 tons and upwards and passenger ships constructed on or after 1st September 1984 but before 1st July 1998 need not comply with paragraphs (c)(x)(1) and (c)(x)(2) of Regulation 19; and
- (6) cargo ships of less than 500 tons constructed on or after 1st February 1992 but before 1st July 1998 need not comply with paragraphs (c)(x)(1) and (c)(x)(2) of Regulation 19.”.

Amendment of Regulation 16 of Chapter II-2

5. Regulation 16 of Chapter II-2 of the principal Regulations is amended by deleting the words “the Code of Safe Practice for Solid Bulk Cargoes” in paragraph (b)(i) and substituting the words “the International Maritime Solid Bulk Cargoes (IMSBC) Code”.

Amendment of Regulation 19 of Chapter II-2

6. Regulation 19 of Chapter II-2 of the principal Regulations is amended —

(by inserting, immediately after the words “except when carrying dangerous goods in limited quantities**” in paragraph (b)(i), the words “and excepted quantities⁵”;

(by inserting, immediately after the word “Ventilation” in the heading of paragraph (c)(iv), the word “arrangement”;

(by inserting, immediately after the words “Regulation 10(j)” in paragraph (c)(vi)(1), the words “and shall be selected taking into account the hazards associated with the chemicals being

) transported and the standards developed by the Organisation according to the class and physical state⁶;

(by inserting, immediately after the words “limited quantities” in paragraph (d), the words “and d excepted quantities”;

) (by deleting the existing references “3.1.1”, “3.1.2”, “3.1.3”, “3.1.4”, “3.2”, “3.3”, “3.4.1”, e “3.4.2”, “3.5”, “3.6.1”, “3.6.2”, “3.7”, “3.8”, “3.9”, “3.10.1” and “3.10.2” in the first column of) Table 19.1 and substituting the references “(c)(i)(1)”, “(c)(i)(2)”, “(c)(i)(3)”, “(c)(i)(4)”, “(c)(ii)”, “(c)(iii)”, “(c)(iv)(1)”, “(c)(iv)(2)”, “(c)(v)”, “(c)(vi)(1)”, “(c)(vi)(2)”, “(c)(vii)”, “(c)(viii)”, “(c)(ix)”, “(c)(x)(1)” and “(c)(x)(2)”, respectively;

(by deleting note 1 in the Notes to Table 19.1 and substituting the following note:
f)

“(1) For classes 4 and 5.1 solids not applicable to closed freight containers.

For classes 2, 3, 6.1 and 8 when carried in closed freight containers, the ventilation rate may be reduced to not less than two air changes per hour.

For classes 4 and 5.1 liquids when carried in closed freight containers, the ventilation rate may be reduced to not less than two air changes per hour.

For the purpose of this requirement, a portable tank is a closed freight container.”.

(by deleting the existing references “3.1.1”, “3.1.2”, “3.2”, “3.4.1”, “3.4.2”, “3.4.3”, “3.6” and g “3.8” in the first column of Table 19.2 and substituting the references “(c)(i)(1)”, “(c)(i)(2)”,) “(c)(ii)”, “(c)(iv)(1)”, “(c)(iv)(2)”, “(c)(iv)(3)”, “(c)(vi)” and “(c)(viii)”, respectively;

(by deleting the words “the Code of Safe Practice for Solid Bulk Cargoes adopted by resolution h A.434(XI)” in note 10 in the Notes to Table 19.2 and substituting the words “the International) Maritime Solid Bulk Cargoes (IMSBC) Code”; and

(by deleting Table 19.3 and substituting the following Table:
i)

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