
First published in the Government *Gazette*, Electronic Edition, on 17th June 2016 at 5:00 pm.

No. S'499

**MERCHANT SHIPPING ACT
(CHAPTER 179)**

**MERCHANT SHIPPING (SAFETY CONVENTION)
(AMENDMENT) REGULATIONS 2016**

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 2016 and come into operation on 1 July 2016.

Amendment of Regulation 7-2 of Chapter II-1

2. Regulation 7-2 of Chapter II-1 of the Merchant Shipping (Safety Convention) Regulations (Rg 11) (called in these Regulations the principal Regulations) is amended by deleting the words “ $K = 0$, if $\theta_e \leq \theta_{\max}$ ” in paragraph (c) and substituting the words “ $K = 0$, if $\theta_e \geq \theta_{\max}$ ”.

Amendment of Regulation 10 of Chapter II-2

3. Regulation 10 of Chapter II-2 of the principal Regulations is amended by inserting, immediately after the words “Machinery spaces” in paragraph (e)(ii), the words “of category A”.

Amendment of Regulation 2 of Chapter VI

4. Regulation 2 of Chapter VI of the principal Regulations is amended by inserting, immediately after paragraph (c), the following paragraphs:

“(d) In the case of cargo carried in a container^{*}, except for containers carried on a chassis or a trailer when such containers are driven on or off a ro-ro ship engaged in short international voyages as defined in Regulation 3 of Chapter III, the gross mass according to paragraph (b)(i) of this Regulation must be verified by the shipper, either:

- (i) by weighing the packed container using calibrated and certified equipment; or
- (ii) by weighing all packages and cargo items, including the mass of pallets, dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, using a certified method approved by the competent authority of the State in which packing of the container was completed.

^{*}The term “container” should be considered as having the same meaning as defined and applied in the International Convention for Safe Containers (CSC), 1972, as amended, taking into account the Guidelines for the approval of offshore containers handled in open seas (MSC/Circ.860) and the Revised recommendations on harmonized interpretation and implementation of the International Convention for Safe Containers, 1972, as amended (CSC.1/Circ.138/Rev.1).

(e) The shipper of a container must ensure that the verified gross mass[†] is stated in the shipping document. The shipping document must be:

- (i) signed by a person duly authorised by the shipper; and
- (ii) submitted to the master (or the master’s representative) and to the terminal representative sufficiently in advance, as required by the master (or the master’s representative), to be used in the preparation of the ship stowage plan[‡].

[†]Refer to the Guidelines regarding the verified gross mass of a container carrying cargo (MSC.1/Circ.1475).

[‡]This document may be presented by means of EDP or EDI transmission techniques. The signature may be an electronic signature or may be replaced by the name, in capitals, of the person authorized to sign.

(f) If the shipping document, with regard to a packed container, does not provide the verified gross mass and the master (or the

master's representative) and the terminal representative have not obtained the verified gross mass of the packed container, the packed container must not be loaded on to the ship.”.

Amendment of Second Schedule

5. The Second Schedule to the principal Regulations is amended —

(a) by deleting paragraph 2 of the Record of Equipment for Cargo Ship Safety (Form E) and substituting the following paragraph:

“2 *Details of life-saving appliances*

1	Total number of persons for which life-saving appliances are provided:		
		Port side	Starboard side
2	Total number of davit launched lifeboats	.....	.....
2.1	Total number of persons accommodated by them	.....	.....
2.2	Number of self-righting partially enclosed lifeboats (Regulation III/43 ¹)	.....	.....
2.3	Number of totally enclosed lifeboats (Regulation III/31 of the Convention and LSA Code, section 4.6)	.....	.....
2.4	Number of lifeboats with a self-contained air support system (Regulation III/31 of the Convention and LSA Code, section 4.8)	.....	.....

¹ Refer to the 1983 amendments to SOLAS (MSC.6(48)), applicable to ships constructed on or after 1 July 1986, but before 1 July 1998.

2.5	Number of fire-protected lifeboats (Regulation III/31 of the Convention and LSA Code, section 4.9)	.....	.....
2.6	Other lifeboats	.....	.....
2.6.1	Number	.....	.....
2.6.2	Type	.....	.....
3	Total number of free-fall lifeboats	.....
3.1	Total number of persons accommodated by them	.....
3.2	Number of totally enclosed lifeboats (Regulation III/31 of the Convention and LSA Code, section 4.7)	.....
3.3	Number of lifeboats with self-contained air support system (Regulation III/31 of the Convention and LSA Code, section 4.8)	.....
3.4	Number of fire-protected lifeboats (Regulation III/31 of the Convention and LSA Code, section 4.9)	.....
4	Number of motor lifeboats (included in the total lifeboats shown in 2 and 3 above)	.....
4.1	Number of lifeboats fitted with searchlights	.....
5	Number of rescue boats	.....
5.1	Number of boats which are included in the total lifeboats shown in 2 and 3 above	.....
6	Liferafts	.....