

ANNEX 7**RESOLUTION MSC.221(82)****(adopted on 8 December 2006)****ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CODE
OF SAFETY FOR HIGH-SPEED CRAFT (1994 HSC CODE)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.36(63), by which it adopted the International Code of Safety for High-Speed Craft (hereinafter referred to as “the 1994 HSC Code”), which has become mandatory under chapter X of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as “the Convention”),

NOTING ALSO article VIII(b) and regulation X/1.1 of the Convention concerning the procedure for amending the 1994 HSC Code,

HAVING CONSIDERED, at its eighty-second session, amendments to the 1994 HSC Code proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the International Code of Safety for High-Speed Craft (1994 HSC Code), the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 January 2008 unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world’s merchant fleet, have notified their objections to the amendments;
3. INVITES Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2008 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

**AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY
FOR HIGH-SPEED CRAFT (1994 HSC CODE)**

**CHAPTER 1
GENERAL COMMENTS AND REQUIREMENTS**

1 The existing paragraph 1.2 is renumbered as paragraph 1.2.1 and the following new paragraph 1.2.2 is added:

“1.2.2 New installation of materials containing asbestos used for the structure, machinery, electrical installations and equipment of a craft to which this Code applies should be prohibited except for:

- .1 vanes used in rotary vane compressors and rotary vane vacuum pumps;
- .2 watertight joints and linings used for the circulation of fluids when, at high temperature (in excess of 350°C) or pressure (in excess of 7×10^6 Pa), there is a risk of fire, corrosion or toxicity; and
- .3 supple and flexible thermal insulation assemblies used for temperatures above 1000°C.”

**CHAPTER 8
LIFE-SAVING APPLIANCES AND ARRANGEMENTS**

2 The following new paragraph 8.9.7.2 is inserted after the existing paragraph 8.9.7.1.2:

“8.9.7.2 In addition to, or in conjunction with, the servicing intervals of marine evacuation systems (MES) 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.”

3 The heading “Operational readiness” in paragraph 8.9.1 is deleted and replaced by the word “General”. The existing paragraph 8.9.1 is renumbered as paragraph 8.9.1.1 and the following paragraphs 8.9.1.2 and 8.9.1.3 with associated footnote are inserted:

“8.9.1.2 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.

8.9.1.3 An Administration which permits extension of liferaft service intervals in accordance with 8.9.1.2 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).”

4 The following new paragraph 8.9.10 with heading “Periodic servicing of launching appliances” is inserted after the existing paragraph 8.9.9:

“8.9.10 *Periodic servicing of launching appliances*

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 the annual surveys required by paragraph 1.5.1.3; and
- .3 should, upon completion of the examination in .2 above, be subjected to a dynamic test of the winch brake at maximum lowering speed. The load to be applied should be the mass of the survival craft or rescue boat without persons on board, except that, at intervals not exceeding 5 years, the test should be carried out with a proof load equal to 1.1 times the weight of the survival craft or rescue boat and its full complement of persons and equipment.”

5 The following new paragraph 8.9.11 with heading “Novel life-saving appliances or arrangements” is inserted after the existing paragraph 8.9.10:

“8.9.11 *Novel life-saving appliances or arrangements*

An Administration which approves new and novel inflatable liferaft arrangements pursuant to 8.9.1.2 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; and
- .3 service at intervals not exceeding five years should be carried out in accordance with the recommendations of the Organization.”

6 The following new paragraph 8.9.12 with associated footnote is inserted after the existing paragraph 8.9.11:

“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).”

CHAPTER 13 NAVIGATIONAL EQUIPMENT

7 Existing paragraph 13.14.2 is renumbered as paragraph 13.14.3 and the following new paragraph 13.14.2 is inserted:

“13.14.2 All craft, including existing craft, should be fitted with an ECDIS not later than 1 July 2010.”

CHAPTER 14 RADIOCOMMUNICATIONS

8 The existing text of paragraph 14.1 is replaced by the following:

“14.1 Craft should be provided with radiocommunications facilities as specified in chapter 14 of the 2000 HSC Code (resolution MSC.97(73)), as amended up to and including resolution MSC.222(82), that are fitted and operated in accordance with the provisions of that chapter.”

ANNEX 1 FORM OF HIGH-SPEED CRAFT SAFETY CERTIFICATE

9 In the Record of Equipment for High-Speed Craft Safety Certificate, in section 5, the following new item 14 is inserted after the existing item 13 and the existing item 14 is renumbered as item 15.

“14 Long-range identification and tracking system”

ANNEX 7 STABILITY OF MULTIHULL CRAFT

10 The references to “2.9” in paragraph 1.4.1 and to “2.4” in paragraph 2.5 are replaced by the references to “2.10” and “2.6” respectively.
