



**JABATAN LAUT MALAYSIA**  
*MARINE DEPARTMENT MALAYSIA*

**MSN 06/2010**

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Notis kepada pemilik kapal, agen perkapalan, Nakhoda, pelaut, pengusaha pelabuhan, badan yang diiktiraf, pengurus kapal dan industri maritim  
*Notice to shipowners, ship agents, Masters, seafarers, port operators, recognized organization, ship manager and the maritime industry*

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**AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

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1. The purpose of this Notice is to inform the shipping community of the adoption of the amendments to SOLAS Chapter II-1, the Maritime Safety Committee during its 84<sup>th</sup> session on 16<sup>th</sup> May 2008 has made the following amendments through [Resolution Msc.256 \(84\)](#)
2. The amendments require ships built after 1<sup>st</sup> January 2010 shall be provided with means of embarkation and disembarkation from ships for use in port and in port related operations, such as gangways and accommodation ladders. Such gangways and accommodation ladders shall be constructed and installed based on the guidelines MSC.1/CIRC 1331 developed by the Organization.
3. For Existing vessel the means of embarkation and disembarkation shall be inspected and maintained at intervals as required by SOLAS Ch III/10.7.2 and in accordance to the manufacturer's instructions. All wires used to support the means of embarkation and disembarkation shall be maintained as specified in regulation III/20.4
4. A thorough examination during the first annual survey after 1st January 2010 as required by SOLAS regulations I/7 and I/8 is to be carried out and at the first docking survey after 1st January 2010, the accommodation ladder should be operationally tested with the specified maximum operational load of the ladder. The annual thorough examination and test specifications are defined in the MSC Circ. 1331.
5. Shipping Communities are advice to take note the date of entry into force and comply fully with the requirements of the above amendments.
6. The amendments to the above chapter of SOLAS 74 amended are attached as Appendix 1

Ketua Pengarah Laut/*Director General of Marine*  
Tarikh/Date: 1<sup>st</sup> January 2010

ANNEX  
AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF  
LIFE AT SEA, 1974, AS AMENDED

CHAPTER II-1  
CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY,  
MACHINERY AND ELECTRICAL INSTALLATIONS

- 2 The following new regulation 3-9 is added after the existing regulation 3-8:

**“Regulation 3-9  
Means of embarkation on and disembarkation from ships**

1 Ships constructed on or after 1 January 2010 shall be provided with means of embarkation on and disembarkation from ships for use in port and in port related operations, such as gangways and accommodation ladders, in accordance with paragraph 2, unless the Surveyor General of Ships deems that compliance with a particular provision is unreasonable or impractical\*.

2 The means of embarkation and disembarkation required in paragraph 1 shall be constructed and installed based on the guidelines developed by the Organization\*\*.

3 For all ships the means of embarkation and disembarkation shall be inspected and maintained\*\* in suitable condition for their intended purpose, taking into account any restrictions related to safe loading. All wires used to support the means of embarkation and disembarkation shall be maintained as specified in regulation III/20.4.”

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\* Circumstances where compliance may be deemed unreasonable or impractical may include where the ship:

.1 has small freeboards and is provided with boarding ramps; or  
.2 is engaged in voyages between designated ports where appropriate shore accommodation/embarkation ladders (platforms) are provided.

\*\* Refer to the Guidelines for construction, installation, maintenance and inspection/survey of accommodation ladders and gangways (MSC.1/Circ 1196) in Appendix II.

**MSC.1/Circular.1196 – MEANS OF EMBARKATION ON AND DISEMBARKATION FROM SHIPS**

1. The Maritime Safety Committee, at its seventy-seventh session (28 May to 6 June 2003), in view of a number of accidents involving accommodation ladders resulting in loss of life and injury, instructed the Sub-Committee on Ship Design and Equipment (DE) to develop amendments to SOLAS regulations I/7 and I/8 to require inspections of the means of crew access to and from ships, such as gangways and accommodation ladders as part of the survey of the ship's equipment.
2. The DE Sub-Committee, at its forty-eighth session (21 to 25 February 2005), discussed the development of the above-mentioned SOLAS amendments and agreed that this was not mainly a design and specification issue, but very much related to maintenance and that a number of national and international standards, including an ISO standard, addressing the matter, already existed. The Sub-Committee also agreed that pilot ladders<sup>see footnote</sup> should also be considered and invited the submission of concrete proposals on inspection and survey requirements for accommodation and pilot ladders.
3. The Sub-Committee, at its forty-ninth session (20 to 24 February 2006), following discussion of the matter on the basis of proposals for a draft new SOLAS regulation II-1/3-9 and related guidelines for inspection and survey for accommodation and pilot ladders, decided that further consideration should be given to the issue at DE 50. However, it was agreed that, in the meantime, Member Governments should be made aware of the existing problems regarding inspection and maintenance of accommodation and pilot ladders.
4. The Committee, at its eighty-first session (10 to 19 May 2006), recognized that, in the light of this development, some time may lapse before the eventual regulatory framework could be adopted and enter in force. As a result, in an effort to reduce the number of accidents involving means of embarkation on and disembarkation from ships, and the resulting loss of life and injury, it recommended that Administrations should review and update, as necessary, any existing national requirements relating to the matter, as well as the associated survey and inspection provisions. If such national requirements do not already exist, Administrations should consider establishing, in the interim and as appropriate, national requirements, taking into account other national practices and related standards.
5. Member Governments are invited to bring this circular to the attention of ship owners, shipbuilders, designers, port State control authorities and seafarers with a view to ensuring an improvement of the current situation, particularly in relation to inspection and maintenance procedures to secure the operational safety of this equipment.