



**JABATAN LAUT MALAYSIA**  
MARINE DEPARTMENT MALAYSIA

MSN 07/2011

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

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**AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED – ADDITION OF GOAL BASED STANDARD FOR BULK CARRIERS AND OIL TANKERS 150 M IN LENGTH AND ABOVE**

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1. The purpose of this Notice is to inform the maritime community of the amendments to SOLAS CHAPTER II-1- addition of goal based standard for bulk carriers and oil tankers 150 m in length and above, adopted by Maritime Safety Committee on its 87<sup>th</sup> session on 30<sup>th</sup> June 2010 adopted on 21<sup>st</sup> May 2010, which will be entered into force on 1 January 2012; [RESOLUTION MSC.290\(87\)](#)
2. The establishment of goal-based standards are for the design and construction of new ships, which require ships should be designed and constructed for a specified design life to be safe and environmentally friendly, so that, if properly operated and maintained under specified operating and environmental conditions, they can remain safe throughout their service life.
3. The details of the amendments to Chapter II-1 of (SOLAS 74 as amended) are as follows:

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

**Part A**  
**General**

**Regulation 2 Definitions**

- 1 The following new paragraph 28 is added after the existing paragraph 27:

"28 *Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers* means the International Goal-Based Ship Construction Standards for Bulk Carriers and Oil Tankers, adopted by the Maritime Safety Committee by [resolution MSC.287\(87\)](#), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I thereof."

**Part A-1**  
**Structure of ships**

2 The following new regulation 3-10 is added after the existing regulation 3-9:

### **"Regulation 3-10**

#### **Goal-based ship construction standards for bulk carriers and oil tankers**

1 This regulation shall apply to oil tankers of 150 m in length and above and to bulk carriers of 150 m in length and above, constructed with single deck, top-side tanks and hopper side tanks in cargo spaces, excluding ore carriers and combination carriers:

- .1 for which the building contract is placed on or after 1 July 2016;
- .2 in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 July 2017; or
- .3 the delivery of which is on or after 1 July 2020.

2 Ships shall be designed and constructed for a specified design life to be safe and environmentally friendly, when properly operated and maintained under the specified operating and environmental conditions, in intact and specified damage conditions, throughout their life.

2.1 *Safe and environmentally friendly* means the ship shall have adequate strength, integrity and stability to minimize the risk of loss of the ship or pollution to the marine environment due to structural failure, including collapse, resulting in flooding or loss of watertight integrity.

2.2 *Environmentally friendly* also includes the ship being constructed of materials for environmentally acceptable recycling.

2.3 *Safety* also includes the ship's structure, fittings and arrangements providing for safe access, escape, inspection and proper maintenance and facilitating safe operation.

2.4 *Specified operating and environmental conditions* are defined by the intended operating area for the ship throughout its life and cover the conditions, including intermediate conditions, arising from cargo and ballast operations in port, waterways and at sea.

2.5 *Specified design life* is the nominal period that the ship is assumed to be exposed to operating and/or environmental conditions and/or the corrosive environment and is used for selecting appropriate ship design parameters. However, the ship's actual service life may be longer or shorter depending on the actual operating conditions and maintenance of the ship throughout its life cycle.

3 The requirements of paragraphs 2 to 2.5 shall be achieved through satisfying applicable structural requirements of an organization which is recognized by the Administration in accordance with the provisions of regulation XI-1/1, or national standards of the Administration, conforming to the functional requirements of the Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers.

4 A Ship Construction File with specific information on how the functional requirements of the Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers have been applied in the ship design and construction shall be provided upon

delivery of a new ship, and kept on board the ship and/or ashore\* and updated as appropriate throughout the ship's service. The contents of the Ship Construction File shall, at least, conform to the guidelines developed by the Organization.\*

Ketua Pengarah Laut/*Director General of Marine*

Tarikh/Date : 1<sup>st</sup> January 2011

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\* Refer to the Guidelines for the information to be included in a Ship Construction File (MSC.1/Circ.1343)."