

RESOLUTION MSC.119(74)
(adopted on 6 June 2001)

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CODE
OF SAFETY FOR HIGH-SPEED CRAFT (RESOLUTION MSC.36(63))**

THE MARITIME SAFETY COMMITTEE,

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

RECALLING FURTHER 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 is mandatory under chapter X of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as “the Convention”),

NOTING resolution MSC.97(73), by which it adopted the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code) containing, *inter alia*, updated provisions for navigational equipment for high-speed craft,

BEING DESIROUS to bring the provisions for navigational equipment of the 1994 HSC Code in line with the relevant provisions of the 2000 HSC Code,

HAVING CONSIDERED, at its seventy-fourth 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 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 July 2002, 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 January 2003 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) (RESOLUTION MSC.36(63))****CHAPTER 1
GENERAL COMMENT AND REQUIREMENTS**

- 1 The existing text of 1.3.3.1 is replaced by the following:

"warships, naval auxiliaries or other craft owned or operated by a Contracting Government and used only on government non-commercial service;"
- 2 The following new sentence is added after the existing 1.3.3.5:

"However, warships, naval auxiliaries or other craft owned or operated by a Contracting Government and used only on government non-commercial service are encouraged to act in a manner consistent, so as far as reasonable and practicable, with this Code."

**CHAPTER 13
NAVIGATIONAL EQUIPMENT**

- 3 The title of chapter 13 is replaced by the following:

**“SHIPBORNE NAVIGATIONAL SYSTEMS AND EQUIPMENT AND
VOYAGE DATA RECORDER”**
- 4 The existing text of 13.1 is replaced by the following:

“13.1 General

13.1.1 This chapter covers equipment which relates to the navigation of the craft as distinct from the safe functioning of the craft. The following paragraphs represent the minimum requirements for normal safe navigation unless it is demonstrated to the Administration that an equivalent level of safety is achieved by other means.

13.1.2 The equipment and its installation should be to the satisfaction of the Administration.

13.1.3 The Administration should determine to what extent the provisions of this chapter do not apply to craft below 150 gross tonnage.”

5 The following new paragraphs are added after the existing 13.12:

“13.13 Voyage data recorders (VDR)

13.13.1 To assist in casualty investigation, passenger craft should be fitted with a voyage data recorder (VDR) as follows:

- .1 ro-ro passenger craft, not later than the first survey after 1 January 2003; and
- .2 passenger craft other than ro-ro passenger craft, not later than 1 January 2004.

13.13.2 The Administration may exempt passenger craft, other than ro-ro passenger craft, from being fitted with a VDR where it can be demonstrated that interfacing a VDR with the existing equipment on the craft is unreasonable and impracticable.

13.13.3 The voyage data recorder (VDR) system, including all sensors, should be subjected to an annual performance test. The test should be conducted by an approved testing or servicing facility to verify the accuracy, duration and recoverability of the recorded data. In addition, tests and inspections should be conducted to determine the serviceability of all protective enclosure and devices fitted to aid location. A copy of a certificate of compliance issued by the testing facility stating the date of compliance and the applicable performance standards should be retained on board the craft.

13.14 Nautical charts and nautical publications

13.14.1 Craft should be provided with nautical charts and nautical publications to plan and display the craft's route for the intended voyage and to plot and monitor positions throughout the voyage. An electronic chart display and information system (ECDIS) may be accepted as meeting the chart carriage requirements of this paragraph.

13.14.2 Back-up arrangements should be provided to meet the functional requirements of 13.14.1, if this function is partly or fully fulfilled by electronic means.

13.15 Automatic identification system (AIS)

13.15.1 Craft should be provided with automatic identification system (AIS) as follows:

- .1 in the case of passenger craft, not later than 1 July 2003;
- .2 in the case of cargo craft of 3,000 gross tonnage and upwards, not later than 1 July 2006; and
- .3 in the case of cargo craft of less than 3,000 gross tonnage, not later than 1 July 2007.

13.15.2 AIS should:

- .1 provide automatically to appropriately equipped shore stations, other vessels and aircraft information, including the craft's identity, type, position, course, speed, navigational status and other safety-related information;
- .2 receive automatically such information from similarly fitted vessels and craft;
- .3 monitor and track vessels; and
- .4 exchange data with shore based facilities.

13.15.3 The requirements of 13.15.2 should not be applied to cases where international agreements, rules or standards provide for the protection of navigational information.

13.15.4 AIS should be operated taking into account the guidelines developed by the Organization."

6 The existing 13.13 is re-numbered as 13.16.

ANNEX 1

RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT

7 The following new section 5 is added after existing section 4.3:

“5 Details of navigational systems and equipment

1.1	Magnetic compass	.....
1.2	Gyro-compass	.....
2	Speed and distance measuring device	.....
3	Echo-sounding device	.....
4.1	9 GHz radar	.....
4.2	Second radar (3 GHz/9 GHz*)	.....
4.3	Automatic radar plotting aid (ARPA)/Automatic tracking aid (ATA)*	.....
5	Receiver for global navigation satellite system/ Terrestrial navigation system/Other means of position fixing*:**	.....
6.1	Rate of turn indicator*	.....
6.2	Rudder angle indicator/Direction of steering thrust indicator*	.....

7.1	Nautical charts/Electronic chart display and information system (ECDIS)*	.....
7.2	Back-up arrangements for ECDIS	.....
7.3	Nautical publications	.....
7.4	Back-up arrangement for nautical publications	.....
8	Search light	.....
9	Daylight signalling lamp	.....
10	Night vision equipment	.....
11	Means to show the mode of the propulsion systems	.....
12	Automatic steering aid (Automatic pilot)	.....
13	Automatic identification system (AIS)	.....
14	Voyage data recorder (VDR)	.....

* Delete as appropriate.

** In case of “other means”, they should be specified”.

