

Björn Sjösvärd

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Kopia: Lundin Dennis; Eriksson Stefan; Rennwandt Charlotta
Ämne: Externremiss ändring i Transportstyrelsens föreskrifter och allmänna råd (TSFS 2009:101 och TSFS 2009:102) om säkerheten på höghastighetsfartyg (HSC-koden 1994 och HSC-koden 2000)

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Hej!

Välkommen att ta del av externremissen av ändring i Transportstyrelsens föreskrifter och allmänna råd (TSFS 2009:101 och TSFS 2009:102) om säkerheten på höghastighetsfartyg (HSC-koden 1994 och HSC-koden 2000).

Externremissen finns nu publicerad på Transportstyrelsens webbplats.

Ni hittar förslaget här:

[Externremiss av ändring i Transportstyrelsens föreskrifter och allmänna råd \(TSFS 2009:101 och TSFS 2009:102\) om säkerheten på höghastighetsfartyg \(HSC-koden 1994 och HSC-koden 2000\) - Transportstyrelsen](#)

Vi tar tacksamt emot era synpunkter senast **13 mars 2023**.

Ange ärendenumret **TSF 2018-73** när du lämnar dina synpunkter.

Synpunkterna ska vara skriftliga och skickas till:

sjofart@transportstyrelsen.se

eller till:

Transportstyrelsen
Sjö- och luftfart
601 73 Norrköping

Om ni har frågor med anledning av remissen är ni välkomna att kontakta:

Stefan Eriksson

010-495 32 19

stefan.eriksson@transportstyrelsen.se

Vänliga hälsningar föreskriftsgruppen genom Karin Lindén

[Trycksakshandläggare Juridik - Start sida \(tsnet.se\)](#)

Karin Lindén

Trycksakshandläggare/språkvårdare

Enhet Juridik sjöfart

Avdelning Juridik

Direkt: 010-495 32 14

Transportstyrelsen

601 73 Norrköping

transportstyrelsen.se

Telefon: 0771-503 503

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Enligt sändlista

Remiss

Förslag om ändring i Transportstyrelsens föreskrifter och allmänna råd (TSFS 2009:101) om säkerheten på höghastighetsfartyg (HSC-koden 1994) och Transportstyrelsens föreskrifter och allmänna råd (TSFS 2009:102) om säkerheten på höghastighetsfartyg (HSC-koden 2000)

Välkommen att ta del av Transportstyrelsens förslag.

Bakgrund till förslaget

Den internationella sjöfartsorganisationen (IMO) har antagit ändringar av HSC-koden¹ 1994 och HSC-koden 2000. Koderna har sedan tidigare satts i kraft i Sverige genom Transportstyrelsens föreskrifter och allmänna råd (TSFS 2009:101) om säkerheten på höghastighetsfartyg (HSC-koden 1994) och Transportstyrelsens föreskrifter och allmänna råd (TSFS 2009:102) om säkerheten på höghastighetsfartyg (HSC-koden 2000). Dessa föreskrifter behöver därmed revideras i syfte att omhänderta de ändringar av koderna som antagits av IMO.

Förslagets innehåll i korthet

Transportstyrelsens föreskrifter revideras genom ändringsföreskrifter. Syftet med revideringen är att omhänderta de ändringar av HSC-koden 1994 och HSC-koden 2000 som har antagits av IMO.

¹ International Code of Safety for High-Speed Craft.

Förslaget i sin helhet samt konsekvensutredning finns publicerat tillsammans med detta missiv på Transportstyrelsens webbplats:

<http://www.transportstyrelsen.se/sv/Regler/Remisser/>

Synpunkter

Ni ges härmed tillfälle att lämna synpunkter på förslaget och konsekvensutredningen. Synpunkterna ska vara Transportstyrelsen tillhanda **senast den 13 mars 2023**. Vänligen ange vårt diarienummer TSF 2018-73 i svaret.

Synpunkterna ska vara skriftliga och skickas till e-postadressen sjofart@transportstyrelsen.se

eller till:

Transportstyrelsen
Sjö- och luftfart
601 73 Norrköping

Transportstyrelsen kommer att sammanställa och kommentera de remissynpunkter som kommer in, och därefter publicera sammanställningen och kommentarerna på hemsidan. Personuppgifter eller uppgifter som omfattas av sekretess kommer dock inte att publiceras.

Kontakt

Om ni har frågor med anledning av remissen är ni välkomna att kontakta:

Stefan Eriksson
010-495 32 19
stefan.eriksson@transportstyrelsen.se

Sändlista

American Bureau of Shipping
Arbetsmiljöverket
Bureau Veritas
Chalmers Tekniska Högskola
DNV GL
Föreningen Sveriges Varv
Försvarets materielverk
Försvarmakten
Havs- och vattenmyndigheten
Kockum Sonics Sweden
Kommerskollegium
Kungliga Tekniska Högskolan
Kustbevakningen
Landsbyggs- och infrastrukturdepartementet
Lloyd's Register Group Ltd
Marinens fartygsinspektion
Näringslivets Regelnämnd
Regelrådet
RINA
SEKO sjöfolk
Sjöbefälsföreningen
Sjöfartshögskolan LNU
Sjöfartsverket
Statens haverikommission
Stena Rederi AB
Swedac
Svensk Sjöfart
Sweref (Skärgårdsredarna)
Sveriges hamnar
Trafikverket
Wallenius Marine

Föreskrifter om ändring i Transportstyrelsens föreskrifter och allmänna råd (TSFS 2009:101) om säkerheten på höghastighetsfartyg (HSC-koden 1994);

TSFS 2023:[Nr]

Utkom från trycket
den [Välj ett datum]

SJÖFART

beslutade den [Välj ett datum].

Transportstyrelsen föreskriver med stöd av 2 kap. 1 § fartygssäkerhetsförordningen (2003:438) att 1 § och bilaga 1–3 till styrelsens föreskrifter och allmänna råd (TSFS 2009:101) om säkerheten på höghastighetsfartyg (HSC-koden 1994) ska ha följande lydelse och beslutar följande allmänna råd.

1 § Svenska fartyg och utländska fartyg på svenskt sjöterritorium med byggnadsdatum mellan den 1 januari 1996 och den 30 juni 2002 ska, för att äga rätt till ett höghastighetsfartygscertifikat, uppfylla koden för höghastighetsfartyg (International Code of Safety for High-Speed Craft (HSC-koden 1994)) som antogs av den internationella sjöfartsorganisationen (IMO) den 20 maj 1994 genom resolution MSC.36(63)¹, i den utsträckning som anges i koden.

Resolutioner, cirkulär och standarder som nämns i eller hänvisas till i kodens text ska tillämpas som svenska föreskrifter.

Kodens konsoliderade text på engelska finns i bilaga 1 till dessa föreskrifter. De gällande ändringarna av koden finns också i bilaga 2 till dessa föreskrifter.

Den engelska, arabiska, franska, kinesiska, ryska och spanska texten av koden ska ha samma giltighet.²

2 § Med ett fartygs byggnadsdatum menas det datum då fartyget kölsträcks eller befinner sig på ett motsvarande byggnadsstadium; motsvarande byggnadsstadium innebär att byggnation som kan identifieras till ett enskilt fartyg har påbörjats och sammansättning av detta fartyg har nått en omfattning av

¹ MSC.36(63), International Code of Safety for High-Speed Craft.

² De angivna språkversionerna finns tillgängliga hos IMO.

minst 50 ton, eller 3 % av den uppskattade totalvikten av allt material som ingår i fartygets struktur, om det är mindre.

Allmänna råd

Vid tillämpning av 7 kap. HSC-koden 1994 bör MSC/Circ.911³ tillämpas.

Vid tillämpning av regel 7.13 HSC-koden 1994 bör MSC/Circ.912⁴ tillämpas.

Vid tillämpning av regel 1.4.27 HSC-koden 1994 bör MSC.1/Circ.1541⁵ tillämpas.

De cirkulär som anges ovan finns i bilaga 3 till dessa föreskrifter.

Denna författning träder i kraft den XX XX 2023.

På Transportstyrelsens vägnar

JONAS BJELFVENSTAM

Stefan Eriksson
(Sjö och luftfart)

³ MSC/Circ.911, Interpretations of Fire Protection-Related Provisions of the HSC Code.

⁴ MSC/Circ.912, Interpretations of Standards for Fixed Sprinkler Systems for High-Speed Craft (Resolution MSC.44(65)).

⁵ MSC.1/Circ.1541, Unified Interpretation of the 1994 HSC Code.

Bilaga 1

Chapter 8

*Life-saving appliances and arrangements***8.10 Survival craft and rescue boats****8.10.1** All craft should carry:

- .1 survival craft with sufficient capacity as will accommodate not less than 100% of the total number of persons the craft is certified to carry, subject to a minimum of two such survival craft being carried;
- .2 in addition, survival craft with sufficient aggregate capacity to accommodate not less than 10% of the total number of persons the craft is certified to carry;
- .3 in the event of any one survival craft being lost or rendered unserviceable, sufficient survival craft to accommodate the total number of persons the craft is certified to carry;
- .4 at least one rescue boat for retrieving persons from the water, but not less than one such boat on each side when the craft is certified to carry more than 450 passengers;
- .5 notwithstanding the provision of .4 above, craft should carry sufficient rescue boats to ensure that, in providing for abandonment by the total number of persons the craft is certified to carry:
 - .5.1 not more than nine of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; or
 - .5.2 if the Administration is satisfied that the rescue boats are capable of towing a pair of such liferafts simultaneously, not more than 12 of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; and
 - .5.3 the craft can be evacuated within the time specified in 4.8.
- .6 craft of less than 20 m in length may be exempted from carrying a rescue boat, provided the craft meets all of the following requirements:
 - .6.1 the craft is arranged to allow a helpless person to be recovered from the water in a horizontal or near-horizontal body position;
 - .6.2 recovery of the helpless person can be observed from the navigating bridge; and
 - .6.3 the craft is sufficiently manoeuvrable to close in and recover persons in the worst intended conditions.

8.10.2 Where the Administration considers it appropriate, in view of the sheltered nature of the voyages and the suitable climatic conditions of the intended area of operations, the Administration may permit the use of open reversible inflatable liferafts complying with annex 10 on category A craft as an alternative to liferafts complying with regulation III/39 or III/40 of the Convention.

Chapter 14

Radiocommunications

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.439(99) that are fitted and operated in accordance with the provisions of that chapter.

Chapter 18

Operational requirements

Section 18.5 - Emergency instructions and drills

18.5.1 On or before departure, passengers should be instructed in the use of lifejackets and the action to be taken in an emergency. The attention of the passengers should be drawn to the emergency instructions required by 8.4.1 and 8.4.3.

18.5.2 Emergency fire and evacuation drills for the crew should be held on board the craft at intervals not exceeding one week for passenger craft and one month for cargo craft.

18.5.3 Each member of each crew should participate in at least one evacuation, fire and damage control drill per month.

18.5.4 Crew members with enclosed space entry or rescue responsibilities should participate in an enclosed space entry and rescue drill, to be held on board the craft, at least once every two months.

18.5.5 On-board drills should, as far as practicable, be conducted to simulate an actual emergency. Such simulations should include instruction and operation of the craft's evacuation, fire and damage control appliances and systems.

18.5.6 On-board instruction and operation of the craft's evacuation, fire and damage control appliances and systems should include appropriate cross-training of crew members.

18.5.7 Emergency instructions including a general diagram of the craft showing the location of all exits, routes of evacuation, emergency equipment, life-saving equipment and appliances and illustration of lifejacket donning should be available to each passenger and crew member. It should be placed near each passenger and crew seat.

18.5.8 *Records*

The date when musters are held, details of abandon craft drills and fire drills, drills of other life-saving appliances, enclosed space entry and rescue drills, and onboard training should be recorded in such logbook as may be prescribed by the Administration. If a full muster, drill or training session is not held at the appointed time, an entry should be made in the log-book stating the circumstances and the extent of the muster, drill or training session held. A copy of such information should be forwarded to the operator's management.

18.5.9 *Evacuation drills*

18.5.9.1 Evacuation drill scenarios should vary each week so that different emergency conditions are simulated.

18.5.9.2 Each evacuation craft drill should include:

- .1 summoning of crew to muster stations with the alarm required by 8.2.2.2 and ensuring that they are made aware of the order to abandon craft specified in the muster list;
- .2 reporting to stations and preparing for the duties described in the muster list;
- .3 checking that crew are suitably dressed;
- .4 checking that lifejackets are correctly donned;
- .5 operation of davits if any used for launching liferafts;
- .6 donning of immersion suits or thermal protective clothing by appropriate crew members;
- .7 testing of emergency lighting for mustering and abandonment; and
- .8 giving instructions in the use of the craft's life-saving appliances and in survival at sea.

18.5.9.3 *Rescue boat drill*

- .1 As far as is reasonable and practicable, rescue boats should be launched each month as part of the evacuation drill, with their assigned crew aboard, and manoeuvred in the water. In all cases this requirement should be complied with at least once every three months.
- .2 If rescue boat launching drills are carried out with the craft making headway, such drills should, because of the dangers involved, be practised in sheltered waters only and under the supervision of an officer experienced in such drills⁶.

⁶ Refer to Guidelines on training for the purpose of launching lifeboats and rescue boats from ships making headway through the water, adopted by the Organization by resolution A.624(15).

18.5.9.4 Individual instructions may cover different parts of the craft's life-saving system, but all the craft's life-saving equipment and appliances should be covered within any period of one month on passenger craft and two months on cargo craft. Each member of the crew should be given instructions which should include but not necessarily be limited to:

- .1 operation and use of the craft's inflatable liferafts;
- .2 problems of hypothermia, first-aid treatment of hypothermia and other appropriate first-aid procedures; and
- .3 special instructions necessary for use of the craft's life-saving appliances in severe weather and severe sea conditions.

18.5.9.5 On-board training in the use of davit-launched liferafts should take place at intervals of not more than four months on every craft fitted with such appliances. Whenever practicable, this should include the inflation and lowering of a liferaft. This liferaft may be a special liferaft intended for training purposes only, which is not part of the craft's life-saving equipment. Such a special liferaft should be conspicuously marked.

18.5.10 *Fire drills*

18.5.10.1 Fire drill scenarios should vary each week so that emergency conditions are simulated for different vessel compartments;

18.5.10.2 Each fire drill should include:

- .1 summoning of crew to fire stations;
- .2 reporting to stations and preparing for the duties described in the muster list;
- .3 donning of fireman's outfits;
- .4 operation of fire doors and fire dampers;
- .5 operation of fire pumps and fire-fighting equipment;
- .6 operation of communication equipment, emergency signals and general alarm;
- .7 operation of fire detection system; and
- .8 instruction in the use of the craft's fire-fighting equipment and sprinkler and drencher systems, if fitted.

18.5.11 *Damage control drills*

18.5.11.1 Damage control drill scenarios should vary each week so that emergency conditions are simulated for different damage conditions.

18.5.11.2 Each damage control drill should include:

- .1 summoning of crew to damage control stations;
 - .2 reporting to stations and preparing for the duties described in the muster list;
 - .3 operation of watertight doors and other watertight closures;
 - .4 operation of bilge pumps and testing of bilge alarms and automatic bilge pump starting systems; and
- instruction in damage survey, use of the craft damage control systems

and passenger control in the event of an emergency.

18.5.12 *Enclosed space entry and rescue drills*

18.5.12.1 Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization⁷.

18.5.12.2 Each enclosed space entry and rescue drill should include:

- .1 checking and use of personal protective equipment required for entry;
- .2 checking and use of communication equipment and procedures;
- .3 checking and use of instruments for measuring the atmosphere in enclosed spaces;
- .4 checking and use of rescue equipment and procedures; and
- .5 instructions in first aid and resuscitation techniques.

18.5.12.3 The risks associated with enclosed spaces and onboard procedures for safe entry into such spaces which should take into account, as appropriate, the guidance provided in recommendations developed by the Organization⁸.

PART B - REQUIREMENTS FOR PASSENGER CRAFT

18.6 Type rating training

18.6.1 For all crew members, the type rating training should cover the control and evacuation of passengers additionally to 18.3.6.

⁷ Refer to the Revised Recommendations for entering enclosed spaces aboard ships, adopted by the Organization by resolution A.1050(27).

⁸ Refer to the Revised Recommendations for entering enclosed spaces aboard ships, adopted by the Organization by resolution A.1050(27).

REMISS

Bilaga 2

Resolution MSC.36(63)
Resolution MSC.119(74)
Resolution MSC.174(79)
Resolution MSC.221(82)
Resolution MSC.259(84)

RESOLUTION MSC.351(92)
(Adopted on 21 June 2013)

**AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY
FOR HIGH-SPEED CRAFT, 1994 (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 ninety-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 July 2014 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 2015 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. ALSO 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 THE INTERNATIONAL CODE OF SAFETY
FOR HIGH-SPEED CRAFT, 1994 (1994 HSC CODE)**

**CHAPTER 18
OPERATIONAL REQUIREMENTS**

- 1 After existing paragraph 18.5.3, a new paragraph is inserted as follows:
"18.5.4 Crew members with enclosed space entry or rescue responsibilities should participate in an enclosed space entry and rescue drill, to be held on board the craft, at least once every two months."
- 2 The existing paragraphs 18.5.4 to 18.5.10 are renumbered as 18.5.5 to 18.5.11, respectively.
- 3 The first sentence of the renumbered paragraph 18.5.8 is amended to read:
"18.5.8 Records
The date when musters are held, details of abandon craft drills and fire drills, drills of other life-saving appliances, enclosed space entry and rescue drills, and onboard training should be recorded in such logbook as may be prescribed by the Administration."
- 4 After renumbered paragraph 18.5.11, a new subsection is inserted as follows:
"18.5.12 Enclosed space entry and rescue drills
18.5.12.1 Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization.
18.5.12.2 Each enclosed space entry and rescue drill should include:
 - .1 checking and use of personal protective equipment required for entry;
 - .2 checking and use of communication equipment and procedures;
 - .3 checking and use of instruments for measuring the atmosphere in enclosed spaces;
 - .4 checking and use of rescue equipment and procedures; and
 - .5 instructions in first aid and resuscitation techniques.
18.5.12.3 The risks associated with enclosed spaces and onboard procedures for safe entry into such spaces which should take into account, as appropriate, the guidance provided in recommendations developed by the Organization."

ANNEX 5**RESOLUTION MSC.423(98)
(adopted on 15 June 2017)****AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY
FOR HIGH-SPEED CRAFT, 1994 (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 ("the 1994 HSC Code"), which has become mandatory under chapter X of the International Convention for the Safety of Life at Sea, 1974 ("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 ninety-eighth 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 said amendments shall be deemed to have been accepted on 1 July 2019 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 the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2020 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of 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 REQUESTS ALSO 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 (1994 HSC CODE)**

**Chapter 8
Life-saving appliances and arrangements**

8.10 Survival craft and rescue boats

1 Paragraphs 8.10.1.5 and 8.10.1.6 are replaced with the following:

- .5 notwithstanding the provision of .4 above, craft should carry sufficient rescue boats to ensure that, in providing for abandonment by the total number of persons the craft is certified to carry:
- .5.1 not more than nine of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; or
- .5.2 if the Administration is satisfied that the rescue boats are capable of towing a pair of such liferafts simultaneously, not more than 12 of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; and
- .5.3 the craft can be evacuated within the time specified in 4.8.
- .6 craft of less than 20 m in length may be exempted from carrying a rescue boat, provided the craft meets all of the following requirements:
- .6.1 the craft is arranged to allow a helpless person to be recovered from the water in a horizontal or near-horizontal body position;
- .6.2 recovery of the helpless person can be observed from the navigating bridge; and
- .6.3 the craft is sufficiently manoeuvrable to close in and recover persons in the worst intended conditions."

RESOLUTION MSC.438(99)
(adopted on 24 May 2018)

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

RECALLING ALSO resolution MSC.36(63), by which it adopted the International Code of Safety for High-Speed Craft, 1994 ("the 1994 HSC Code"), which has become mandatory under chapter X of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"),

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

HAVING CONSIDERED, at its ninety-ninth 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 said amendments shall be deemed to have been accepted on 1 July 2019, 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 the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2020 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of 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 REQUESTS ALSO 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 (1994 HSC CODE)**

**CHAPTER 14
RADIOCOMMUNICATIONS**

14.2 Terms and definitions

1 In paragraph 14.2.1, the following new sub-paragraph .16 is added after the existing sub-paragraph .15:

".16 *Recognized mobile satellite service* means any service which operates through a satellite system and is recognized by the Organization, for use in the global maritime distress and safety system (GMDSS)."

14.6 Radio equipment: General

2 In paragraph 14.6.1, the existing sub-paragraph .5 is amended to read as follows:

".5 a radio facility for reception of maritime safety information by a recognized mobile satellite service enhanced group calling system if the craft is engaged in voyages in sea area A1, or A2 or A3 but in which an international NAVTEX service is not provided. However, craft engaged exclusively in voyages in areas where an HF direct-printing telegraphy maritime safety information service is provided and fitted with equipment capable of receiving such service, may be exempt from this requirement.

3 In paragraph 14.6.1, the existing sub-paragraph .6.1 is amended to read as follows:

".6.1 capable of transmitting a distress alert through the polar orbiting satellite service operating in the 406 MHz band;"

14.7 Radio equipment: Sea area A1

4 In paragraph 14.7.1, the existing sub-paragraph .5 is amended to read as follows:

".5 through a recognized mobile satellite service; this requirement may be fulfilled by:

.5.1 a ship earth station; or

.5.2 the satellite EPIRB, required by 14.6.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated.

14.8 Radio equipment: Sea areas A1 and A2

5 In paragraph 14.8.1, the existing sub-paragraph .3.3 is amended to read as follows:

".3.3 through a recognized mobile satellite service by a ship earth station."

- 3 -

6 In paragraph 14.8.3, the existing sub-paragraph .2 is amended to read as follows:

"2 a recognized mobile satellite service ship earth station."

14.9 Radio equipment: Sea areas A1, A2 and A3

7 In paragraph 14.9.1, the chapeau of existing sub-paragraph .1 is amended to read as follows:

".1 a recognized mobile satellite service ship earth station capable of:"

8 In paragraph 14.9.1, the existing sub-paragraph .4.3 is amended to read as follows:

".4.3 through a recognized mobile satellite service by an additional ship earth station."

9 In paragraph 14.9.2, the existing sub-paragraph .3.2 is amended to read as follows:

".3.2 through a recognized mobile satellite service by a ship earth station; and".

14.11 Watches

10 In paragraph 14.11.1, the existing sub-paragraph .4 is amended to read as follows:

".4 for satellite shore-to-ship distress alerts, if the craft, in accordance with the requirements of 14.9.1.1, is fitted with a recognized mobile satellite service ship earth station."

14.12 Sources of energy

11 In paragraph 14.12.2, the word "Inmarsat" is deleted from the second sentence.

FORM OF SAFETY CERTIFICATE FOR HIGH-SPEED CRAFT

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

12 In section 3, the existing description of item 1.4 is amended to read as follows:

"Recognized mobile satellite service ship earth station".

REMISS



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NV.024

He has the honour to refer to his Note Verbale NV.022, dated 6 September 2019, in which he requested Governments concerned to indicate, before 6 December 2019, any objections to the proposed rectification of certain errors in the Arabic, Chinese, English, French, Russian and Spanish texts of the amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code), which were adopted by the Maritime Safety Committee on 16 May 2008, at its eighty-fourth session, and on 24 May 2018, at its ninety-ninth session, by resolutions MSC.259(84) and MSC.438(99), respectively, in accordance with article VIII(b)(iv) of the International Convention for the Safety of Life at Sea, 1974.

No objection to the correction of these errors having been received by that date, he incorporated the corrections in a Procès-Verbal of Rectification, a copy of which is attached to this Note Verbale.

As a consequence, the 1994 HSC Code is now modified by the corrections indicated in the procès-verbal.

London, 10 December 2019

FK

**INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 1994
(1994 HSC CODE)**

PROCÈS-VERBAL OF RECTIFICATION

WHEREAS the International Code of Safety for High-Speed Craft, 1994 ("the 1994 HSC Code"), which was adopted by the Maritime Safety Committee at its sixty-third session, by resolution MSC.36(63), is mandatory under chapter X of the International Convention for the Safety of Life at Sea, 1974 ("the Convention");

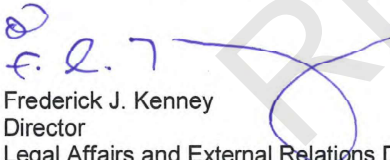
WHEREAS the Maritime Safety Committee adopted amendments to the 1994 HSC Code on 16 May 2008, at its eighty-fourth session, and on 24 May 2018, at its ninety-ninth session, by resolutions MSC.259(84) and MSC.438(99), respectively, in accordance with article VIII(b)(iv) of the Convention;

WHEREAS certain errors were discovered in the Arabic, Chinese, English, French, Russian and Spanish texts of the aforementioned amendments;

WHEREAS the corresponding proposed corrections were communicated to all Governments concerned by Note Verbale NV.022 and no objections were received during the specified period;

WHEREAS the corrections have been effected as indicated in the attachment to this Procès-Verbal of Rectification;

NOW THEREFORE, I the undersigned Director of the Legal Affairs and External Relations Division of the International Maritime Organization, on behalf of the Secretary-General of the Organization, have signed the present Procès-Verbal of Rectification at the Headquarters of the Organization this 10th day of December 2019.



Frederick J. Kenney
Director
Legal Affairs and External Relations Division

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

PROPOSED CORRECTIONS

(All references relate to the texts of the amendments as they appear in the certified true copies of resolutions MSC 259(84) and MSC.438(99))

Resolution MSC 259(84)

**Amendments to the International Code of Safety for High-Speed Craft, 1994
(1994 HSC Code)**

**CHAPTER 14
RADIOCOMMUNICATIONS**

Delete the text relating to Chapter 14 in its entirety.

This proposed correction applies to the Arabic, Chinese, English, French, Russian and Spanish texts of resolution MSC 259(84).

Resolution MSC 438(99)

**Amendments to the International Code of Safety for High-Speed Craft, 1994
(1994 HSC CODE)**

**CHAPTER 14
RADIOCOMMUNICATIONS**

Replace the text relating to Chapter 14 with the following:

“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.439(99), that are fitted and operated in accordance with the provisions of that chapter.”

This proposed correction applies to the Arabic, Chinese, English, French, Russian and Spanish texts of resolution MSC 438(99).

REMISS

Bilaga 3

MSC/Circ.911
MSC/Circ.911/Add.1
MSC/Circ.912



E

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MSC.1/Circ.1541
6 June 2016

UNIFIED INTERPRETATION OF THE 1994 HSC CODE

1 The Maritime Safety Committee, at its ninety-sixth session (11 to 20 May 2016), in order to facilitate global and consistent implementation of the requirements of the 1994 HSC Code, approved a unified interpretation for chapter 1 of the 1994 HSC Code, as set out in the annex.

2 Member States are invited to apply the annexed unified interpretation and to bring it to the attention of all parties concerned.

ANNEX

UNIFIED INTERPRETATION OF THE 1994 HSC CODE

Chapter 1, paragraph 1.4.27 – Definition of the term "Lightweight"

The weight of mediums on board for the fixed firefighting systems (e.g. freshwater, CO₂, dry chemical powder, foam concentrate, etc.) should be included in the lightweight and lightship condition.

REMISS

Föreskrifter om ändring i Transportstyrelsens föreskrifter och allmänna råd (TSFS 2009:102) om säkerheten på höghastighetsfartyg (HSC-koden 2000);

TSFS 2023:[Nr]

Utkom från trycket
den [Välj ett datum]

SJÖFART

beslutade den [Välj ett datum]

Transportstyrelsen föreskriver med stöd av 2 kap. 1 § fartygssäkerhetsförordningen (2003:438) att 1 § och bilaga 1–3 till styrelsens föreskrifter och allmänna råd (TSFS 2009:102) om säkerheten på höghastighetsfartyg (HSC-koden 2000) ska ha följande lydelse och beslutar följande allmänna råd.

1 § Svenska fartyg och utländska fartyg på svenskt sjöterritorium med byggnadsdatum den 1 juli 2002 eller senare ska, om inget annat anges, för att äga rätt till ett höghastighetsfartygscertifikat, uppfylla koden för höghastighetsfartyg (International Code of Safety for High-Speed Craft, 2000 (HSC-koden 2000)) som antogs av den internationella sjöfartsorganisationen (IMO) den 5 december 2000 genom resolution MSC.97(73)¹, i den utsträckning som anges i koden.

Resolutioner, cirkulär och standarder som nämns i eller hänvisas till i kodens text ska tillämpas som svenska föreskrifter.

Kodens konsoliderade text på engelska finns i bilaga 1 till dessa föreskrifter. De gällande ändringarna av koden finns också i bilaga 2 till dessa föreskrifter.

Den engelska, arabiska, franska, kinesiska, ryska och spanska texten av koden ska ha samma giltighet.²

Allmänna råd

<i>Vid tillämpning av</i>	<i>bör nedanstående tillämpas</i>
<i>HSC-koden 2000</i>	<i>tolkningarna i MSC/Circ.1102³, om inte annat anges nedan</i>

¹ MSC.97(73), Adoption of the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code).

² De angivna språkversionerna finns tillgängliga hos IMO.

³ MSC/Circ.1102, Interpretations of the 2000 HSC Code and SOLAS Chapter X.

<i>HSC-koden 2000, kapitel 7</i>	<i>MSC/Circ.912⁴</i>
<i>HSC-koden 2000, regler i 4.8.2</i>	<i>MSC/Circ.1166⁵</i>
<i>HSC-koden 2000, regel 9.1.5</i>	<i>MSC/Circ.1177⁶</i>
<i>ev. testförfarande enligt HSC-koden, regel 2.2.3.2.2</i>	<i>MSC.1/Circ.1195⁷</i>
<i>HSC-koden 2000, kapitel 7</i>	<i>MSC.1/Circ.1457⁸</i>
<i>HSC-koden 2000, kapitel 1</i>	<i>MSC.1/Circ.1542⁹</i>

De cirkulär som anges ovan finns i bilaga 3 till dessa föreskrifter.

Denna författning träder i kraft den **XX XX** 2023.

På Transportstyrelsens vägnar

JONAS BJELFVENSTAM

Stefan Eriksson
(Sjö och luftfart)

⁴ MSC/Circ.912, Interpretations of Standards for Fixed Sprinkler Systems for High-Speed Craft (Resolution MSC.44(65)).

⁵ MSC/Circ.1166, Guidelines for a Simplified Evacuation Analysis for High-Speed Passenger Craft.

⁶ MSC/Circ.1177, Unified Interpretation of the 2000 HSC Code.

⁷ MSC.1/Circ.1195, Guidelines for the Conduct of High Speed Craft Model Tests.

⁸ MSC.1/Circ.1457, Unified Interpretation of the 2000 HSC Code, as amended by resolutions MSC.175(79) and MSC.222(82).

⁹ MSC.1/Circ.1542, Unified Interpretation of the 2000 HSC Code.

Bilaga 1

7.4 Structural fire protection

7.4.3.2 Where insulation is installed in areas in which it could come into contact with any flammable fluids or their vapours, its surface shall be impermeable to such flammable fluids or vapours. The fire insulation in such spaces may be covered by metal sheets (not perforated) or by vapour proof glass cloth sealed at joints.

7.4.3.3 Furniture and furnishings in public spaces and crew accommodation shall comply with the following standards:¹⁰

.1 all case furniture e.g., desks, wardrobes, dressing tables, bureaux and dressers is constructed entirely of approved non-combustible or fire-restricting materials, except that a combustible veneer with a calorific value not exceeding 45 MJ/m² may be used on the exposed surface of such articles;

.2 all other furniture such as chairs, sofas and tables, is constructed with frames of non-combustible or fire-restricting materials;

.3 all draperies, curtains and other suspended textile materials have qualities of resistance to the propagation of flame, this being determined in accordance with the Fire Test Procedures Code;

.4 all upholstered furniture has qualities of resistance to the ignition and propagation of flame, this being determined in accordance with the Fire Test Procedures Code;

.5 all bedding components have qualities of resistance to the ignition and propagation of flame, this being determined in accordance with the Fire Test Procedures Code; and

.6 all deck finish materials comply with the Fire Test Procedures Code.

7.4.3.4 Subject to 7.4.3.5 the following surfaces shall, as a minimum standard, be constructed of materials having low flame-spread characteristics:

.1 exposed surfaces in corridors and stairway enclosures, and of bulkheads (including windows), wall and ceiling linings in all public spaces, crew accommodation, service spaces, control stations and internal assembly and evacuation stations;

.2 surfaces in concealed or inaccessible spaces in corridors and stairway enclosures, public spaces, crew accommodation, service spaces, control stations and internal assembly and evacuation stations.

¹⁰ Fire test procedures referenced in the FTP Code (resolution MSC.61(67)), as amended, and MSC/Circ.916, 964, 1004, 1008, 1036 and 1120 should be applied to items and materials covered by this paragraph as follows:

- .1 case furniture (FTP Code, annex 1, parts 1 and 10);
- .2 frames of all other furniture (FTP Code, annex 1, parts 1 and 10);
- .3 draperies, textiles and other suspended textile materials (FTP Code, annex 1, part 7);
- .4 upholstered furniture, e.g. passenger seating (FTP Code, annex 1, part 8);
- .5 bedding components (FTP Code, annex 1, part 9); and
- .6 deck finish materials (FTP Code, annex 1, parts 2 and 6).

8.2 Communications

8.2.1 Craft shall be provided with the following radio life-saving appliances:

- .1 at least three two-way VHF radiotelephone apparatus shall be provided on every passenger high-speed craft and on every cargo high-speed craft of 500 gross tonnage and upwards. Such apparatus shall conform to performance standards not inferior to those adopted by the Organization¹¹;
- .2 at least one search and rescue locating device shall be carried on each side of every passenger high-speed craft and every cargo high-speed craft of 500 gross tonnage and upwards. Such search and rescue locating device shall conform to the applicable performance standards not inferior to those adopted by the Organization¹². The search and rescue locating device shall be stowed in such locations that they can be rapidly placed in any one of the liferafts. Alternatively, one search and rescue locating device shall be stowed in each survival craft.

8.2.2 Craft shall be provided with the following on-board communications and alarm systems:

- .1 an emergency means comprising either fixed or portable equipment or both for two-way communications between emergency control stations, assembly and embarkation stations and strategic positions on board;
- .2 a general emergency alarm system complying with the requirements of paragraph 7.2.1 of the LSA Code to be used for summoning passengers and crew to assembly stations and to initiate the actions included in the muster list. The system shall be supplemented by a public address system complying with the requirements of paragraph 7.2.2 of the LSA Code, or by other suitable means of communication. The systems shall be operable from the operating compartment.

¹¹ Refer to the Recommendation on Performance Standards for Survival Craft Portable Two-Way VHF Radiotelephone Apparatus, adopted by the Organization by resolution A.809(19).

¹² Refer to the Recommendation on Performance Standards for Survival Craft Radar Transponders for Use in Search and Rescue Operations, adopted by the Organization by resolution MSC.247(83) (A.802(19)), as amended) and the Recommendation on Performance Standards for Survival Craft AIS Search and Rescue Transmitter (AIS SART), adopted by the Organization by resolution MSC.246(83).

8.10 Survival craft and rescue boats

8.10.1 All craft shall carry:

- .1 survival craft with sufficient capacity as will accommodate not less than 100% of the total number of persons the craft is certified to carry, subject to a minimum of two such survival craft being carried;
- .2 in addition, survival craft with sufficient aggregate capacity to accommodate not less than 10% of the total number of persons the craft is certified to carry;
- .3 sufficient survival craft to accommodate the total number of persons the craft is certified to carry, even in the event that all the survival craft to one side of the craft centreline and within the longitudinal extent of damage defined in 2.6.7.1 are considered lost or rendered unserviceable;
- .4 at least one rescue boat for retrieving persons from the water, but not less than one such boat on each side when the craft is certified to carry more than 450 passengers;
- .5 notwithstanding the provision of .4 above, craft shall carry sufficient rescue boats to ensure that, in providing for abandonment by the total number of persons the craft is certified to carry:
 - .5.1 not more than nine of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; or
 - .5.2 if the Administration is satisfied that the rescue boats are capable of towing a pair of such liferafts simultaneously, not more than 12 of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; and
 - .5.3 the craft can be evacuated within the time specified in 4.8.
- .6 craft of less than 30 m in length may be exempted from carrying a rescue boat, provided the craft meets all of the following requirements:
 - .6.1 the craft is arranged to allow a helpless person to be recovered from the water in a horizontal or near-horizontal body position;
 - .6.2 recovery of the helpless person can be observed from the navigating bridge; and

- .6.3 the craft is sufficiently manoeuvrable to close in and recover persons in the worst intended conditions.

8.10.2 Where the Administration considers it appropriate, in view of the sheltered nature of the voyages and the suitable climatic conditions of the intended area of operations, the Administration may permit the use of open reversible inflatable liferafts complying with annex 11 on category A craft as an alternative to liferafts complying with paragraph 4.2 or 4.3 of the LSA Code.

CHAPTER 14

Radiocommunications

14.2 Terms and definitions

14.2.1 For the purpose of this chapter, the following terms shall have the meanings defined below:

- .1 "Bridge-to-bridge communications" means safety communications between craft and ships from the position from which the craft is normally navigated.
- .2 "Continuous watch" means that the radio watch concerned shall not be interrupted other than for brief intervals when the craft's receiving capability is impaired or blocked by its own communications or when the facilities are under periodical maintenance or checks.
- .3 "Digital selective calling (DSC)" means a technique using digital codes which enables a radio station to establish contact with, and transfer information to, another station or group of stations, and complying with the relevant recommendations of the International Telecommunication Union Radiocommunication Sector (ITU-R).
- .4 "Direct-printing" telegraphy means automated telegraphy techniques which comply with the relevant recommendations of the International Telecommunication Union Radiocommunication Sector (ITU-R).
- .5 "General radiocommunications" means operational and public correspondence traffic other than distress, urgency and safety messages, conducted by radio.

- .6 "Global maritime distress and safety system (GMDSS) identities" means maritime mobile services identity, the craft's call sign, recognized mobile satellite service identities and serial number identity which may be transmitted by the craft's equipment and used to identify the craft
- .7 "Inmarsat" means the Organization established by the Convention on the International Maritime Satellite Organization (Inmarsat) adopted on 3 September 1976.
- .8 "International NAVTEX" service means the co-ordinated broadcast and automatic reception on 518 kHz of maritime safety information by means of narrow-band direct-printing telegraphy using the English language¹³.
- .9 "Locating" means the finding of the ships, craft, aircraft, units or persons in distress.
- .10 "Maritime safety information" means navigational and meteorological warnings, meteorological forecasts and other urgent safety-related messages broadcast to ships and craft.
- .11 "Polar orbiting satellite service" means a service which is based on polar orbiting satellites which receive and relay distress alerts from satellite EPIRBs and which provides their position.
- .12 "Radio Regulations" mean the Radio Regulations annexed to, or regarded as being annexed to, the most recent International Telecommunication Convention which is in force at any time.
- .13 "Sea area A1" means an area within the radiotelephone coverage of at least one VHF coast station in which continuous DSC alerting is available, as may be defined by a Contracting Government to the Convention.**
- .14 "Sea area A2" means an area, excluding sea area A1, within the radiotelephone coverage of at least one MF coast station in which continuous DSC alerting is available, as may be defined by a Contracting Government to the Convention¹⁴.
- .15 "Sea area A3" means an area, excluding sea areas A1 and A2, within the coverage of an Inmarsat geostationary satellite in which continuous alerting is available.

¹³ Refer to the NAVTEX Manual approved by the Organization.

¹⁴ Refer to the Provision of radio services for the global maritime distress and safety system (GMDSS), adopted by the Organization by resolution A.801(19).

- .16 "Sea area A4" means an area outside sea areas A1, A2 and A3.
- .17 "Recognized mobile satellite service" means any service which operates through a satellite system and is recognized by the Organization, for use in the global maritime distress and safety system (GMDSS).

14.2.2 All other terms and abbreviations which are used in this chapter and which are defined in the Radio Regulations and in the International Convention on Maritime Search and Rescue (SAR), 1979, as it may be amended, shall have the meanings as defined in those Regulations and the SAR Convention.

14.7 Radio equipment: general

14.7.1 Every craft shall be provided with:

- .1 a VHF radio installation capable of transmitting and receiving:
 - .1.1 DSC on the frequency 156.525 MHz (channel 70). It shall be possible to initiate the transmission of distress alerts on channel 70 from the position from which the craft is normally navigated; and
 - .1.2 radiotelephony on the frequencies 156.300 MHz (channel 6), 156.650 MHz (channel 13) and 156.800 MHz (channel 16);
- .2 a radio installation capable of maintaining a continuous DSC watch on VHF channel 70 which may be separate from, or combined with, that required by 14.7.1.1.1;
- .3 a search and rescue locating device which:
 - .3.1 shall be so stowed that it can be easily utilized; and
 - .3.2 may be one of those required by 8.2.1.2 for a survival craft;
- .4 a receiver capable of receiving International NAVTEX service broadcasts if the craft is engaged on voyages in any area in which an International NAVTEX service is provided;
- .5 a radio facility for reception of maritime safety information by a recognized mobile satellite service enhanced group calling system if the craft is engaged in voyages in sea area A1, or A2 or A3 but in which an international

NAVTEX service is not provided. However, craft engaged exclusively in voyages in areas where an HF direct-printing telegraphy maritime safety information service is provided and fitted with equipment capable of receiving such service, may be exempt from this requirement¹⁵.

- .6 subject to the provisions of 14.8.3, a satellite emergency position indicating radio beacon (satellite EPIRB)¹⁶ which shall be:
 - .6.1 capable of transmitting a distress alert through the polar orbiting satellite service operating in the 406 MHz band;
 - .6.2 installed in an easily accessible position;
 - .6.3 ready to be manually released and capable of being carried by one person into a survival craft;
 - .6.4 capable of floating free if the craft sinks and of being automatically activated when afloat; and
 - .6.5 capable of being activated manually.

14.7.2 Every passenger craft shall be provided with means for two-way on-scene radiocommunications for search and rescue purposes using the aeronautical frequencies 121.5 MHz and 123.1 MHz from the position from which the craft is normally navigated.

14.8 Radio equipment: sea area A1

14.8.1 In addition to meeting the requirements of 14.7, every craft engaged on voyages exclusively in sea area A1 shall be provided with a radio installation capable of initiating the transmission of ship-to-shore distress alerts from the position from which the craft is normally navigated, operating either:

- .1 on VHF using DSC; this requirement may be fulfilled by the EPIRB prescribed by 14.8.3, either by installing the EPIRB close to, or by remote activation from, the position from which the craft is normally navigated; or
- .2 through the polar orbiting satellite service on 406 MHz; this requirement may be fulfilled by the satellite EPIRB,

¹⁵ Refer to the Recommendation on promulgation of maritime safety information, adopted by the Organization by resolution A.705(17), as amended.

¹⁶ Refer to Search and rescue homing capability, adopted by the Organization by resolution A.616(15).

- required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated; or
- .3 if the craft is on voyages within coverage of MF coast stations equipped with DSC on MF using DSC; or
- .4 on HF using DSC; or
- .5 through a recognized mobile satellite service; this requirement may be fulfilled by:
 - .5.1 a ship earth station;¹⁷ or
 - .5.2 the satellite EPIRB, required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated.

14.8.2 The VHF radio installation, required by 14.71.1, shall also be capable of transmitting and receiving general radiocommunications using radiotelephony.

14.9 Radio equipment: sea areas A1 and A2

14.9.1 In addition to meeting the requirements of 14.7, every craft engaged on voyages beyond sea area A1, but remaining within sea area A2, shall be provided with:

- .1 an MF radio installation capable of transmitting and receiving, for distress and safety purposes, on the frequencies:
 - .1.1 2,187.5 kHz using DSC; and
 - .1.2 2,182 kHz using radiotelephony;
- .2 a radio installation capable of maintaining a continuous DSC watch on the frequency 2,187.5 kHz which may be separate from, or combined with, that required by 14.9.1.1.1; and
- .3 means of initiating the transmission of ship-to-shore distress alerts by a radio service other than MF, operating either:

¹⁷ This requirement can be met by recognized mobile satellite service ship earth stations capable of two-way communications, such as Fleet-77 (resolution A.808(19) and MSC.130(75)) or Inmarsat-C (resolution A.807(19), as amended) ship earth stations. Unless otherwise specified, this footnote applies to all requirements for a recognized mobile satellite service ship earth station prescribed by this chapter.

- .3.1 through the polar orbiting satellite service on 406 MHz; this requirement may be fulfilled by the satellite EPIRB, required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated; or
- .3.2 on HF using DSC; or.
- .3.3 through a recognized mobile satellite service by a ship earth station.

14.9.2 It shall be possible to initiate transmission of distress alerts by the radio installations specified in 14.9.1.1 and 14.9.1.3 from the position from which the craft is normally navigated.

14.9.3 The craft shall, in addition, be capable of transmitting and receiving general radiocommunications using radiotelephony or direct-printing telegraphy by either:

- .1 a radio installation operating on working frequencies in the bands between 1,605 kHz and 4,000 kHz or between 4,000 kHz and 27,500 kHz; this requirement may be fulfilled by the addition of this capability in the equipment required by 14.9.1.1; or
- .2 a recognized mobile satellite service ship earth station.

14.10 Radio equipment: sea areas A1, A2 and A3

14.10.1 In addition to meeting the requirements of 14.7, every craft engaged on voyages beyond sea areas A1 and A2, but remaining within sea area A3, shall, if it does not comply with the requirements of 14.10.2, be provided with:

- .1 a recognized mobile satellite service ship earth station capable of:
 - .1.1 transmitting and receiving distress and safety communications using direct-printing telegraphy;
 - .1.2 initiating and receiving distress priority calls;
 - .1.3 maintaining watch for shore-to-ship distress alerts, including those directed to specifically defined geographical areas; and
 - .1.4 transmitting and receiving general radiocommunications, using either radiotelephony or direct-printing telegraphy;

- .2 an MF radio installation capable of transmitting and receiving, for distress and safety purposes, on the frequencies:
 - .2.1 2,187.5 kHz using DSC; and
 - .2.2 2,182 kHz using radiotelephony;
- .3 a radio installation capable of maintaining a continuous DSC watch on the frequency 2,187.5 kHz which may be separate from, or combined with, that required by 14.10.1.2.1; and
- .4 means of initiating the transmission of ship-to-shore distress alerts by a radio service operating either:
 - .4.1 through the polar orbiting service on 406 MHz; this requirement may be fulfilled by the satellite EPIRB, required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated; or
 - .4.2 on HF using DSC; or
 - .4.3 through a recognized mobile satellite service by an additional ship earth station.

14.10.2 In addition to meeting the requirements of 14.7, every craft engaged on voyages beyond sea areas A1 and A2, but remaining within sea area A3, shall, if it does not comply with the requirements of 14.10.1, be provided with:

- .1 an MF/HF radio installation capable of transmitting and receiving, for distress and safety purposes, on all distress and safety frequencies in the bands between 1,605 kHz and 4,000 kHz and between 4,000 kHz and 27,500 kHz:
 - .1.1 using DSC;
 - .1.2 using radiotelephony; and
 - .1.3 using direct-printing telegraphy;
- .2 equipment capable of maintaining a DSC watch on 2,187.5 kHz, 8,414.5 kHz and on at least one of the distress and safety DSC frequencies 4,207.5 kHz, 6,312 kHz, 12,577 kHz or 16,804.5 kHz at any time, it shall be possible to select any of these DSC distress and safety frequencies. This equipment may be separate from, or combined with, the equipment required by 14.10.2.1;

- .3 means of initiating the transmission of ship-to-shore distress alerts by a radiocommunication service other than HF operating either:
 - .3.1 through the polar orbiting satellite service on 406 MHz; this requirement may be fulfilled by the satellite EPIRB required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated; or
 - .3.2 through a recognized mobile satellite service by a ship earth station; and
- .4 in addition, the craft shall be capable of transmitting and receiving general radiocommunications using radiotelephony or direct-printing telegraphy by an MF/HF radio installation operating on working frequencies in the bands between 1,605 kHz and 4,000 kHz and between 4,000 kHz and 27,500 kHz. This requirement may be fulfilled by the addition of this capability in the equipment required by 14.10.2.1.

14.10.3 It shall be possible to initiate transmission of distress alerts by the radio installations specified in 14.10.1.1, 14.10.1.2, 14.10.1.4, 14.10.2.1 and 14.10.2.3 from the position from which the craft is normally navigated.

14.12 Watches

14.12.1 Every craft, while at sea, shall maintain a continuous watch:

- .1 on VHF DSC channel 70, if the craft, in accordance with the requirements of 14.7.1.2, is fitted with a VHF radio installation;
- .2 on the distress and safety DSC frequency 2,187.5 kHz, if the craft, in accordance with the requirements of 14.9.1.2 or 14.10.1.3, is fitted with an MF radio installation;
- .3 on the distress and safety DSC frequencies 2,187.5 kHz and 8,414.5 kHz and also on at least one of the distress and safety DSC frequencies 4,207.5 kHz, 6,312 kHz, 12,577 kHz or 16,804.5 kHz, appropriate to the time of day and the geographical position of the craft, if the craft, in accordance with the requirements of 14.10.2.2 or 14.11.1, is fitted with an MF/HF radio installation. This watch may be kept by means of a scanning receiver; and

- .4 for satellite shore-to-ship distress alerts, if the craft, in accordance with the requirements of 14.10.1.1, is fitted with a recognized mobile service ship earth station.

14.12.2 Every craft, while at sea, shall maintain a radio watch for broadcasts of maritime safety information on the appropriate frequency or frequencies on which such information is broadcast for the area in which the craft is navigating.

14.12.3 Until 1 February 2005, every craft, while at sea shall continue to maintain, when practicable, a continuous listening watch on VHF channel 16. This watch shall be kept at the position from which the craft is normally navigated.

14.13 Sources of energy

14.13.1 There shall be available at all times, while the craft is at sea, a supply of electrical energy sufficient to operate the radio installations and to charge any batteries used as part of a reserve source of energy for the radio installations.

14.13.2 Reserve and emergency sources of energy shall be provided on every craft to supply radio installations, for the purpose of conducting distress and safety radiocommunications, in the event of failure of the craft's main and emergency sources of electrical power. The reserve source of energy shall be capable of simultaneously operating the VHF radio installation required by 14.7.1.1 and, as appropriate for the sea area or sea areas for which the craft is equipped, either the MF radio installation required by 14.9.1.1, the MF/HF radio installation required by 14.10.2.1 or 14.11.1 or the ship earth station required by 14.10.1.1 and any of the additional loads mentioned in 14.13.5 and 14.13.8 for a period of at least 1 h.

14.13.3 The reserve source of energy shall be independent of the propelling power of the craft and the craft's electrical system.

14.15 Maintenance requirements

14.15.9 While all reasonable steps shall be taken to maintain the equipment in efficient working order to ensure compliance with all the functional requirements specified in 14.5, malfunction of the equipment for providing the general radiocommunications, required by 14.8, shall not be considered as making a craft unseaworthy or as a reason for delaying the craft in ports where repair facilities are not readily available, provided the craft is capable of performing all distress and safety functions.

14.15.10 Satellite EPIRBs on all craft shall be:

- .1 annually tested for all aspects of operational efficiency, with special emphasis on checking the emission on operational frequencies, coding and registration, at intervals within 3 months before the expiry date, or 3 months before or after the anniversary date, of the High-Speed Craft Safety Certificate;
The test may be conducted on board the craft or at an approved testing station; and
 - .1 on passenger craft, within 3 months before the expiry date of the High-Speed Craft Safety Certificate; and
 - .2 on cargo craft, within 3 months before the expiry date, or 3 months before or after the anniversary date, of the High-Speed Craft Safety Certificate;

The test may be conducted on board the craft or at an approved testing station; and
- .2 subject to maintenance at intervals not exceeding five years, to be performed at an approved shore-based maintenance facility.

14.16 Radio personnel

18.5 Emergency instructions and drills

18.5.1 The company shall ensure that the emergency instructions and drills referred to in 18.5.1 to 18.5.10 are implemented, and the master shall be responsible for the enforcement of these instructions and drills on board. On or before departure, passengers shall be instructed in the use of lifejackets and the action to be taken in an emergency. The attention of the passengers shall be drawn to the emergency instructions required by 8.4.1 and 8.4.3.

18.5.2 Emergency fire and evacuation drills for the crew shall be held on board the craft at intervals not exceeding one week for passenger craft and one month for cargo craft.

18.5.3 Each member of each crew shall participate in at least one evacuation, fire and damage control drill per month.

18.5.4 Crew members with enclosed space entry or rescue responsibilities shall participate in an enclosed space entry and rescue drill, to be held on board the craft, at least once every two months.

18.5.5 On-board drills shall, as far as practicable, be conducted to simulate an actual emergency. Such simulations shall include instruction and operation of the craft's evacuation, fire and damage control appliances and systems.

18.5.6 On-board instruction and operation of the craft's evacuation, fire and damage control appliances and systems shall include appropriate cross-training of crew members.

18.5.7 Emergency instructions including a general diagram of the craft showing the location of all exits, routes of evacuation, assigned assembly stations, emergency equipment, life-saving equipment and appliances and illustration of lifejacket donning shall be available to each passenger and crew member in appropriate languages. It shall be placed near each passenger and crew seat and conspicuously displayed at assembly stations and other passenger spaces.

18.5.8 Records

18.5.8.1 The date when musters are held, details of abandon craft drills and fire drills, drills of other life-saving appliances, enclosed space entry and rescue drills, and onboard training shall be recorded in such log-book as may be prescribed by the Administration.

18.5.8.2 The master shall ensure, before the craft leaves the berth on any voyage, that a record is made of the time of the last closing of the accesses referred to 2.2.4.2 and 2.2.4.3.

18.5.9 Evacuation drills

18.5.9.1 Evacuation drill scenarios shall vary each week so that different emergency conditions are simulated.

18.5.9.2 Each evacuation craft drill shall include:

- .1** summoning of crew to assembly stations with the alarm required by 8.2.2.2 and ensuring that they are made aware of the order to abandon craft specified in the muster list;
- .2** reporting to stations and preparing for the duties described in the muster list;
- .3** checking that crew are suitably dressed;
- .4** checking that lifejackets are correctly donned;
- .5** operation of davits if any used for launching liferafts;

- .6 donning of immersion suits or thermal protective clothing by appropriate crew members;
- .7 testing of emergency lighting for mustering and abandonment; and
- .8 giving instructions in the use of the craft's life-saving appliances and in survival at sea.

18.5.9.3 Rescue boat drill

- .1 As far as is reasonable and practicable, rescue boats shall be launched each month as part of the evacuation drill, with their assigned crew aboard, and manoeuvred in the water. In all cases this requirement shall be complied with at least once every three months.
- .2 If rescue boat launching drills are carried out with the craft making headway, such drills shall, because of the dangers involved, be practised in sheltered waters only and under the supervision of an officer experienced in such drills¹⁸.

18.5.9.4 Individual instructions may cover different parts of the craft's life-saving system, but all the craft's life-saving equipment and appliances shall be covered within any period of one month on passenger craft and two months on cargo craft. Each member of the crew shall be given instructions which shall include but not necessarily be limited to:

- .1 operation and use of the craft's inflatable liferafts;
- .2 problems of hypothermia, first-aid treatment of hypothermia and other appropriate first-aid procedures; and
- .3 special instructions necessary for use of the craft's life-saving appliances in severe weather and severe sea conditions.

18.5.9.5 On-board training in the use of davit-launched liferafts shall take place at intervals of not more than four months on every craft fitted with such appliances. Whenever practicable, this shall include the inflation and lowering of a liferaft. This liferaft may be a special liferaft intended for training purposes only, which is not part of the craft's life-saving equipment. Such a special liferaft shall be conspicuously marked.

¹⁸ Refer to the Guidelines on training for the purpose of launching lifeboats and rescue boats from ships making headway through the water, adopted by the Organization by resolution A.624(15).

18.5.10 Fire drills

18.5.10.1 Fire drill scenarios shall vary each week so that emergency conditions are simulated for different craft compartments.

18.5.10.2 Each fire drill shall include:

- .1 summoning of crew to fire stations;
- .2 reporting to stations and preparing for the duties described in the muster list;
- .3 donning of firefighter's outfits;
- .4 operation of fire doors and fire dampers;
- .5 operation of fire pumps and fire-fighting equipment;
- .6 operation of communication equipment, emergency signals and general alarm;
- .7 operation of fire-detection system; and
- .8 instruction in the use of the craft's fire-fighting equipment and sprinkler and drencher systems, if fitted.

18.5.11 Damage control drills

18.5.11.1 Damage control drill scenarios shall vary each week so that emergency conditions are simulated for different damage conditions.

18.5.11.2 Each damage control drill shall include:

- .1 summoning of crew to damage control stations;
- .2 reporting to stations and preparing for the duties described in the muster list;
- .3 operation of watertight doors and other watertight closures;
- .4 operation of bilge pumps and testing of bilge alarms and automatic bilge pump starting systems; and
- .5 instruction in damage survey, use of the craft damage control systems and passenger control in the event of an emergency.

18.5.12 Enclosed space entry and rescue drills

18.5.12.1 Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization¹⁹.

18.5.12.2 Each enclosed space entry and rescue drill shall include:

- .1 checking and use of personal protective equipment required for entry;
- .2 checking and use of communication equipment and procedures;
- .3 checking and use of instruments for measuring the atmosphere in enclosed spaces;
- .4 checking and use of rescue equipment and procedures; and
- .5 instructions in first aid and resuscitation techniques.

18.5.12.3 The risks associated with enclosed spaces and onboard procedures for safe entry into such spaces which should take into account, as appropriate, the guidance provided in recommendations developed by the Organization²⁰.

PART B - REQUIREMENTS FOR PASSENGER CRAFT

18.6 Type rating training

18.6.1 The company shall ensure that the type rating training is implemented. For all crew members, the type rating training shall cover the control and evacuation of passengers additionally to 18.3.5.

¹⁹ Refer to the Revised Recommendations for entering enclosed spaces aboard ships, adopted by the Organization by resolution A.1050(27).

²⁰ Refer to the Revised Recommendations for entering enclosed spaces aboard ships, adopted by the Organization by resolution A.1050(27).

REMISS

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Resolution MSC.97(73)

Resolution MSC.175(79)

Resolution MSC.222(82)

Resolution MSC.260(84)

Resolution MSC.271(85)

MSC 90/28/Add.1

Annex 2, page 1

ANNEX 2**RESOLUTION MSC.326(90)**

(adopted on 24 May 2012)

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CODE OF
SAFETY FOR HIGH-SPEED CRAFT, 2000 (2000 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.97(73), by which it adopted the International Code of Safety for High-Speed Craft, 2000 (hereinafter referred to as "the 2000 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/1.2 of the Convention concerning the procedure for amending the 2000 HSC Code,

HAVING CONSIDERED, at its ninetieth session, amendments to the 2000 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 2000 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 2013 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 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3. INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2014 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, 2000 (2000 HSC CODE)**

Chapter 14 – Radiocommunications

In paragraph 14.15.10, subparagraph .1 is replaced by the following:

- ".1 annually tested for all aspects of operational efficiency, with special emphasis on checking the emission on operational frequencies, coding and registration, at intervals within 3 months before the expiry date, or 3 months before or after the anniversary date, of the High-Speed Craft Safety Certificate;

The test may be conducted on board the craft or at an approved testing station; and"

ANNEX 4**RESOLUTION MSC.352(92)
(adopted on 21 June 2013)****AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY
FOR HIGH-SPEED CRAFT, 2000 (2000 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.97(73), by which it adopted the *International Code of Safety for High-Speed Craft, 2000* (hereinafter referred to as "the 2000 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/1.2 of the Convention concerning the procedure for amending the 2000 HSC Code,

HAVING CONSIDERED, at its ninety-second session, amendments to the 2000 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 2000 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 2014 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 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
3. INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2015 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. ALSO 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, 2000 (2000 HSC CODE)**

**CHAPTER 18
OPERATIONAL REQUIREMENTS**

- 1 After existing paragraph 18.5.3, a new paragraph is inserted as follows:

"18.5.4 Crew members with enclosed space entry or rescue responsibilities shall participate in an enclosed space entry and rescue drill, to be held on board the craft, at least once every two months."
- 2 The existing paragraphs 18.5.4 to 18.5.10 are renumbered as 18.5.5 to 18.5.11, respectively.
- 3 The first sentence of the renumbered paragraph 18.5.8.1 is amended to read:

"18.5.8.1 The date when musters are held, details of abandon craft drills and fire drills, drills of other life-saving appliances, enclosed space entry and rescue drills, and onboard training shall be recorded in such log-book as may be prescribed by the Administration."
- 4 After renumbered paragraph 18.5.11, a new subsection is inserted as follows:

"18.5.12 Enclosed space entry and rescue drills

18.5.12.1 Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization ."

Refer to the *Revised Recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27).

18.5.12.2 Each enclosed space entry and rescue drill shall include:
 - .1 checking and use of personal protective equipment required for entry;
 - .2 checking and use of communication equipment and procedures;
 - .3 checking and use of instruments for measuring the atmosphere in enclosed spaces;
 - .4 checking and use of rescue equipment and procedures; and
 - .5 instructions in first aid and resuscitation techniques.
18.5.12.3 The risks associated with enclosed spaces and onboard procedures for safe entry into such spaces which should take into account, as appropriate, the guidance provided in recommendations developed by the Organization .

Refer to the *Revised Recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

ANNEX 6**RESOLUTION MSC.424(98)
(adopted on 15 June 2017)****AMENDMENTS TO THE INTERNATIONAL CODE OF
SAFETY FOR HIGH-SPEED CRAFT, 2000 (2000 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.97(73), by which it adopted the International Code of Safety for High-Speed Craft, 2000 ("the 2000 HSC Code"), which has become mandatory under chapter X of the International Convention for the Safety of Life at Sea (SOLAS), 1974 ("the Convention"),

NOTING ALSO article VIII(b) and regulation X/1.2 of the Convention concerning the procedure for amending the 2000 HSC Code,

HAVING CONSIDERED, at its ninety-eighth session, amendments to the 2000 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 2000 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 said amendments shall be deemed to have been accepted on 1 July 2019 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 the Secretary-General of their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2020 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of 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 REQUESTS ALSO 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, 2000 (2000 HSC CODE)**

**Chapter 8
Life-saving appliances and arrangements**

8.10 Survival craft and rescue boats

1 Paragraphs 8.10.1.5 and 8.10.1.6 are replaced with the following:

- ".5 notwithstanding the provision of .4 above, craft shall carry sufficient rescue boats to ensure that, in providing for abandonment by the total number of persons the craft is certified to carry:
- .5.1 not more than nine of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; or
- .5.2 if the Administration is satisfied that the rescue boats are capable of towing a pair of such liferafts simultaneously, not more than 12 of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; and
- .5.3 the craft can be evacuated within the time specified in 4.8.
- .6 craft of less than 30 m in length may be exempted from carrying a rescue boat, provided the craft meets all of the following requirements:
 - .6.1 the craft is arranged to allow a helpless person to be recovered from the water in a horizontal or near-horizontal body position;
 - .6.2 recovery of the helpless person can be observed from the navigating bridge; and
 - .6.3 the craft is sufficiently manoeuvrable to close in and recover persons in the worst intended conditions."

**RESOLUTION MSC.439(99)
(adopted on 24 May 2018)**

**AMENDMENTS TO THE INTERNATIONAL CODE OF
SAFETY FOR HIGH-SPEED CRAFT, 2000 (2000 HSC CODE)**

THE MARITIME SAFETY COMMITTEE,

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

RECALLING ALSO resolution MSC.97(73), by which it adopted the International Code of Safety for High-Speed Craft, 2000 ("the 2000 HSC Code"), which has become mandatory under chapter X of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"),

RECALLING FURTHER article VIII(b) and regulation X/1.2 of the Convention concerning the procedure for amending the 2000 HSC Code,

HAVING CONSIDERED, at its ninety-ninth session, amendments to the 2000 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 2000 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 said amendments shall be deemed to have been accepted on 1 July 2019, 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 the Secretary-General of their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2020 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of 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 REQUESTS ALSO 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, 2000 (2000 HSC CODE)**

**CHAPTER 14
RADIOCOMMUNICATIONS**

14.2 Terms and definitions

1 In paragraph 14.2.1, the existing sub-paragraph .6 is amended to read as follows:

"6 *Global maritime distress and safety system (GMDSS) identities* means maritime mobile services identity, the craft's call sign, recognized mobile satellite service identities and serial number identity which may be transmitted by the craft's equipment and used to identify the craft."

2 In paragraph 14.2.1, the following new sub-paragraph .17 is added after existing sub-paragraph .16:

".17 *Recognized mobile satellite service* means any service which operates through a satellite system and is recognized by the Organization, for use in the global maritime distress and safety system (GMDSS)."

14.7 Radio equipment: General

3 In paragraph 14.7.1, the existing sub-paragraph .5 is amended to read as follows:

".5 a radio facility for reception of maritime safety information by a recognized mobile satellite service enhanced group calling system if the craft is engaged in voyages in sea area A1, or A2 or A3 but in which an international NAVTEX service is not provided. However, craft engaged exclusively in voyages in areas where an HF direct-printing telegraphy maritime safety information service is provided and fitted with equipment capable of receiving such service, may be exempt from this requirement.

4 In paragraph 14.7.1, the existing sub-paragraph .6.1 is amended to read as follows:

".6.1 capable of transmitting a distress alert through the polar orbiting satellite service operating in the 406 MHz band;".

14.8 Radio equipment: Sea area A1

5 In paragraph 14.8.1, the existing sub-paragraph .5 is amended to read as follows:

".5 through a recognized mobile satellite service; this requirement may be fulfilled by:

.5.1 a ship earth station; or

.5.2 the satellite EPIRB, required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated.

- 3 -

14.9 Radio equipment: Sea areas A1 and A2

6 In paragraph 14.9.1, the existing sub-paragraph .3.3 is amended to read as follows:

"3.3 through a recognized mobile satellite service by a ship earth station."

7 In paragraph 14.9.3, the existing sub-paragraph .2 is amended to read as follows:

".2 a recognized mobile satellite service ship earth station."

14.10 Radio equipment: Sea areas A1, A2 and A3

8 In paragraph 14.10.1, the chapeau of existing sub-paragraph .1 is amended to read as follows:

".1 a recognized mobile satellite service ship earth station capable of:"

9 In paragraph 14.10.1, the existing sub-paragraph .4.3 is amended to read as follows:

".4.3 through a recognized mobile satellite service by an additional ship earth station."

10 In paragraph 14.10.2, the existing sub-paragraph 3.2 is amended to read as follows:

".3.2 through a recognized mobile satellite service by a ship earth station; and".

14.12 Watches

11 In paragraph 14.12.1, the existing sub-paragraph .4 is amended to read as follows:

".4 for satellite shore-to-ship distress alerts, if the craft, in accordance with the requirements of 14.10.1.1, is fitted with a recognized mobile satellite service ship earth station."

14.13 Sources of energy

12 In paragraph 14.13.2, the word "Inmarsat" is deleted from the second sentence.

ANNEX

FORM OF HIGH-SPEED CRAFT SAFETY CERTIFICATE AND RECORD OF EQUIPMENT

**RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE INTERNATIONAL CODE OF
SAFETY FOR HIGH-SPEED CRAFT, 2000**

13 In section 4, the existing description of item 1.4 is amended to read as follows:

"Recognized mobile satellite service ship earth station".

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MSC/Circ.1102
MSC/Circ.1166
MSC/Circ.1177
MSC.1/Circ.1195



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MSC.1/Circ.1457
24 June 2013

**UNIFIED INTERPRETATIONS OF THE 2000 HSC CODE, AS AMENDED BY
RESOLUTIONS MSC.175(79) AND MSC.222(82)**

1 The Maritime Safety Committee, at its ninety-second session (12 to 21 June 2013), with a view to providing more specific guidance on the application of the relevant requirements of the 2000 HSC Code, as amended by resolutions MSC.175(79) and MSC.222(82), on matters related to fire safety, approved unified interpretations of chapter 7 of the Code, prepared by the Sub-Committee on Fire Protection, at its fifty-sixth session (7 to 11 January 2013).

2 Member Governments are invited to use the annexed unified interpretations as guidance when applying relevant provisions of the 2000 HSC Code and to bring them to the attention of all parties concerned.

REMISS

ANNEX**UNIFIED INTERPRETATIONS OF THE 2000 HSC CODE,
AS AMENDED BY RESOLUTIONS MSC.175(79) AND MSC.222(82)****Paragraph 7.4.1.3 – Fire-restricting materials**

1 This paragraph is intended to apply to all enclosed spaces and open cargo and ro-ro decks, except as defined below.

2 Spaces considered as being of no fire risk and open decks (except open cargo and ro-ro decks) need not comply with this requirement. In this context, spaces of no fire risk are those containing no ignition sources and only insignificant combustible materials (in addition to the combustible hull structure). Lights and bilge alarm devices may be accepted in these spaces if smoke detection is provided.

3 Dedicated storage rooms for gas fire-extinguishing systems may also be considered as spaces of no fire risk.

4 Insulation systems approved as a 30-min or 60-min fire-resisting division, as per paragraph 7.2.1 of the Code, need not be qualified as a fire-restricting material, provided that the insulation is non-combustible, as per the International Code for Application of Fire Test Procedures, 2010 (2010 FTP Code).

5 The test qualifying fire-restricting materials does not specify how to test floors. The following methods may be applied:

- .1 for areas where a sprinkler system is not provided, a design with the deck of fibre-reinforced polymers covered by a non-combustible board or insulation faced with an approved floor covering according to the 2010 FTP Code, parts 2 and 5, may be accepted; and
- .2 for areas where a sprinkler system is provided, a floor design with a floor covering approved according to the 2010 FTP Code, parts 2 and 5, applied directly on the deck constructed of fibre-reinforced polymers, may be accepted.

Paragraph 7.4.2.3 – Protection of load bearing structures

6 **Protection time** – the structural fire protection time of main load-bearing structures located within areas of major fire hazard (classified as A) and areas of moderate fire hazard (classified as B), and load bearing structures supporting control stations should, as a minimum, be the same as that required by tables 7.4-1 and 7.4-2 (as applicable), for the divisions enclosing the space where these supports are located. In accordance with paragraph 7.4.1.1, in no case should the structural fire protection time be less than 30 minutes.

7 **Insulation** – load-bearing structures made of steel, other than those constituting the divisions dealt with in tables 7.4-1 and 7.4-2 (as applicable), need not be insulated.

8 **Extent of structural fire protection** – the structures considered should be all load-carrying structures within areas of major and moderate fire hazard (classified as A or B), as well as all structures (irrespective of where they are located), which are necessary to support control stations.

9 The vertical extent of structure supporting control stations should be considered all the way down to and including spaces within the hull(s). However, all structures within voids in the hull can be exempted from this consideration based on paragraph 7.4.2.1 (first part) of the Code.

10 **Fire testing** – approvals from the standard fire test according to the 2010 FTP Code, annex 1, part 11, for a bulkhead or deck of a given material can be applied for protection of pillars of the same material. The structural fire protection time should be considered to be the same as that achieved in the fire test.

11 **Load case** – when load carrying capability calculations are performed for an assumed fire within a space, all insulated or un-insulated steel structures, including pillars, as well as fire insulated aluminium and FRP structures in the space may be included; uninsulated aluminium and FRP structures should not be included. A single fire concept can be applied where a fire is only presumed to originate in one enclosed space and not propagate to another enclosed space.

Example: Structures within a public space support a wheelhouse and a separate enclosed public space on the wheelhouse deck. Two load calculations should then be made:

- .1 one presuming a fire below the wheelhouse; utilizing, in the load calculations, uninsulated steel and insulated aluminium and FRP structures within the public space on the wheelhouse deck;
 - .2 another presuming fire within the public spaces on the wheelhouse deck; utilizing, in the load calculations, uninsulated steel and insulated aluminium and FRP structures within the public space below the wheelhouse.
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MSC.1/Circ.1542
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UNIFIED INTERPRETATION OF THE 2000 HSC CODE

1 The Maritime Safety Committee, at its ninety-sixth session (11 to 20 May 2016), in order to facilitate global and consistent implementation of the requirements of the 2000 HSC Code, approved a unified interpretation for chapter 1 of the 2000 HSC Code, as set out in the annex.

2 Member States are invited to apply the annexed unified interpretation and to bring it to the attention of all parties concerned.

ANNEX

UNIFIED INTERPRETATION OF THE 2000 HSC CODE

Chapter 1, paragraph 1.4.34 – Definition of the term "Lightweight"

The weight of mediums on board for the fixed firefighting systems (e.g. freshwater, CO₂, dry chemical powder, foam concentrate, etc.) should be included in the lightweight and lightship condition.

REMISS

Konsekvensutredning av ändring av Transportstyrelsens föreskrifter och allmänna råd (TSFS 2009:101) om säkerheten på höghastighetsfartyg (HSC-koden 1994) och av Transportstyrelsens föreskrifter och allmänna råd (2009:102) om säkerheten på höghastighetsfartyg (HSC-koden 2000)

Transportstyrelsens förslag:

Att genom ändring av TSFS 2009:101 och TSFS 2009:102 införliva IMO-resolutionerna MSC.326(90), MSC.351(92), MSC.352(92), MSC.423(98), MSC.424(98), MSC.438(99) (rättad genom NV.024) och MSC.439(99) om ändringar i HSC-koderna¹ 1994 och 2000.

A. Allmänt

1. Vad är problemet eller anledningen till regleringen?

Ett antal resolutioner antagna av den internationella sjöfartsorganisationen IMO som gäller höghastighetsfartyg har ännu inte genomförts i svensk rätt. Transportstyrelsens föreskrifter om höghastighetsfartyg (TSFS 2009:101 och TSFS 2009:102) behöver därför revideras i syfte att omhänderta innehållet i dessa resolutioner. I samband härmed tas även ett antal cirkulär med enhetliga tolkningar om hand. Den främsta anledningen till regeländringarna är främjandet av sjösäkerheten.

Resolution MSC.326(90) – årlig kontroll av EPIRB

Inom IMO uppmärksammades det att tillsynsintervallet av nödsändare (sk. EPIRB²) i HSC-koden 2000 fått en felaktig formulering. Intervallet harmoniserade inte med övriga IMO-rättsakter för exakt samma utrustning, vilka ställer krav på årlig tillsyn av EPIRB.

¹ International Code of Safety for High-Speed Craft.

² Emergency Position Indicating Radio Beacon är en fartygsmonterad nödsändare som sänder på 121,5 samt 406 MHz och används inom sjöfarten. 406 MHz-signalen från EPIRB tas emot av cospas-sarsat satellitsystemet och används för att fastställa den nödställdes position. 121,5MHz-signalen används av sök- och räddningsenheter för att slutligen lokalisera den nödställda.

Genom MSC.326(90) formuleras tillsynsintervallet om, så att det blir formellt korrekt.

Ändringen har varken säkerhetsmässig, praktisk eller ekonomisk påverkan eftersom den faktiska tillsynen alltid utförts årligen.

Resolution MSC.351(92) och MSC.352(92)

Det har skett en mängd tragiska olyckor där besättningsmedlemmar avlidit efter att gått in i slutna utrymmen med direkt livsfarliga gasnivåer.

Med bäring på detta ändras Kapitel 18, ”Operational requirements”, så att krav införs på att övningar i slutna utrymmen ska genomföras minst en gång per två månader av besättningsmedlemmar med ansvar för slutna utrymmen i fartyget. Detta ska vara dokumenterat tillsammans med andra genomförda övningar ombord. Kravet innehåller även anvisningar för personlig skyddsutrustning, kommunikation, instrument för mätning av atmosfär i det slutna utrymmet m.m. Kravet omfattar både HSC-koden 1994 och HSC-koden 2000 som idag är införlivade genom de svenska föreskrifterna TSFS 2009:101 och TSFS 2009:102.

De materiella ändringarna finns i 18.5.4 (ny), 18.5.8 (ändrad) och 18.5.12 (ny). Övriga regler i kapitel 18 som finns med i ändringsföreskriften har enbart fått ändrad numrering.

Resolution MSC.423(98) och MSC.424(98)

Ändringen har föranletts av att IACS påpekat att regel 8.10 avseende livräddningsfarkoster och räddningsbåtar var motsägelsefull samt svår att tillämpa i praktiken.

Genom resolution MSC.423(98) och MSC.424(98) stuvats funktionskraven om och förtydligas så att regeln blir lättare att tillämpa. Konkret byter innehållet i regel 8.10.1.5 samt 8.10.1.6 plats, utan att den avsedda kravbilden påverkas.

Ändringen omfattar både HSC-koden 1994 och HSC-koden 2000 som idag är införlivade genom de svenska föreskrifterna TSFS 2009:101 och TSFS 2009:102.

MSC.1/Circ.1457 – enhetlig tolkning

Cirkuläret innehåller en enhetlig tillämpning av regel 7.4.1.3 och 7.4.2.3 i HSC-koden 2000, som idag är införlivad i svensk rätt genom bilaga 1 till TSFS 2009:102.

Regel 7.4.1.3 reglerar strukturellt brandskydd och brandbegränsande material. Den enhetliga tolkningen förtydligar att regeln avser slutna

utrymmen, öppna last- och ro-ro-däck men att vissa inskränkningar avseende brandrisker kan göras under vissa förutsättningar. Bland annat anses inte rum för förvaring av gasburna brandskyddssystem innehålla brandrisk. Det tydliggörs också hur testningen av brandbegränsade material på däck/golv ska göras, eftersom det inte framgår av regeln, och en åtskillnad i metod görs för utrymmen utrustade med eller utan sprinklersystem.

Regel 7.4.2.3 reglerar brandskydd av bärande konstruktioner. Den enhetliga tolkningen klargör tillämpningen avseende tid för skydd, isolering, utbredning av strukturellt brandskydd, testmetoder och lastberäkningar för brandskydd.

Innehållet i den enhetliga tolkningen omhändertas genom referens i det allmänna rådet till 1 § i TSFS 2009:102.

MSC.1/Circ.1541 och MSC.1/Circ.1542 – enhetliga tolkningar

Cirkulären innehåller en enhetlig tolkning av tillämpningen av fartygs egenvikt och innebär att vikten av medier avsedda för fasta brandsläckningssystem ska inkluderas i fartygets egenvikt. Förtydligandet omfattar definitionen av lättvikt både i HSC-koden 1994 och HSC-koden 2000 som idag är införlivade genom de svenska föreskrifterna TSFS 2009:101 och TSFS 2009:102. Numreringen skiljer sig något åt i de båda koderna och föreskrifterna. Definitionen återfinns i regel 1.4.27 i HSC-koden 1994 samt regel 1.4.34 i HSC-koden 2000.

Innehållet i de enhetliga tolkningarna omhändertas genom ett allmänt råd till 2 § TSFS 2009:101 samt 1 § TSFS 2009:102 med en referens till cirkulären.

MSC.438(99) (rättad genom NV.024) och MSC.439(99) –så ersätts termen "Inmarsat" med "recognized mobile satellite service"

MSC 99 beslutade om regeländringar i SOLAS kapitel IV samt HSC-koden 1994 och HSC-koden 2000. Ändringarna i SOLAS IV omhändertogs genom föreskriftsarbetet TSF 2019-78. Ändringarna i HSC-koderna omhändertas genom det nu aktuella föreskriftsarbetet.

Ändringarna avser att göra det enklare att inkludera ytterligare satellittjänsteleverantörer inom ramen för GMDSS, vilket kan ge en högre konkurrens på marknaden för satellittjänster.

Helt kort går ändringen i MSC.438(99) och MSC.439(99) ut på att termen "Inmarsat" ersätts med "recognized mobile satellite service" i HSC-koden 2000 samt vidhängande utrustningslistor till certifikaten för HSC-koderna.

De ändringar som hade beslutats genom MSC.438(99) upphävdes den 10 december 2019 genom en rättelse i en s.k. "Note Verbale" (NV.024) då de hade godkänts utan att man hade uppmärksammat en tidigare ändring av reglerna. Ändringen i HSC-koden 1994 är begränsad eftersom kapitel 14 hänvisar till kraven i HSC-koden 2000 där de substantiella bestämmelserna finns. Texten "up to and including resolution MSC.439(99)" har lagts till, för att spegla ändringarna i 2000 års kod.

Övrigt

Det har upptäckts att tidigare ändringar av regel 8.2.1.2 och regel 14.7.1.3, som följde av resolutionen MSC.260(84), inte hade integrerats i bilaga 1 i grundföreskriften. Resolutionen i sin helhet har dock funnits med i bilaga 2. För tydlighetens skull rättas bilaga 1 nu upp så att reglerna får sin korrekta lydelse.

Det har vidare upptäckts att ändringsföreskriften TSFS 2011:89 med ändring av regel 7.4.3.3 inte fick en helt korrekt utformning. Ändringen omfattar en fotnot till regeln men kan möjligen läsas som att ersätta innehållet i själva regeln. För tydlighetens skull rättas regel 7.4.3.3 i bilaga 1 nu upp så att utformningen blir korrekt.

2. Vad ska uppnås?

Regler som har antagits internationellt inom IMO föreslås sättas i kraft i svensk rätt genom en ändring av TSFS 2009:101 och TSFS 2009:102. Genom de föreslagna regleringarna uppfyller vi de internationella åtaganden som Sverige har förbundit sig att följa. De föreslagna reglerna innebär sjösäkerhetsfrämjande åtgärder för den aktuella fartygstypen. Detta ger svenska redare med fartyg registrerade i Sverige konkurrensneutrala villkor för fartyg certifierade med höghastighetscertifikat på den internationella sjöfartsmarknaden.

3. Vilka är lösningsalternativen?

3.1 Effekter om ingenting görs?

Eftersom Sverige har tillträtt SOLAS-konventionen måste tvingande krav genomföras i svensk rätt för att Sverige fortsatt ska uppfylla sina internationella åtaganden.

Om ingenting görs kommer de nuvarande svenska reglerna inte att uppfylla de internationella kraven för fartyg som ska certifieras för internationella resor inom ramen för konventionskraven. Risk finns att svenska fartyg inte uppfyller krav vid hamnstatskontroller då de internationella kraven inte satts i kraft för fartyg som utsätts för dessa kontroller. Konsekvensen kan i yttersta fall bli ett nyttjandeförbud i den hamn där nyttjandeförbudet lagts.

Fartygen kommer inte heller att uppfylla den säkerhetsnivå som den internationella regleringen fastslår.

3.2 Alternativ som inte innebär reglering

Transportstyrelsen bedömer att det inte finns några alternativ som inte innebär reglering, eftersom internationella konventionskrav och regler införlivas genom reglering i svensk rätt. Utan reglering saknas stöd för besiktning av fartyg och utfärdande av internationella säkerhetscertifikat.

3.3 Regleringsalternativ

Transportstyrelsen föreslår att befintliga föreskrifter revideras i syfte att omhänderta internationell reglering. Revidering av nationella föreskrifter bedöms vara nödvändigt då fråga är om ett internationellt införlivande och Sverige annars brister i sina internationella förpliktelser. Transportstyrelsen anser att inga andra regleringsalternativ föreligger då internationella överenskommelser inte automatiskt utgör en del av nationell rätt.

4. Vilka är berörda?

Regleringen omfattar samtliga fartyg som har eller som avser att skaffa ett höghastighetscertifikat enligt de nuvarande föreskrifterna TSFS 2009:101 eller TSFS 2009:102.

För närvarande finns 4 stycken fartyg i svenskt register som är certifierade med säkerhetscertifikat för höghastighetsfartyg. De ägs av 3 stycken rederier/ bolag.

Passagerarare och besättning som reser med höghastighetsfartyg är också berörda.

5. Vilka konsekvenser medför regleringen?

5.1 Företag

(x) Regleringen bedöms inte få effekter av betydelse för företags arbetsförutsättningar, konkurrensförmåga eller villkor i övrigt. Samtliga konsekvenser för företagen beskrivs därför under 5.1.

() Regleringen bedöms få effekter av betydelse för företags arbetsförutsättningar, konkurrensförmåga eller villkor i övrigt. Konsekvensutredningen innehåller därför ingen beskrivning under 5.1 utan samtliga konsekvenser för företagen beskrivs under avsnitt C.

Resolution MSC.326(90) – årlig kontroll av EPIRB

Ändringen korrigerar en felaktig formulering och medför ingen praktisk förändring, därför påverkas inte företags förutsättningar, konkurrensförmåga eller villkor i övrigt.

Resolutionerna MSC.351(92) och MSC.352(92)

De fåtal rederier som har höghastighetsfartyg behöver främst uppdatera sina rutiner för övningar med besättning vad gäller tillträde till och räddning från stängda utrymmen. Tidsåtgången för detta bedöms vara försumbar. Motsvarande ändring har tidigare gjorts för övriga SOLAS-fartyg så ur konkurrenssynpunkt blir regleringen därför likvärdig.

Resolutionerna MSC.423(98) och MSC.424(98)

När det gäller räddningsbåtar så öppnar regleringen upp för mindre höghastighetsfartyg att kunna utrustas utan en räddningsbåt under förutsättning att vissa kriterier är uppfyllda. Detta skulle kunna leda till en lägre kostnad, men regelverket har dock redan tidigare öppnat upp för denna möjlighet. Det har nu bara tydliggjorts i vilka fall undantag från kravet på räddningsbåt kan bli aktuellt.

MSC.1/Circ.1541, MSC.1/Circ.1542 MSC.1/Circ.1457

Cirkulären innehåller enhetliga tolkningar ("unified interpretations") som förtydligar tillämpningen av vissa bestämmelser, men medför i sig inga konsekvenser annat än att reglerna blir lättare att tillämpa.

Resolutionerna MSC.438(99) och MSC.439(99) – så ersätts termen "Inmarsat" med "recognized mobile satellite service"

Inga direkta kostnader uppkommer genom förslaget. För näringen medför ändringen inga kostnader då certifikat löpande byts ut inom ramen för den normala tillsynen, dock kan ändringen i förlängningen medföra besparingar genom en ökad konkurrens för ytterligare satellittjänsteleverantörer. Mindre administrativa kostnader kommer att uppkomma för Transportstyrelsen då certifikatsmallar måste uppdateras. Nringen har varit delaktig i regelutvecklingen under förhandlingarna i IMO.

5.2 Medborgare

Regleringen bedöms inte medföra några betydande konsekvenser för passagerare på berörda fartyg. Övningarna påverkar endast besättningen för att öka deras förtroendet mot fartyget och kravet på livräddningsbåt bedöms medföra en ekvivalent säkerhetsnivå.

5.3 Staten, regioner och kommuner

Förslaget påverkar inte statens finanser genom ökade eller minskade skatter och avgifter. Mindre administrativa kostnader kommer att uppkomma för Transportstyrelsen då certifikatsmallar måste uppdateras.

5.4 Externa effekter

Förslaget bedöms inte ha någon betydande påverkan på samhället i övrigt.

6. Vilka konsekvenser medför övervägda alternativ till regleringen och varför anses regleringen vara det bästa alternativet?

Som angetts i avsnitt 3.3 saknas alternativ till föreslagen reglering då det är fråga om att införliva tvingande internationella regler.

7. Vilka bemyndiganden grundar sig myndighetens beslutanderätt på?

2 kap. 1 § fartygssäkerhetsförordningen (2003:438).

8. Överensstämmer regleringen med eller går den utöver de skyldigheter som följer av EU-rättslig reglering eller andra internationella regler?

Den svenska regleringen kommer att motsvara den internationella utan några nationella avvikelser. Regleringsförslagen överensstämmer med EU-rättslig reglering. HSC-koden 1994 och HSC-koden 2000 görs gällande genom direktivet 2009/45/EG om säkerheten på passagerarfartyg.

9. Behöver särskild hänsyn tas när det gäller tidpunkten för ikraftträdande och finns det behov av speciella informationsinsatser?

Då den svenska regleringen kommer att träda i kraft senare än flera av de internationella ändringarna, bör tidpunkten för ikraftträdande sättas så snart som möjligt.

Transportstyrelsen kommer att publicera information på myndighetens webbplats om de nya föreskrifterna, när de är beslutade. Då det är mindre ändringar som endast berör ett fåtal fartyg, bedöms några ytterligare informationsinsatser inte vara nödvändiga.

B. Transportpolitisk måluppfyllelse

Det övergripande målet för svensk transportpolitik är att säkerställa en samhällsekonomiskt effektiv och långsiktigt hållbar transportförsörjning för medborgare och näringsliv i hela landet. Under det övergripande målet finns också funktionsmål och hänsynsmål med ett antal prioriterade områden.

Funktionsmålet handlar om att skapa tillgänglighet för människor och gods. Transportsystemets utformning, funktion och användning ska medverka till att ge alla en grundläggande tillgänglighet med god kvalitet och användbarhet samt bidra till utvecklingskraft i hela landet. Samtidigt ska transportsystemet vara jämställt, det vill säga likvärdigt svara mot kvinnors respektive mäns transportbehov.

Hänsynsmålet handlar om säkerhet, miljö och hälsa. Transportsystemets utformning, funktion och användning ska anpassas till att ingen ska dödas eller skadas allvarligt. Det ska också bidra till det övergripande generationsmålet för miljö och att miljökvalitetsmålen uppnås, samt bidra till ökad hälsa.

10. Hur påverkar regleringen funktionsmålet?

Förslaget har ingen inverkan på funktionsmålet då tillgängligheten inte kommer att påverkas.

11. Hur påverkar regleringen hänsynsmålet?

Regleringen bidrar till hänsynsmålets uppfyllelse genom ökad säkerhet, främst för besättningen.

C. Företag

Regleringen bedöms inte få konsekvenser av betydelse för företags arbetsförutsättningar, konkurrensförmåga eller villkor i övrigt. Konsekvenserna har därför redovisats ovan under avsnitt 5.1.

D. Sammanställning av konsekvenser

Berörd aktör	Effekter som inte kan beräknas		Beräknade effekter (tkr)	Kommentar
	Fördelar	Nackdelar		
Företag	Regelverket blir lite tydligare, samt att säkerheten ökar något för besättningen	Tidsåtgången kan öka något för att utföra obligatoriska övningar med besättningen	+ / -	
Medborgare	Ingen påverkan, dock för besättningen för att deras förtrogenhet med fartyget ökar och deras säkerhet	Ingen påverkan		
Staten m.fl.	Ingen påverkan	Ingen påverkan		
Externa effekter	Ingen påverkan	Ingen påverkan		
Totalt	Ingen betydande påverkan	Ingen betydande påverkan		Sammantaget bedömer Transportstyrelsen att regleringen inte får någon betydande påverkan

E. Samråd

Transportstyrelsen har ingen samrådsskyldighet med annan myndighet vad gäller meddelande av dessa föreskrifter, förutom med Post- och telestyrelsen angående hur fartygs radiokommunikationsutrustning i tekniskt hänseende ska vara utformad och installerad. Det har inte funnits någon referensgrupp med externa aktörer i detta arbete.

Om ni har några frågor med anledning av konsekvensutredningen eller synpunkter ni vill framföra får ni gärna kontakta oss:

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