

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");

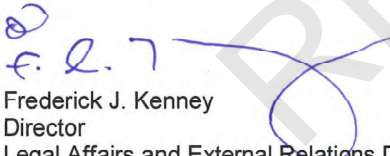
WHEREAS the Maritime Safety Committee adopted amendments to the 1994 HSC Code on 16 May 2008, at its eighty-fourth session, and on 24 May 2018, at its ninety-ninth session, by resolutions MSC.259(84) and MSC.438(99), respectively, in accordance with article VIII(b)(iv) of the Convention;

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



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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