



MINISTRY OF TRANSPORT
DEPARTMENT OF MARINE ADMINISTRATION
No-363/421, Corner of Merchant & Theinbyu Road,
Botataung Township, Yangon, Myanmar

E-mail: dgdma.mm@gmail.com; dma.myan@gmail.com

Tel: 095 -1- 397640

P.O.Box: 194

Fax: 095 -1- 397641

Date: 30th December 2014

Directive (33/2014)

Mandatory Requirement to Comply with Goal-based Ship Construction Standards for Bulk Carrier and Oil Tankers according to Resolution MSC.290(87)

Applicable to: Ship owners, Recognized Organizations, Shipping Companies, Flag State Surveyors

1. The Department of Marine Administration circulated this directive in the exercise of the power of Section 294(B), paragraph (b) of Myanmar Merchant Shipping Act.
2. Pursuant to the provision of Section 213 (A) of Myanmar Merchant Shipping Act, the Department of Marine Administration issued this Mandatory Requirement for the Recognized Organizations to comply with the additional Regulation 3-10, SOLAS Chapter II-1 about Goal-Based Ship Construction Standards for Bulk Carriers and Oil Tankers according to MSC.290(87) for the Myanmar ships serviced on International Voyages as of Myanmar National Standard.
3. The purpose of this directive is national standard in survey and certification of Myanmar ships engaged on International Voyages to be complied with the requirement of IMO Resolution MSC.290(87).

Maung Maung Oo
Director General
Department of Marine Administration

RESOLUTION MSC.290(87)
(adopted on 21 May 2010)

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

THE MARITIME SAFETY COMMITTEE,

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

RECALLING ALSO article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as "the Convention"), concerning the amendment procedure applicable to the Annex to the Convention, other than to the provisions of chapter I thereof,

RECALLING FURTHER that among the strategic directions of the Organization relating to developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound shipping is the establishment of goal-based standards for the design and construction of new ships,

CONSIDERING that ships should be designed and constructed for a specified design life to be safe and environmentally friendly, so that, if properly operated and maintained under specified operating and environmental conditions, they can remain safe throughout their service life,

HAVING CONSIDERED, at its eighty-seventh session, amendments to the Convention, proposed and circulated in accordance with article VIII(b)(i) thereof,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, 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 2011, 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 SOLAS 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 2012 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;

6. RESOLVES to review the progress towards the implementation of SOLAS regulation II-1/3-10 in 2014 and, if proven necessary, to adjust the time periods set forth in paragraph 1 of the regulation.

ANNEX

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

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

Part A General

Regulation 2 – Definitions

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

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

Part A-1 Structure of ships

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

"Regulation 3-10 Goal-based ship construction standards for bulk carriers and oil tankers

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

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

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

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**Part A
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- .3 the delivery of which is on or after 1 July 2020.

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

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

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

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

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

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

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

4 A Ship Construction File with specific information on how the functional requirements of the Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers have been applied in the ship design and construction shall be provided upon delivery of a new ship, and kept on board the ship and/or ashore* and updated as appropriate throughout the ship's service. The contents of the Ship Construction File shall, at least, conform to the guidelines developed by the Organization.*

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