



MARITIME INDUSTRY AUTHORITY

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TO : SHIPPING COMPANIES, SHIPOWNERS, SHIPBUILDERS,
CLASSIFICATION SOCIETIES AND ALL OTHERS
CONCERNED

SUBJECT : ADOPTION AND APPLICATION OF THE NOISE CODE TO
THE PHILIPPINE-REGISTERED SHIPS ENGAGED IN
INTERNATIONAL VOYAGES

This information is hereby given to all concerned that as per IMO Resolution MSC.337 (91) and SOLAS amendments through resolution MSC.338(91) introduces new regulation II-1/3-12 on "Protection against Noise" which provides that ships shall be constructed to reduce onboard noise and to protect personnel from noise in accordance with the Code on noise levels on board ships.

PURPOSE

The purpose of the Code is to limit noise levels and to reduce seafarers' exposure to noise, in order to:

1. Provide for safe working conditions by considering the need for speech communication and for hearing audible alarms, and to an environment where clear-headed decisions can be made in control stations, navigation and radio spaces and manned machinery spaces.
2. Protect the seafarer from excessive noise levels which may give rise to a noise-induced hearing loss.
3. Provide the seafarer with an acceptable degree of comfort in rest, recreation and other spaces and provide conditions for recuperation from the effects of exposure to high noise levels.

The requirements and recommendations of the code are made for:

1. Measurement of noise levels and exposure.
2. Protecting the seafarer from the risk of noise-induced hearing loss under conditions where at present it is not feasible to limit the noise to a level which is not potentially harmful.
3. Limits on acceptable maximum noise levels for all spaces to which seafarers normally have access.

4. Verification of acoustic insulation between accommodation spaces.

APPLICATION

The requirements of the regulation are applicable to ships of 1600 GT and above

- for which the building contract is placed on or after 1 July 2014; or
- in the absence of building contract, the keel of which are laid or which are at a similar stage of construction on or after 1 January 2015; or
- the delivery of which is on or after 1 July 2018.

The Code does not apply to:

1. Dynamically Supported Craft
2. High-Speed Craft
3. Fishing Vessels
4. Pipe-Laying Barges
5. Crane Barges
6. Mobile Offshore Drilling Units
7. Pleasure Yachts Not Engaged in Trade
8. Ships Of War and Troopships
9. Ships Not Propelled by Mechanical Means
10. Pile Driving Vessels
11. Dredgers

SPECIFIC GUIDELINES

1. The regulation applies to ships in port or at sea conditions with seafarers on board.
2. The Code covers only noise sources related to the ship such as machinery and propulsion but does not include wind/wave/ice noise, alarms, public address systems, etc.
3. Ships shall be constructed to reduce onboard noise and to protect personnel from the noise in accordance with the Code on Noise Levels on Board Ships, adopted by the Maritime Safety Committee by resolution MSC.337(91) and MSC.338(91) that introduced regulation II-1/3-12, 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.
4. Before a ship is put into service, the limits specified in this Code, is to be assessed. A Noise Survey Report, in format as in Appendix 1 of the Code, shall be made. The report is to be comprise information on the noise level in the various spaces on board.
5. The classification society shall supervise the noise measurement survey to ensure that the noise levels in all spaces are within the requirement specified in Section 4.2

- Noise Level Limits of the Noise Code and does not exceed the noise limit for spaces specified in Paragraph 3 of the Code. The report shall be endorsed by the classification society. A copy of the said report shall be available on board the ship.

6. Issues pertaining to noise level shall be included in the Safety Management System. Seafarers shall be briefed in the hazards of high level and long duration of noise exposure.
7. Dispensations from certain requirements may in special circumstances be granted by the Administration, if it is documented that compliance will not be possible despite relevant and reasonable technical noise reduction measures. Such dispensation shall not include cabins, unless exceptional circumstances prevail. If dispensation is granted, it shall be ensured that the goal of this Code is achieved, and the noise exposure limits shall be considered in conjunction with Chapter 5.
8. When the application of this Code does not reduce the noise level below 85 dB(A), seafarers required to work in such spaces shall be issued hearing protectors and shall not be exposed for eight (8) hours within twenty-four (24) hour period.
9. The conduct of noise measurement together with the hull measurement shall be conducted during sea trial of a newly launched ship (new construction), it is an agreement between the builder and the owner, measuring points will be indicated in each part of the vessel provided by the builder but can add additional points if they notice to much noise or vibration on an area.

For information, guidance and compliance of all concerned.


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