

**ANNEX 13**

**RESOLUTION MSC.506(105)  
(adopted on 28 April 2022)**

**AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT  
OF MOBILE OFFSHORE DRILLING UNITS, 2009 (2009 MODU 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 that the Assembly, when adopting resolution A.1023(26) on the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009 (2009 MODU Code), authorized the Committee to amend the Code as appropriate, taking into consideration development in the design and technologies, in consultation with appropriate organizations,

NOTING the amendments to the International Convention for the Safety of Life at Sea, 1974, adopted by resolution MSC.496(105),

HAVING CONSIDERED, at its 105th session, consequential amendments to the 2009 MODU Code,

1 ADOPTS amendments to the 2009 MODU Code, the text of which is set out in the annex to the present resolution;

2 INVITES all Governments concerned to take appropriate steps to give effect to the annexed amendments to the 2009 MODU Code as from 1 January 2024.

ANNEX

**AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT  
OF MOBILE OFFSHORE DRILLING UNITS, 2009  
(2009 MODU CODE)**

**CHAPTER 10  
LIFE-SAVING APPLIANCES AND EQUIPMENT**

- 1 Paragraphs 10.14, 10.14.1 and 10.14.2 are replaced by the following:

"10.14 [Reserved]"

---

\* The provisions related to radio life-saving appliances were relocated under chapter 11 (refer to resolution MSC.506(105). Paragraph 10.14 was intentionally left blank to avoid renumbering of existing paragraphs."

**CHAPTER 11  
RADIOCOMMUNICATION AND NAVIGATION**

- 2 The text of chapter 11 is replaced by the following:

**"11.1 General**

The purpose of this chapter is to provide minimum provisions for navigation equipment and for distress and safety radiocommunications between mobile offshore drilling units, including associated survival craft, and coast stations, ships and supporting aircraft.

**11.2 Training**

Training in the use of IMO Standard Marine Communication Phrases should be provided to personnel responsible for radio communications.<sup>1</sup>

---

<sup>1</sup> Refer to *IMO Standard Marine Communication Phrases* (resolution A.918(22)).

**11.3 Self-propelled units**

Each unit should comply with the applicable provisions concerning radio stations for cargo ships in SOLAS chapter IV.<sup>2</sup>

---

<sup>2</sup> All requirements of SOLAS chapter IV referring to "from the position from which the ship is normally navigated" should be applied as meaning "from the position the MODU is normally navigated".

**11.4 Non-self-propelled units under tow**

11.4.1 The provisions for non-self-propelled units under tow when manned depend upon the radio installations fitted in the towing ship, as set out in paragraphs 11.4.2 and 11.4.3.

11.4.2 In cases where the towing ship complies fully with all applicable requirements concerning radiocommunications for ships prescribed in SOLAS chapter IV, the unit under tow when manned should:

- .1 be fitted with VHF facilities as required by SOLAS regulations IV/7.1.1<sup>3</sup> and 7.1.2 and with MF facilities as required by regulations IV/9.1.1 and 9.1.2;
- .2 be fitted with an EPIRB as required by SOLAS regulation IV/7.1.5; and
- .3 be fitted with receiver(s) capable of receiving MSI and SAR related information throughout the entire voyage in which the unit is engaged in accordance with SOLAS regulation IV/7.1.4.

11.4.3 In cases where the towing ship does not comply fully with the applicable requirements concerning radiocommunications for ships prescribed in SOLAS chapter IV, the unit under tow when manned should comply with all the applicable provisions concerning radiocommunications prescribed in SOLAS chapter IV.<sup>3</sup>

---

<sup>3</sup> All requirements of SOLAS chapter IV referring to "from the position from which the ship is normally navigated" should be applied as meaning "from a position which is continuously manned and which is controlling the MODU while under tow".

## 11.5 Units stationary at the site or engaged in drilling operations

11.5.1 Each unit, while stationary at the site, including when engaged in drilling operations, should comply with all requirements prescribed in SOLAS chapter IV that are applicable to a ship sailing through the same area.<sup>4</sup> Each unit should also report its position to the relevant World-Wide Navigational Warning Service (WWNWS) NAVAREA Coordinator when arriving on-site, in order for a Navigational Warning to be broadcast.<sup>5</sup> Additionally, units should inform the NAVAREA Coordinator when departing from that site, in order for the broadcast to be cancelled.

11.5.2 On units which do not have a navigation bridge, it should be possible to initiate transmission of the distress alerts by the radio installation specified in SOLAS regulations IV/10.1.1, 10.1.2 and 10.1.4, as applicable, from a position in an accessible and protected area which is acceptable to the Administration.

11.5.3 If the acoustic noise level in a room fitted with operating controls for radio equipment is so high or could be so high, during particular operating conditions, that it may disturb or prevent proper use of the radio equipment, then adequate noise protection should be provided by mechanical or other means, in association with the operating controls for the radio equipment.

---

<sup>4</sup> All requirements of SOLAS chapter IV referring to "from the position from which the ship is normally navigated" should be applied as meaning "from a position or positions which are continuously manned and which are controlling the MODU while stationary at the site including its drilling operations (i.e. normally the control room)".

<sup>5</sup> Refer to the *World-Wide Navigational Warning Service* (resolution A.706(17), as amended).

## 11.6 Radio life-saving appliances

### Two-way VHF radiotelephone apparatus

11.6.1 All lifeboats should carry a two-way VHF radiotelephone apparatus.

11.6.2 At least two two-way VHF radiotelephone apparatuses should be available on the MODU, so stowed that they can be rapidly placed in any liferaft.<sup>6</sup> All two-way VHF radiotelephone apparatuses should conform to performance standards not inferior to those adopted by the Organization.

<sup>6</sup> The two-way VHF radiotelephone apparatus required by 11.6.2 may fulfil or partially fulfil the requirements of SOLAS regulations IV/7.2, 7.3 or 7.4, as applicable.

### Search and rescue locating device

11.6.3 All lifeboats should carry one radar SART or AIS-SART.

11.6.4 At least two radar SARTs or AIS-SARTs should be available on the MODU, so stowed that they can be rapidly placed in any liferaft.<sup>7</sup> All SARTs or AIS-SARTs should conform to performance standards not inferior to those adopted by the Organization.

<sup>7</sup> The radar SARTs or AIS-SARTs required by 11.6.4 may fulfil the requirements of SOLAS regulations IV/7.1.3, 7.2, 7.3 or 7.5, as applicable.

## 11.7 Helicopter communications

In order to ensure communication with helicopters, MODUs should carry an aeromobile VHF radiotelephone station complying with the relevant requirements of ICAO<sup>8</sup> and suitable for communication with helicopters in its area of operation.

<sup>8</sup> Refer to Volume 3, Part II of annex 10, and Part III, section II of annex 6 to the ICAO Convention.

## 11.8 Internal communications

All types of MODUs should be fitted with efficient means of communication between the control room, the bridge (if provided) and position or positions fitted with facilities for operation of radio equipment.

## 11.9 Performance standards

All radio equipment should be of a type approved by the Administration issuing the licence. Such equipment should conform to appropriate performance standards not inferior to those adopted by the Organization.<sup>9</sup>

<sup>9</sup> Refer to the following performance standards adopted by the Organization:

### General requirements

- .1 *General requirements for shipborne radio equipment forming part of the Global Maritime Distress and Safety System (GMDSS) and for electronic navigational aids* (resolution A.694(17));
- .2 *Performance standards for the presentation of navigation-related information on shipborne navigational displays* (resolution MSC.191(79), as amended);
- .3 *Performance standards for bridge alert management* (resolution MSC.302(87));

#### **VHF equipment**

- .4 *Performance standards for shipborne VHF radio installations capable of voice communication and digital selective calling (resolution MSC.511(105));*
- .5 *Performance standards for survival craft portable two-way VHF radiotelephone apparatus (resolution MSC.515(105));*
- .6 *Recommendation on Performance standards for on-scene (aeronautical) portable two-way VHF radiotelephone apparatus (annex 1 to resolution MSC.80(70), as amended);*

#### **MF and HF equipment**

- .7 *System performance standard for the promulgation and coordination of maritime safety information using high-frequency narrow-band direct-printing (resolution MSC.507(105));*
- .8 *Performance standards for shipborne MF and MF/HF radio installations capable of voice communication, digital selective calling and reception of maritime safety information and search and rescue related information (resolution MSC.512(105));*
- .9 *Performance standards for the reception of maritime safety information and search and rescue related information by MF (NAVTEX) and HF (resolution MSC.508(105));*

#### **Ship earth stations and enhanced group call (EGC) equipment**

- .10 *Performance standards for Inmarsat-C ship earth stations capable of transmitting and receiving direct-printing communications (resolution MSC.513(105));*
- .11 *Revised performance standards for enhanced group call (EGC) equipment (resolution MSC.306(87), as amended);*
- .12 *Performance standards for a ship earth station for use in the GMDSS (resolution MSC.434(98));*

#### **Integrated radiocommunication systems**

- .13 *Performance standards for a shipborne integrated communication system (ICS) when used in the Global Maritime Distress and Safety System (GMDSS) (resolution MSC.517(105));*

#### **Emergency position-indicating radio beacons**

- .14 *Performance standards for float-free release and activation arrangements for emergency radio equipment (resolution A.662(16));*
- .15 *Performance standards for float-free emergency position-indicating radio beacons (EPIRBs) operating on 406 MHz (resolution MSC.471(101));*

#### **Search and rescue transmitters and transponders**

- .16 *Performance standards for search and rescue radar transponders (resolution MSC.510(105)); and*
- .17 *Performance standards for survival craft AIS search and rescue transmitters (AIS-SART) for use in search and rescue operations (resolution MSC.246(83)).*

### **11.10 Survey of the radio station**

11.10.1 The radio station of a unit should be subject to survey as specified below:

- .1 by the Administration which issues the licence or its authorized representative before the radio station is put into service;

- .2 when the unit is moved and comes under the administrative control of another coastal State a survey may be carried out by that State or its authorized representative; and
- .3 within three months before or after the anniversary date of the MODU Code certificate, a periodical survey carried out by an officer of the Administration and/or the coastal State or their respective authorized representative.

11.10.2 EPIRBs should be serviced at intervals not exceeding five years, to be performed by an approved shore-based maintenance facility.

11.10.3 The Administration may recognize the coastal State as its authorized representative.

11.10.4 In every case when an authorized representative of the coastal State carries out an inspection, a report should be issued and kept with the radio documents, and a copy, if requested, should be forwarded to the Administration.

### **11.11 Navigation equipment**

11.11.1 All units should comply with SOLAS chapter V.

11.11.2 Administrations may exempt units from navigation equipment carriage requirements, in accordance with SOLAS regulation V/3."

\*\*\*