

**Government of the People's Republic of Bangladesh
Ministry of Shipping**

Notification

15th December 2002

Bangladesh Merchant Shipping (Radio) Regulations 2002

SRO No. 350-Law/2002 – Pursuant to the Bangladesh Merchant Shipping Ordinance 1983 (XXVI of 1983) and in exercise of the powers conferred by section 308 and 506 of that ordinance, the Government hereby makes the following Regulations:-

1. Short title and Application

- (1) These regulations may be called Bangladesh Merchant Shipping (Radio) Regulations 2002. These regulations shall come into force on 1.2.1999, however the regulation for training and certification of the operators shall come into force with immediate effect.
- (2) These regulations shall apply to all Bangladesh flag sea-going cargo ships of 300 GT and upwards and all other ships when in Bangladesh waters:

But it is provided that, these regulations shall not apply to the any warships or naval auxiliaries; or Ships owned and operated by foreign state engaged solely on governmental non-commercial service.

2. Definitions

For the purpose of these regulations the following terms shall have meanings defined below:

- (1) *Bridge-to-bridge communications* means safety communications between ships from the position from which the ships are normally navigated.
- (2) *Continuous watch* means that the radio watch concerned shall not be interrupted other than for brief intervals when the ship's receiving capability is impaired or blocked by its own communications or when the facilities are under periodical maintenance checks.
- (3) *Director General* means the Director General of the Department of shipping established under the Bangladesh Merchant Shipping Ordinance 1983 (XXVI of 1983).
- (4) *Ship* means all merchant ships flying Bangladesh flag and all foreign merchant ships situated in Bangladesh territorial water.

- (5) *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 Radio consultative Committee (CCIR) .
- (6) *Direct-printing telegraphy* means automated telegraphy techniques which comply with the relevant recommendation of the International Radio Consultative Committee (CCIR) .
- (7) *General radiocommunications* means operational and public correspondence traffic, other than distress, urgency and safety messages, conducted by radio.
- (8) *INMARSAT* means the Organization established by the convention on the International Maritime Satellite Organization adopted on 3 September 1976.
- (9) *International NAVTEX* service means the coordinated broadcast and automatic reception on 518 kHz of maritime safety information by means of narrow-band direct-printing telegraphy using the English language.
- (10) *Locating* means the finding of ships, aircraft, units or persons in distress.
- (11) *Maritime safety information* means navigational and meteorological warnings, meteorological forecasts and other urgent safety related messages broadcast to ships .
- (12) *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.
- (13) *GMDSS* means Global Maritime Distress and Safety System.
- (14) *Sea area A1* means an area of 30 nautical mile radius from any Bangladesh VHF coast station in which continuous DSC alerting is available.
- (15) *Radio Officer* means a person holding on appropriate certificate complying with the provisions of the Radio Regulations.
- (16) *Sea area A2* means an area, excluding sea area A1, but within a radius of 100 nautical mile from any Bangladesh MF coast station in which continuous DSC alerting is available.
- (17) *Sea area A3* means an area, excluding sea area A1 and A2, with the coverage of an INMARSAT geostationary satellite in which continuous alerting is available.
- (18) *Sea area A4* means an area including Polar regions outside sea areas A1, A2 and A3.

- (19) *SOLAS Convention* means the International convention on Safety of Life at Sea, 1974 (SOLAS'74) adopted by the International Maritime Organization (IMO).

3. Functional Requirements

Every ship, while at sea, shall be capable of transmitting ship-to-ship or ship-to-shore distress alerts by at least two separate and independent means, each using a different radio communication service; of receiving shore-to-shore distress alerts; of transmitting and receiving on-scene communications; of transmitting and receiving search and rescue co-coordinating communications; of transmitting and receiving signals for locating ; of transmitting and receiving general radio communications to and from shore-based radio systems or networks;

4. Ship carriage requirement

Every ship under these rules shall be provided with the following radio equipments:

- (A) a VHF radio installation capable of transmitting and receiving message on following frequencies:
 - (a) DSC on the frequency 156.525 (MHz) (channel 70); and
 - (b) radiotelephony on the frequencies 156.300 (MHz) (channel 6), 156.650 (MHz) (channel 13) and 156.800 (MHz) (channel 16);
- (B) a radio installation capable of maintaining a continuous DSC watch;
- (C) a radar transponder capable of operating in the 9 GHz band;
- (D) a receiver capable of receiving international NAVTEX service broadcasts;
- (E) a radio facility for reception of maritime safety information by the INMARSAT enhance group calling system (EGC);

But there is a provision that ships engaged exclusively on 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.
- (F) capable of transmitting a distress alert either through the polar orbiting satellite service operating in the 406 MHz band or, if the ship is engaged only on voyages within INMARSAT coverage, through the INMARSAT geostationary satellite service operating in the 1.6 GHz band.

5. **Exemptions.**— The Director General may grant partial or conditional exemptions to individual ships if he considers from the nature and extent of the voyage, that it is reasonable or impracticable for the ship to comply with the requirements of regulations 7 to 10 provided:

But there is a provision that such ships must comply with the functional requirements of regulation 3 and overall effective safety of the ship shall be constant.

6. Radio Installations.—

- (1) Every ship shall be provided with radio installations -
 - (a) be so located that no harmful interference of mechanical, electrical or other origin affects it proper use, and so as to ensure electromagnetic

- compatibility and avoidance of harmful interaction with other equipment and systems;
- (b) be so located as to ensure the greatest possible degree of safety and operational availability;
 - (c) be protected against harmful effects of water, extremes of temperature & humidity and other adverse environmental conditions;
 - (d) be provided with reliable, permanently arranged electrical lighting, independent of the main and emergency sources of electrical power, for the adequate illumination of the radio controls for operating the radio installation; and
 - (e) be clearly marked with the call sign, the ship station identity and other codes as applicable for the use of the radio installation.
- (2) Control of the VHF radiotelephone channels, required for navigational safety, shall be immediately available on the navigation bridge convenient to the conning position and, where necessary, facilities should be available to permit radio communications from the wings of the navigation bridge. Portable VHF equipment may be used to meet the latter provision.
- (3) In passenger ships panel shall be installed at the conning position. The distress alarm panel shall provide visual and aural indication of any distress alerts received on board and shall also indicate through which radio communication service the distress alerts have been received. This panel shall contain either one single button which, when pressed initiates a distress alert using all radio communication installations required on board for that purpose or one button for each individual installation.
- (4) In accordance with the sub-rule (4) there shall be a satellite EPIRB system and if that Satellite EPIRB system is not remotely activated, it shall be acceptable to have an additional EPIRB installed in the wheelhouse near the conning position.
- (5) In passenger ships, information on the ship's position shall be continuously and automatically provided to all relevant radio communication equipment to be included in the initial distress alert when the button or buttons on the distress panel is pressed.
- (6) The panel shall clearly and visually indicate whenever any button or buttons have been pressed. Means shall be provided to prevent inadvertent activation of the button or buttons.
7. **Radio Installations of ships engaged on voyages in Sea Area A1.**— In addition to meeting the requirements of regulation 6, every ship engaged on voyages exclusively in sea area A1 shall be provided with the following radio installation :
- (1) a VHF using DSC installation capable of transmitting and receiving normal

radio message;

- (2) MF coast stations equipped with DSC, or a HF using DSC;
- (3) the INMARSAT geostationary satellite service of the satellite EPIRB.

8. **Radio Installations of ships engaged on voyages in Sea Area A2.**— In addition to meeting the requirements of regulation 6, every ship engaged on voyage beyond sea area AI, but remaining within sea area A2 shall be provided with :

- (1) a radio installation capable of transmitting and receiving radio message by DSC on the frequency 2,187.5 kHz and by radiotelephone on the frequency 2182 kHz;
- (2) a radio installation capable of transmitting ship-to-ship or ship-to-shore distress alerts through the polar orbiting satellite service on 406 MHz.

9. **Radio Installations of ships engaged on voyages in Sea Area A3.**— In addition to meeting the requirements of regulation 7 & 8, every ship engaged on voyages beyond sea areas AI and A2, but remaining within sea area A3, shall be provided with the following radio installation :

- (A) An INMARSAT Ship Earth Station (ISES) which shall be capable of performing the following functions:
 - (a) transmitting and receiving distress and safety communications using direct- printing telegraphy;
 - (b) emergency danger signal transmitting and receiving;
 - (c) maintain watch of shore-to-ship distress alerts, including those directed to specifically defined geographical areas
 - (d) transmitting and receiving general radio communications, using either radiotelephony or direct printing telegraphy.
- (B) an MF radio installation capable of transmitting and receiving for distress and safety purposes, on the frequencies:
- (C) a radio installation capable of maintaining a continuous DSC watch on the frequency 2,187.5 kHz which may be separate from of combined with that required by subparagraph. 2(A) ; and
- (D) means of initiating and transmission of ship-to shore distress alerts by a radio service operating either:
 - (a) through the polar orbiting satellite service on 406 MHz; this requirement may be fulfilled by the satellite EPIRB, required by regulation 7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the ship is normally navigated; or

- (b) through the INMARSAT geostationary satellite service, by and additionally satellite service, by an additional ship earth station or by the satellite EPIRB required by regulation 7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the ship is normally navigated;
- (2) In addition to meeting the requirements of regulation 6, every ship 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 paragraph (1), be provided with:
 - (A) an MF IHF 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;
 - (a) by using DSC;
 - (b) by using radio telephony; and
 - (c) by using direct printing telegraphy.
 - (B) equipment capable of maintaining 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 subparagraph. 1; and
 - (C) means of initiating the transmission of ship-to-shore distress alerts by a radio communication service other than HF operating either:
 - (a) through the polar orbiting satellite service on 406 MHz ; this requirement may be fulfilled by the satellite EPIRB, required by regulation 7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the ship is normally navigated ; or
 - (b) through the INMARSAT geostationary satellite service this requirement may be fulfilled by :
 - (1) the satellite EPIRB, required by regulation 7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the ship is normally navigated ; and
 - (D) in addition, ships shall be capable of transmitting and receiving general radio communications using radiotelephony or direct-printing telegraphy by an MF IHF 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 subparagraph. 1.

10. **Radio Installations of ships engaged on voyages in Sea Area A4.**— (1) In addition to meeting the requirements of regulation 4, every ship engaged on voyages within the sea areas A1 to A4, shall be provided the radio installations of paragraph 7, 8, & 9.
11. **Continuous Watch Keeping.**— Every ships shall maintain continuous radio watch while at sea in accordance with the provision of STCW 1995 and SOLAS Convention.
12. **Source of Energy.**— Every ship to which these regulations apply shall be provided with electrical source of energy as required by regulation IV /13 of the SOLAS-74 convention as amended.
13. **Performance Standard.**— All radio equipment required to be installed or carried onboard a ship under these regulations shall conform to appropriate performance standard adopted by the international Maritime Organization.
14. **Maintenance of Radio Equipment.**— (1) Every ship operating in Sea Areas A3 and A4 and equipped with equipment in accordance with these regulations shall, in order to ensure functional availability of the equipment at all times, comply with one of the following arrangements
 - (A) Duplication of equipment where the availability is ensured by using a combination of methods which includes duplication of equipment, in addition to the radio installations required by regulation 9 and 10 as appropriate the following radio installations complying with regulation 13 should be available on board ships engaged on voyages in:
 - (a) Sea Area A3- a VHF radio installation and either an MF/HF radio installation or an INMARSAT ship earth station (SES);
 - (b) Sea areas A3 and A4, and Ships operating in sea area A4 only occasionally - a VHF radio installation and an MF/HF radio installation or INMARSAT SES.
 - (c) The additional radio installation specified above shall each be connected to a separate antenna and be installed and ready for immediate operation; or
 - (B) International maintenance contract, where an agreement acceptable to the Director General shall be available and it shall be produced during the safety radio equipment survey; or
 - (C) A Certificated Radio (Electronic) maintenance Officer holding certificate issued or recognized by the Director General, shall be onboard for repair and maintenance of radio equipments.
15. **Radio Personnel.**— (1) Every ship shall carry a person or persons qualified for distress and safety radio communication purposes as specified in paragraph (2) of this regulation.
 - (2) Every personnel engaged in radio duties shall hold at least one of the following certificate in accordance with regulations approved by the Director General, viz.
 - (a) First Class Radio Electronic Certificate;

- (b) Second Class Radio Electronic Certificate;
 - (c) General Operator Certificate;
 - (d) Restricted Operator Certificate.
16. **Radio Log.**— Every vessel to which these regulations apply shall keep onboard records of all incidents connected with radio communication related to distress and safety and also shall maintain such other records as required by the Radio Regulations, viz.,
- (a) summary of all distress, urgency and safety related radio communication;
 - (b) Important incidents related to radio survey;
 - (c) Ship's position at least once every day;
 - (d) Summary of status related to radio equipments including source of energy.
17. **Control.**— No ship shall be allowed to proceed for voyages unless complying with requirements of this rules in respect to radio equipment or does not comply with the requirements of Standard of Training, Certification, Watchkeeping (STCW) Convention 1995 or contravene the provisions of this Rule.

Ordered by the President

Tajul Islam Khan
Joint-Secretary