

RESOLUTION MSC.256(84)

(adopted on 16 May 2008)

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

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**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 FURTHER 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,

HAVING CONSIDERED, at its eighty-fourth 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 2009, 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 2010 upon their acceptance in accordance with paragraph 2 above;
4. RECOMMENDS the Contracting Governments concerned to issue certificates complying with the annexed amendments at the first renewal survey on or after 1 January 2010;
5. 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;
6. 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.

**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****Regulation 3-4 – Emergency towing arrangements on tankers**

1 The existing regulation 3-4 is replaced by the following:

**“Regulation 3-4  
Emergency towing arrangements and procedures****1 Emergency towing arrangements on tankers**

1.1 Emergency towing arrangements shall be fitted at both ends on board every tanker of not less than 20,000 tonnes deadweight.

1.2 For tankers constructed on or after 1 July 2002:

.1 the arrangements shall, at all times, be capable of rapid deployment in the absence of main power on the ship to be towed and easy connection to the towing ship. At least one of the emergency towing arrangements shall be pre-rigged ready for rapid deployment; and

.2 emergency towing arrangements at both ends shall be of adequate strength taking into account the size and deadweight of the ship, and the expected forces during bad weather conditions. The design and construction and prototype testing of emergency towing arrangements shall be approved by the Administration, based on the Guidelines developed by the Organization.

1.3 For tankers constructed before 1 July 2002, the design and construction of emergency towing arrangements shall be approved by the Administration, based on the Guidelines developed by the Organization.

**2 Emergency towing procedures on ships**

2.1 This paragraph applies to:

.1 all passenger ships, not later than 1 January 2010;

.2 cargo ships constructed on or after 1 January 2010; and

.3 cargo ships constructed before 1 January 2010, not later than 1 January 2012.

2.2 Ships shall be provided with a ship-specific emergency towing procedure. Such a procedure shall be carried aboard the ship for use in emergency situations and shall be based on existing arrangements and equipment available on board the ship.

2.3 The procedure shall include:

- .1 drawings of fore and aft deck showing possible emergency towing arrangements;
- .2 inventory of equipment on board that can be used for emergency towing;
- .3 means and methods of communication; and
- .4 sample procedures to facilitate the preparation for and conducting of emergency towing operations.”

2 The following new regulation 3-9 is added after the existing regulation 3-8:

**“Regulation 3-9  
Means of embarkation on and disembarkation from ships**

1 Ships constructed on or after 1 January 2010 shall be provided with means of embarkation on and disembarkation from ships for use in port and in port-related operations, such as gangways and accommodation ladders, in accordance with paragraph 2, unless the Administration deems that compliance with a particular provision is unreasonable or impractical.

2 The means of embarkation and disembarkation required in paragraph 1 shall be constructed and installed based on the guidelines developed by the Organization.

3 For all ships the means of embarkation and disembarkation shall be inspected and maintained in suitable condition for their intended purpose, taking into account any restrictions related to safe loading. All wires used to support the means of embarkation and disembarkation shall be maintained as specified in regulation III/20.4.”

**CHAPTER II-2  
CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND  
FIRE EXTINCTION**

**Regulation 10 – Fire fighting**

3 The following new paragraph 4.1.5 is added after the existing paragraph 4.1.4:

“4.1.5 By the first scheduled dry-docking after 1 January 2010, fixed carbon dioxide fire-extinguishing systems for the protection of machinery spaces and cargo pump-rooms on ships constructed before 1 July 2002 shall comply with the provisions of paragraph 2.2.2 of chapter 5 of the Fire Safety Systems Code.”

**Regulation 19 – Carriage of dangerous goods**

4 In paragraph 4, the words “, as defined in regulation VII/2,” are deleted.

**Regulation 20 – Protection of vehicle, special category and ro-ro spaces**

5 The existing paragraph 6.1.4 is replaced by the following paragraph 6.1.4 and new paragraph 6.1.5 is added after paragraph 6.1.4 as follows:

“6.1.4 The requirement of this paragraph shall apply to ships constructed on or after 1 January 2010. Ships constructed on or after 1 July 2002 and before 1 January 2010 shall comply with the previously applicable requirements of paragraph 6.1.4, as amended by resolution MSC.99(73). When fixed pressure water spraying systems are fitted, in view of the serious loss of stability which could arise due to large quantities of water accumulating on the deck or decks during the operation of the fixed pressure water-spraying system, the following arrangements shall be provided:

- .1 in passenger ships:
  - .1.1 in the spaces above the bulkhead deck, scuppers shall be fitted so as to ensure that such water is rapidly discharged directly overboard, taking into account the guidelines developed by the Organization;
  - .1.2.1 in ro-ro passenger ships, discharge valves for scuppers, fitted with positive means of closing operable from a position above the bulkhead deck in accordance with the requirements of the International Convention on Load Lines in force, shall be kept open while the ships are at sea;
  - .1.2.2 any operation of valves referred to in paragraph 6.1.4.1.2.1 shall be recorded in the log-book;
  - .1.3 in the spaces below the bulkhead deck, the Administration may require pumping and drainage facilities to be provided additional to the requirements of regulation II-1/35-1. In such case, the drainage system shall be sized to remove no less than 125% of the combined capacity of both the water-spraying system pumps and the required number of fire hose nozzles, taking into account the guidelines developed by the Organization. The drainage system valves shall be operable from outside the protected space at a position in the vicinity of the extinguishing system controls. Bilge wells shall be of sufficient holding capacity and shall be arranged at the side shell of the ship at a distance from each other of not more than 40 m in each watertight compartment;
- .2 in cargo ships, the drainage and pumping arrangements shall be such as to prevent the build-up of free surfaces. In such case, the drainage system shall be sized to remove no less than 125% of the combined capacity of both the water-spraying system pumps and the required number of fire hose nozzles, taking into account the guidelines developed by the Organization. The drainage system valves shall be operable from outside the protected space at a position in the vicinity of the extinguishing system controls. Bilge wells shall be of sufficient holding capacity and shall be arranged at the side shell of the ship at a distance from each other of not more than 40 m in each watertight compartment. If this is not possible, the adverse effect upon stability of the added weight and free surface of water

shall be taken into account to the extent deemed necessary by the Administration in its approval of the stability information. Such information shall be included in the stability information supplied to the master as required by regulation II-1/5-1.

6.1.5 On all ships, for closed vehicles and ro-ro spaces and special category spaces, where fixed pressure water-spraying systems are fitted, means shall be provided to prevent the blockage of drainage arrangements, taking into account the guidelines developed by the Organization. Ships constructed before 1 January 2010 shall comply with the requirements of this paragraph by the first survey after 1 January 2010.”

### **CHAPTER III LIFE-SAVING APPLIANCES AND ARRANGEMENTS**

#### **Regulation 6 – Communications**

6 The existing paragraph 2.2 is replaced by the following:

##### **“2.2 Search and rescue locating devices**

At least one search and rescue locating device shall be carried on each side of every passenger ship and of every cargo ship of 500 gross tonnage and upwards. At least one search and rescue locating device shall be carried on every cargo ship of 300 gross tonnage and upwards but less than 500 gross tonnage. Such search and rescue locating devices shall conform to the applicable performance standards not inferior to those adopted by the Organization. The search and rescue locating devices shall be stowed in such location that they can be rapidly placed in any survival craft other than the liferaft or liferafts required by regulation 31.1.4. Alternatively one search and rescue locating device shall be stowed in each survival craft other than those required by regulation 31.1.4. On ships carrying at least two search and rescue locating devices and equipped with free-fall lifeboats one of the search and rescue locating devices shall be stowed in a free-fall lifeboat and the other located in the immediate vicinity of the navigation bridge so that it can be utilized on board and ready for transfer to any of the other survival craft.”

#### **Regulation 26 – Additional requirements for ro-ro passenger ships**

7 The existing paragraph 2.5 is replaced by the following:

“2.5 Liferafts carried on ro-ro passenger ships shall be fitted with a search and rescue locating device in the ratio of one search and rescue locating device for every four liferafts. The search and rescue locating device shall be mounted inside the liferaft so its antenna is more than one metre above the sea level when the liferaft is deployed, except that for canopied reversible liferafts the search and rescue locating device shall be so arranged as to be readily accessed and erected by survivors. Each search and rescue locating device shall be arranged to be manually erected when the liferaft is deployed. Containers of liferafts fitted with search and rescue locating devices shall be clearly marked.”

## **CHAPTER IV RADIOCOMMUNICATIONS**

### **Regulation 7 – Radio equipment: General**

8 In paragraph 1, subparagraph .3 is replaced by the following:

“.3 a search and rescue locating device capable of operating either in the 9 GHz band or on frequencies dedicated for AIS, which:”

## **APPENDIX CERTIFICATES**

### **Record of Equipment for Passenger Ship Safety Certificate (Form P)**

9 In the Record of Equipment for Passenger Ship Safety Certificate (Form P), in section 2, the existing item 11.1 is replaced by the following:

“11.1 Number of search and rescue locating devices  
11.1.1 Radar search and rescue transponders (SART)  
11.1.2 AIS search and rescue transmitters (AIS-SART)”

and in section 3, the existing item 6 is replaced by the following:

“6 Ship’s search and rescue locating device  
6.1 Radar search and rescue transponder (SART)  
6.2 AIS search and rescue transmitter (AIS-SART)”

### **Record of Equipment for Cargo Ship Safety Equipment Certificate (Form E)**

10 In the Record of Equipment for Cargo Ship Safety Equipment Certificate (Form E), in section 2, the existing item 9.1 is replaced by the following:

“9.1 Number of search and rescue locating devices  
9.1.1 Radar search and rescue transponders (SART)  
9.1.2 AIS search and rescue transmitters (AIS-SART)”

### **Record of Equipment for Cargo Ship Radio Certificate (Form R)**

11 In the Record of Equipment for Cargo Ship Safety Radio Certificate (Form R), in section 2, the existing item 6 is replaced by the following:

“6 Ship’s search and rescue locating device  
6.1 Radar search and rescue transponder (SART)  
6.2 AIS search and rescue transmitter (AIS-SART)”

### **Record of Equipment for the Nuclear Passenger Ship Safety Certificate (Form PNUC)**

12 In the Record of Equipment for Nuclear Passenger Ship Safety Certificate (Form PNUC), in section 2, the existing item 11.1 is replaced by the following:

- “11.1 Number of search and rescue locating devices
- 11.1.1 Radar search and rescue transponders (SART)
- 11.1.2 AIS search and rescue transmitters (AIS-SART)”,

and in section 3, the existing item 6 is replaced by the following:

- “6 Ship’s search and rescue locating device
- 6.1 Radar search and rescue transponder (SART)
- 6.2 AIS search and rescue transmitter (AIS-SART)”.

### **Record of Equipment for the Nuclear Cargo Ship Safety Certificate (Form CNUC)**

13 In the Record of Equipment for Nuclear Cargo Ship Safety Certificate (Form CNUC), in section 2, item 9 is deleted and items 10, 10.1 and 10.2 are renumbered as items 9, 9.1 and 9.2 respectively; and the renumbered item 9.1 is replaced by the following:

- “9.1 Number of search and rescue locating devices
- 9.1.1 Radar search and rescue transponders (SART)
- 9.1.2 AIS search and rescue transmitters (AIS-SART)”,

and in section 3, the existing item 6 is replaced by the following:

- “6 Ship’s search and rescue locating device
- 6.1 Radar search and rescue transponder (SART)
- 6.2 AIS search and rescue transmitter (AIS-SART)”.



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