



INTERNATIONAL CONFERENCE ON
SAFETY OF LIFE AT SEA, 1974

Committee II

IMCO

DRAFT TEXT OF THE INTERNATIONAL CONVENTION
FOR THE SAFETY OF LIFE AT SEA, 1974

Draft Resolutions as agreed
by the Committee

Draft Resolution

COMPREHENSIVE REVISION OF THE INTERNATIONAL
CONVENTION FOR THE SAFETY OF LIFE AT SEA

THE CONFERENCE,

HAVING CONCLUDED the International Convention for the Safety of Life at Sea, 1974 to replace the International Convention for the Safety of Life at Sea, 1960,

NOTING that with respect to technical provisions the substantive changes from the 1960 Convention incorporated in the 1974 Convention have been limited to:

- (a) amendments to the 1960 Convention which have been adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization; and
- (b) new Regulations recommended by the Assembly for inclusion in the 1974 Convention,

RECOGNIZING the need for future work to be pursued towards the comprehensive revision of the technical provisions of the 1974 Convention to keep abreast of the technological developments,

RECOGNIZING also that the 1974 Convention provides in Article IX improved amendment procedures to enable such revised technical provisions to be adopted and brought into force in an expeditious manner,

TAKING NOTE of the work being carried out or envisaged by the Maritime Safety Committee of the Organization directed towards an extensive revision and modernization of the Safety Convention,

INVITES the Organization to pursue the work in this field with high priority so that the technical provisions of the 1974 Safety Convention may be revised as necessary as soon as possible and kept updated thereafter.

PURSUANT THERETO A LIST OF ITEMS REQUIRING PARTICULAR ATTENTION IS GIVEN IN THE ANNEX TO THIS RESOLUTION.

ANNEX

Recommendations for further improvement of the international regulations aimed at enhancing safety of life at sea

1. Intact Stability of Ships

Noting that:

- (1) the Recommendation on Intact Stability of Passenger and Cargo Ships under 100 metres in Length adopted by the IMCO Assembly Resolution A.167(ES.IV), as amended by Resolution A.206(VII), is not always satisfactory especially when applied to new types of ships of novel design and construction; and
- (2) in some cases the intact stability of ships over 100 metres in length also may need special consideration,

the Conference recommends investigations aimed at formulation of improved international standards on intact stability of ships taking into account all essential factors including, inter alia, the external forces affecting the ships in a seaway which may lead to capsizing or to inadmissible angles of heel.

2. Subdivision of Ships other than Passenger Ships

Noting the practice in various countries and existing provisions (i.e. in the 1966 Load Line Convention and 1973 Marine Pollution Convention) dealing with subdivision of ships other than passenger ships, and being of the opinion that the same basic approach to safety should be used irrespective of whether persons on board are passengers or crew, the Conference recommends effort be directed to the formulation of the appropriate international requirements on subdivision of ships other than passenger ships, taking into account all relevant factors and having due regard for the compatibility of such requirements with practical service conditions.

3. Fire Protection in Ships

Noting that:

- (1) except for tankers development of fire safety requirements for cargo ships and passenger ships carrying not more than 36 passengers have been given little attention since 1960 and are now in many respects unsatisfactory and less than is now feasible, and
- (2) fire safety requirements for novel craft and special purpose ships still need to be finalized,

the Conference recommends continued effort towards improvement and completion of fire safety requirements for those types of ships.

4. Life-Saving Appliances

Noting that the policy-making bodies of the Organization had decided that a total revision of Chapter III on Life-Saving Appliances in its entirety should be carried out as a matter of priority and that the preparatory work for such a revision had commenced, the Conference concurred with the decisions taken and expressed the hope that the work would be completed as soon as possible.

5. Main Propulsion Machinery

Taking into account the recent trend towards an increase in ship size and power in the complexity and power rating of machinery, and recognizing the importance of reliability of main machinery during manoeuvring from the

point of view of safety of navigation, the Conference recommends the formulation of regulations covering the construction, control and maintenance of main propulsion machinery as may appear necessary.

6. Periodically unattended Machinery Spaces

Noting the increasing introduction of automation in ships and dependence of ship safety on efficiency and reliability of automation and remote control equipment as well as the reduction in the number of the crew in automated ships, the Conference recommends the development of safety requirements covering all aspects of automated and remote controlled installations. Special attention should be given to the determination of the minimum number of crew needed to deal with emergency situations.

7. Nuclear Ships

Noting the progress in nuclear engineering, the experience gained by a number of countries in operating ships with nuclear propulsion units as well as the expected expansion of application of nuclear propulsion in ships, the Conference recommends revision of relevant provisions of the Convention in respect of nuclear ships.

8. Safety Measures for Types of Ships not Provided for in the Convention

Taking into account the development of new types of ships for which the requirements for passenger or cargo ships as they are set forth in the Convention are impracticable or insufficient and recognizing the need for future improvements to the Convention in this respect, the Conference recommends continuation in the development and refinement of specific safety requirements for special purpose ships, novel craft, chemical carriers, gas carriers and other new types of ships.

9. Unification of Definitions and Provisions Used in Different Conventions and Codes Developed by the Organization

Noting that the International Convention for the Safety of Life at Sea, 1974, and other Conventions and Codes prepared under the auspices of the Organization contain differences in definitions and provisions of the same nature, the Conference recommends that continued effort be made towards unification of definitions and provisions used in the same context in different documents.

10. Amalgamation of the International Convention for the Safety of Life at Sea and International Convention on Load Lines

Noting the common aims of the International Convention for the Safety of Life at Sea and the International Convention on Load Lines in respect to the safety of life and property at sea, the Conference recommends that effort be made towards amalgamation of these conventions.

11. Carriage of Dangerous Goods

Noting the rapid development of the carriage of dangerous goods by different modes of transport and realizing the need to ensure the safe and economical transportation of dangerous goods by unification of national and international rules concerning the carriage, storage and handling of dangerous goods during all modes of transport, the Conference recommends that the Organization should continue the work which has been undertaken in co-operation with other international organizations concerned looking toward a self-contained International Convention on the Carriage of Dangerous Goods by all Modes of Transport.
