



SOLAS/CONF/C.2/9
28 October 1974
Original: ENGLISH

INTERNATIONAL CONFERENCE ON
SAFETY OF LIFE AT SEA, 1974

Committee II
Agenda item 5

IMCO

REPORT OF COMMITTEE II TO THE CONFERENCE

General

1. The Committee met from 22 to 28 October 1974 to consider, as instructed, amendments and necessary editorial changes to the Regulations of Chapter II to Chapter VIII, including Chapter II bis of the Safety Convention and the Appendix thereto, draft Resolutions submitted to the Conference related to the above chapters, and to review the Recommendations of the 1960 Safety Conference.
2. The Committee elected unanimously Mr. P. Eriksson (Sweden) as Chairman and Captain M.A. Ghaffar (Pakistan) as Vice-Chairman of the Committee.
3. The agenda adopted is shown at Annex. It includes a list of documents considered as well as papers containing the texts of amendments to the Convention agreed by the Committee.
4. In considering the material referred to in paragraph 1 above the Committee was guided by the need not to introduce substantive changes in view of the tight time schedule, and wishes to record certain points raised during the considerations as reflected in the following paragraphs.

CHAPTER II - 2 (former Chapter II bis)

5. The Committee agreed to recommend in Regulation 8(f) that the use of steam should be prohibited except where it might be used as an addition to a fixed gas fire-extinguishing system required by this Chapter. Regulation 8(f) also lays down the conditions under which an Administration might permit the use of steam for this purpose. The Committee recommend that the Organization should continue to study the question of the use of steam.

6. The Committee agreed to recommend the deletion of provisions relating to tonnage openings in Regulations 37(e) and 52(f)(iii)(1) as being redundant in view of the Recommendation on the Treatment of Shelter-Deck and Other Open Spaces (Resolution A.48(III)) and because such provisions would not be desirable from the safety point of view.
7. Concerning Regulation 13(e) the delegation of the People's Republic of China stated that the requirements of this paragraph were too rigid and too specific and were not suitable for new and improved types of fire detectors and therefore the text should be more flexible. Although the Committee was sympathetic to the proposal, it was agreed to recommend that the matter should be considered by the Organization and pursued if necessary under the new amendment procedure. Meanwhile, the subject could be treated by Administrations if the need arose under the equivalent requirements of Regulation 5 of Chapter I.
8. The deletion of Regulation 38 was proposed. However, it was decided that a thorough assessment of the implications was needed and therefore to keep the Regulation in the text of Chapter II - 2 as proposed. The Committee agreed to recommend that the Organization should consider the issue and propose an amendment to the 1974 Convention if necessary.
9. Concerning Part E - Fire Safety Measures for Tankers, the Committee noted that the Assembly in Resolution 271(VIII) requested the Maritime Safety Committee to continue work on the tanker requirements in particular in respect of smaller vessels. The Committee agreed to recommend that the special attention of the appropriate body of the Organization should be drawn to the following subjects:
 - (a) Regulation 56(a) which allows the positioning of oil fuel tanks between cargo tanks and machinery spaces should be considered as to its applicability and the need for water ballast tanks to be specifically mentioned should also be considered. Additionally, in the second sentence of that paragraph the meaning of the term "in general" should be clarified.

- (b) The addition of a new sub-paragraph to Regulation 56(f) stating that the requirements of paragraph (f) may be modified at the discretion of the Administration for vessels under 3,000 tons gross tonnage should be considered.
- (c) The need to make Regulation 59 - Means of Escape, more explicit in its meaning should be considered.
- (d) The wording of Regulation 60(d) concerning whether the provision for discharging froth should read "internally" or "externally" to cargo tanks, should be reviewed, as to whether "or" should be replaced by "and".
- (e) The provision of Regulation 62(1) concerning the positioning of the water lock should be reviewed.

CHAPTER III

10. Concerning Regulation 26(a)(iii) the Committee made the observation that this sub-paragraph established requirements for examination of the completeness of lifeboat equipment in cargo ships, whereas the Regulation did not provide for a similar examination concerning passenger ships. The Committee nevertheless felt able to accept the text as presented as, apparently, it had not given rise to difficulties in practice, but it was agreed to recommend that the question should be looked into by the Organization.

11. In a similar connexion it was recommended that the Organization be invited to look into the matter of standardization of liferafts and their equipment, particularly with a view to items which are liable to be changed at periodical inspections, e.g. valves, launching systems and gas-bottles. It would appear appropriate which elements are generally interchangeable and to determine a uniformity of design with the object of facilitating the inspection of life-saving elements and the obtaining of spares in any part of the world.

CHAPTER IV

12. Concerning Regulation 13 it was pointed out that there might be some difficulties in complying with paragraph (g) of that Regulation and it was agreed to recommend that these requirements be reviewed by the Organization.

CHAPTER V

13. In Regulation 8 the paragraph (c) was deleted as appropriate paragraphs concerning this point were contained in the International Regulations for Preventing Collisions at Sea. The Committee agreed to recommend that the following proposals, which were raised and had some support, should be considered by the Organization:

(1) Paragraph (b) of the Regulation should be amended to read:

"(b) The Organization is recognized as the only international body for establishing, adopting, advising and recommending, if appropriate, measures on an international level concerning routing and areas to be avoided by ships or certain classes of ships."

Paragraph (c) should be amended to read:

"(c) The selection of routes and the initiation of action with regard to them, and the delineation of what constitutes converging areas will be primarily the responsibility of and be decided by the Governments of the Coastal States concerned."

(2) Paragraph (b) should be deleted.

(3) A new paragraph with the following wording should be added to the Regulation:

"Realizing the special problems concerning the operations of vessels actively engaged in fishing, trolling, surveying, cable laying, buoy positioning and salvage operations, the above requirements will only apply to such vessels in so far as is reasonable and practicable without unduly interfering with their operations."

CHAPTER VII

14. In order not to create divergencies with classification and definitions of dangerous goods used in the work of the United Nations, the Committee recommended that in Chapter VII the denomination "inflammable" should be retained in spite of the fact that this had been changed to "flammable" in other Chapters of the 1974 Safety Convention. However, it was agreed that wherever the word "inflammable" appears in Chapter VII, there should be a footnote reading: "Inflammable has the same meaning as flammable".

Resolutions

15. The Committee agreed that Annex C of the Final Act of the 1960 Conference should be included as an Annex to the Final Act of this Conference. Concerning the recommendations of Annex D of the Final Act of the 1960 Conference, the Committee agreed on a general resolution drawing the attention of the Organization and Governments to those recommendations which are still valid. The Committee also agreed on a resolution concerning the future revision of the 1974 Convention with reference to a number of special subjects. In respect of the resolution concerning nuclear ships, the delegation of Egypt reserved its position that the Suez Canal Authority may issue special regulations for nuclear ships passing through the canal and may prohibit the passage of any ship not complying with such regulations.

Notification of reservations to the technical regulations of the Convention

16. As a result of a proposal from a delegation, Committee II discussed the permissibility of Governments making reservations concerning the technical requirements of the Convention. A substantial majority of delegations participating in the discussion was of the opinion that the technical requirements were forming the basis of an equitable standard of safety for any person serving in a ship of whatever flag. Furthermore it was felt that to permit reservations concerning the technical requirements could lead to a situation which could seriously detract from the practical value of the Convention. Finally, it was pointed out that, as far as the technical requirements were concerned, Governments have the opportunity to invoke Regulation 5 of Chapter I of the present Convention as long as such Governments were convinced that the equivalents represented a solution which was just as satisfactory as the requirements themselves. There is no comparable stipulation concerning the Articles of the Convention.

17. In view of the foregoing the majority requested that the Conference be invited to draft an Article by which reservation concerning the technical requirements of the Convention should be prohibited.

18. Some delegations maintained that the question of the permissibility of reservations against requirements of a Convention was a legal matter.

19. Conditions of developing their national shipping services and shipbuilding industry are different in various countries each of which has its own characteristics and no uniformity should be imposed. These delegations strongly maintained that nothing should interfere with the sovereign rights of any Government of carrying out its responsibilities as it sees it its duty to do. Governments should therefore be allowed to make any reservations which, in its opinion, are not in conflict with the spirit or purpose of the Convention.

20. Accordingly these delegations were against the thought that the Conference should be invited to prepare an Article to the effect mentioned above.

Adoption of the Chapters of the Convention

21. The Committee unanimously agreed on the text of Chapters II - 1, II - 2, III to VIII, the Appendix of the Convention and on draft resolutions to be appended to the Final Act, which were submitted through the Drafting Committee to the Conference for consideration and adoption.

Use of Units in the Convention

22. The Committee agreed, because of the size of the overall task of reviewing the entire system of units used, that the metric as well as the imperial units as appearing in the 1960 Convention and in adopted amendments thereto should be retained in the 1974 Convention in all cases where other figures and units have not been explicitly stipulated. The Committee was, however, of the opinion that future efforts should be directed towards utilization of only the metric system. Bearing in mind the activities in other international bodies concerning the introduction of the "Système International d'Unités", this system should also be studied by the Organization with a view to acceptance as and when appropriate. In the future there would in some cases appear to be merit in using metric units different from the metric units presently used. In such cases the recommended principles for the use of units are as follows:

- (a) Engine power output should be given in kW.
- (b) Unit of pressure should be kg/cm^2 .

- (c) Units of length should be metres or millimetres, except for nautical miles.
- (d) Units of weight should be kg or metric ton (= 1000 kg).

Any recalculations should be carried out with adequate precision and accuracy.

Application of units in practical operation

23. Committee II was of the opinion that retaining the two unit systems in the 1974 Safety Convention would hardly lead to any new difficulties in their practical operation. It would appear to be natural that Governments of States where the metric system was generally used in the legislation would adopt the metric units given in the Convention for ships under their own flag, whereas Governments of States where the imperial system was generally used would use the latter for their ships. In both cases the Governments should allow the use of the other system when inspecting ships of foreign flags, provided there was a basis for this in the stipulations of the Convention.

Action to be taken by the Conference

24. The Conference is invited to consider and approve this Report and in particular to recommend the Organization to give consideration to certain points as indicated in the preceding paragraphs.

ANNEXAGENDA FOR COMMITTEE II INCLUDING LIST
OF DOCUMENTS

1. Adoption of the Agenda

SOLAS/CONF/C.2/1	Secretariat
------------------	-------------

2. Consideration of the draft text of Regulations of the International Convention for the Safety of Life at Sea, 1974

SOLAS/CONF/4/1	Secretariat	SOLAS/CONF/C.2/WP.1	China
" " /4/2	Secretariat	" " " /WP.2	Mexico
" " /4/2/Corr.1	Secretariat	" " " /WP.3	Argentina
" " /4/3	Secretariat	" " " /WP.4	Secretariat
" " /4/3/Corr.1	Secretariat		
" " /4/3/Corr.2	Secretariat	" " " /WP.6	Secretariat
" " /4/4	Secretariat	" " " /WP.7	Canada
" " /7	France	" " " /WP.8	Secretariat
" " /7/Add.1	France	" " " /WP.8/Rev.2	Committee
" " /7/1	Canada	" " " /WP.11	Working Group
		" " " /WP.12	Chile
" " /7/2	Netherlands	" " " /WP.14	Spain and United Kingdom
" " /7/3	USA	" " " /WP.15	Italy
		" " " /2	Committee
" " /7/4	Indonesia	" " " /2/Add.1/Rev.1	Committee
" " /WP.1	Secretariat	" " " /3	Committee
" " /WP.2	Secretariat	" " " /4	Committee
" " /INF.2	Secretariat	" " " /4/Corr.1	Committee
" " /INF.6	Secretariat	" " " /4/Add.1/Rev.1	Committee
		" " " /5	Committee
		" " " /6	Committee
		" " " /6/Corr.1	Committee
		" " " /8	Committee

3. Consideration of any draft Resolutions of the Conference relating to the Regulations of the International Convention for the Safety of Life at Sea, 1974

SOLAS/CONF/5	Secretariat	SOLAS/CONF/C.2/WP.5	USA
" " /5/1	USSR	" " " /WP.10	Ad Hoc Group
" " /8	IACS	" " " /WP.13	Secretariat

SOLAS/CONF/INF.6	Secretariat	SOLAS/CONF/C.2/7	Committee
		" " " /7/Add.1/Rev.1	Committee

4. Any other business

5. Report to the Conference

SOLAS/CONF/C.2/9	Committee	SOLAS/CONF/C.2/WP.9/Rev.1	Secretariat
		" " " " " /Add.1	Secretariat
