



INTERNATIONAL CONFERENCE ON
SAFETY OF LIFE AT SEA, 1974
Agenda item 8

IMCO

ADOPTION OF THE FINAL ACT OF THE CONFERENCE
AND ANY INSTRUMENTS, RECOMMENDATIONS OR
RESOLUTIONS RESULTING FROM ITS WORK

Draft Resolutions relating to the Convention

Submitted by the Union of Soviet Socialist Republics

Attached hereto are the proposed texts of the following draft Resolutions for consideration and adoption by the Conference:

1. Intact stability of ships
2. Unification of definitions and provisions of similar concept
3. Subdivision of ships other than passenger ships
4. Structure and strength of ships
5. Preparation of an International Convention on the Carriage of Dangerous Goods
6. Amalgamation of the International Convention for the Safety of Life at Sea, 1974 and the International Convention on Load Lines, 1966
7. Safety measures of certain types of ships not provided for in the International Convention for the Safety of Life at Sea, 1974
8. Improvement of Chapter VIII - Nuclear Ships, of the International Convention for the Safety of Life at Sea, 1974
9. Regulations for main propulsion machinery
10. Automation in ships
11. Fire safety measures in ships
12. Revision of Chapter III - Life-Saving Appliances of the International Convention for the Safety of Life at Sea, 1974.

Draft Resolution 1

INTACT STABILITY OF SHIPS

THE CONFERENCE,

MINDFUL OF the principal objectives of this Conference as set out in Resolution A.304(VIII) adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization,

HAVING NOTED the results of studies by the Organization of the standardization of intact stability requirements for ships of different types and purposes,

NOTING FURTHER that the Recommendation on Intact Stability for Passenger and Cargo Ships under 100 metres in Length, adopted with Resolution A.167(ES.IV) by the Assembly of the Organization is not always satisfactory when applied to new types of ships of novel design and construction,

INVITES Governments to undertake as soon as possible investigations aiming at the formulation of international requirements concerning intact stability of ships taking into consideration all essential factors to prevent capsizing of ships,

RECOMMENDS that the Organization should take appropriate steps to develop requirements on intact stability of ships for inclusion in the International Convention for the Safety of Life at Sea, 1974.

Draft Resolution 2

UNIFICATION OF DEFINITIONS AND PROVISIONS OF SIMILAR CONCEPT

THE CONFERENCE,

MINDFUL of the principal objectives of this Conference as set out in Resolution A.304(VIII) adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization,

NOTING that in requirements contained in the International Convention for the Safety of Life at Sea, 1974, in other Conventions and Codes prepared under the auspices of the Organization there are differences in definitions and provisions having the same physical meaning,

EMPHASIZING the desirability for a unification of definitions and provisions similar in their basic conception,

RECOMMENDS that the Organization should as soon as possible develop unified definitions and provisions of similar concept to be applied to instruments of the Organization, both those existing and those under preparation.

Draft Resolution 3

SUBDIVISION OF SHIPS OTHER THAN PASSENGER SHIPS

THE CONFERENCE,

MINDFUL of the principal objectives of this Conference as set out in Resolution A.304(VIII) adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization,

HAVING NOTED the practice by various Administrations concerning requirements for subdivision of ships other than passenger ships,

BEING AWARE of proposals for having the same basic approach for safety standards for all persons on board a ship, regardless of being passengers or not,

INVITES Governments to undertake as soon as possible investigations aiming at the formulation of international requirements concerning subdivision of certain types of cargo and other ships not being passenger ships, taking into account all the peculiarities and the conditions essential for survival of a ship after damage and having due regard to the compatibility of the implementation of such requirements with practical service conditions of the ship,

RECOMMENDS that the Organization should take appropriate steps to develop requirements for subdivision of ships other than passenger ships for inclusion in the International Convention for the Safety of Life at Sea, 1974.

Draft Resolution 4

STRUCTURE AND STRENGTH OF SHIPS

THE CONFERENCE,

MINDFUL of the principal objectives of this Conference as set out in Resolution A.304(VIII) adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization,

BEARING IN MIND that the strength of the hull and other structures of ships as well as quality of the shipbuilding material are among the most important factors of safety of ships,

NOTING that comprehensive scientific investigations are carried out, including full-scale sea tests of ships, model experiments and improvements of methods of calculation, that the knowledge of marine environmental conditions has considerably broadened, and that all these data, available due to the united efforts of various countries, have been summarized by the relevant technical committees of the International Ship Structure Congress,

BELIEVING that these developments provide favourable conditions for unification of the main principles and criteria of standardization of strength for main hull structures and of the requirements for shipbuilding materials from the point of view of the safety of ships,

CONSIDERING that ultimately the International Convention for the Safety of Life at Sea should embrace all aspects of safety of life and property at sea, including the most important requirements concerning the strength of principal ship structures and shipbuilding materials - now left out in the Convention,

RECOMMENDS that the Organization should concentrate its efforts on the drafting of a chapter on structure and strength of ships for inclusion in the International Convention for the Safety of Life at Sea, 1974.

Draft Resolution 5PREPARATION OF AN INTERNATIONAL CONVENTION ON THE
CARRIAGE OF DANGEROUS GOODS

THE CONFERENCE,

MINDFUL of the principal objectives of the Conference as set out in Resolution A.304(VIII) adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization,

NOTING the recent rapid development of the carriage of dangerous goods by different modes of transport,

REALIZING the need to ensure the safe and economical transport of dangerous goods by unification of national and international rules concerning the carriage, storage and handling of dangerous goods during all modes of transport,

CONSIDERS it expedient to replace the existing Chapter VII - Carriage of Dangerous Goods - of the International Convention for the Safety of Life at Sea, 1974 by a separate Convention on the Carriage of Dangerous Goods by different Modes of Transport,

RECOMMENDS that the Organization together with other international organizations concerned, should take appropriate steps towards the preparation, of a self-contained International Convention on the Carriage of Dangerous Goods by all Modes of Transport.

Draft Resolution 6

AMALGAMATION OF THE INTERNATIONAL CONVENTION FOR THE
SAFETY OF LIFE AT SEA, 1974 AND THE INTERNATIONAL
CONVENTION ON LOAD LINES, 1966

THE CONFERENCE,

MINDFUL of the principal objectives of the Conference, as set out in Resolution A.304(VIII) adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization,

NOTING the common aims of the International Convention for the Safety of Life at Sea, 1974 and the International Convention on Load Lines 1966 concerning the safety of life and property at sea,

NOTING FURTHER Recommendation 4 of the International Conference on Load Lines 1966,

RECOGNIZING the need for further improvement of the Regulations of these Conventions,

RECOMMENDS that the Organization continue with the work on amalgamation of the Regulations of the two Conventions as expeditiously as possible, according to the new structure of the consolidated convention.

Draft Resolution 7SAFETY MEASURES FOR CERTAIN TYPES OF SHIPS NOT PROVIDED FOR IN THE
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

THE CONFERENCE,

MINDFUL of the principal objectives of the Conference as set out in Resolution A.304(VIII) adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization,

NOTING the progress made by the Organization in providing safety requirements for different types of ships,

TAKING INTO ACCOUNT the development of new types of ships to which, because of their special purpose, specific structure and operating conditions, it is impracticable or insufficient to apply the requirements of passenger or cargo ships as they are set forth in the International Convention for the Safety of Life at Sea, 1974,

RECOGNIZING the need for future improvements to the Convention in this respect,

EMPHASIZING the need for developing requirements concerning all aspects of safety for certain types of ships, such as

- special purpose ships (defined as shown at Annex XIII to the report of the 28th session of the Maritime Safety Committee of the Organization, MSC XXVIII/22),
- ships having novel features of propulsion (novel craft),
- ships carrying dangerous chemicals in bulk,
- ships carrying liquefied gases in bulk,

based on the general principles of safety laid down in the Convention and taking account of the special features of structure, devices and equipment as well as the special purpose and service conditions of such ships,

RECOMMENDS that the Organization should continue, as speedily as possible, the development of safety requirements for special purpose ships, novel craft, chemical carriers, gas carriers and any other new types of ships, with the object of their inclusion into the International Convention for the Safety of Life at Sea, 1974 as soon as possible.

Draft Resolution 8

IMPROVEMENT OF CHAPTER VIII - NUCLEAR SHIPS, OF THE INTERNATIONAL
CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

THE CONFERENCE,

MINDFUL of the principal objectives of the Conference as set out in Resolution A.304(VIII) adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization,

BEARING IN MIND that the text of Chapter VIII of the International Convention for the Safety of Life at Sea, 1974 has remained unchanged since its adoption by the Conference in 1960,

NOTING the progress reached in nuclear engineering, the experience gained by a number of countries in operating ships with nuclear propulsion units and the expected expansion of application of nuclear propulsion in ships,

RECOGNIZING the need for improving and detailing the requirements of the Convention relating to nuclear ships on the basis of new achievements reached in this field,

DESIRING simplification of procedures to be followed for entering foreign ports by nuclear ships,

URGES Governments to contribute actively in a revision of Chapter VIII - Nuclear Ships,

RECOMMENDS that the Organization should, as soon as possible, commence revising and detailing Chapter VIII of the Convention, taking into account relevant modern achievements of science and engineering, with a view to replacing as soon as possible the existing requirements of the Convention.

Draft Resolution 9

REGULATIONS FOR MAIN PROPULSION MACHINERY

THE CONFERENCE,

MINDFUL of the principal objectives of the Conference as set out in Resolution A.304(VIII) adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization,

NOTING that the International Convention for the Safety of Life at Sea, 1974 contains no requirements for main propulsion machinery,

TAKING INTO ACCOUNT the recent trend in the increase of ships' aggregate power, the complexity of machinery and the increase in its intensity of power,

RECOGNIZING the importance of providing reliability and safe handling in main machinery during manoeuvring of the ship from the point of view of the safety of navigation,

INVITES Governments to contribute actively in the formulation of additional regulations for inclusion in the Convention regulating the composition, handling and conditions of maintenance of main propulsion machinery as far as the safety of ships, including their capability of survival in emergencies, is concerned,

RECOMMENDS that the Organization should take the appropriate measures to develop regulations on ships' main propulsion machinery for inclusion in the Convention.

Draft Resolution 10

AUTOMATION IN SHIPS

THE CONFERENCE,

MINDFUL of the principal objectives of the Conference as set out in Resolution A.304(VIII) adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization,

NOTING the increasing application of automation in ships,

NOTING FURTHER the inter-relationship between ships' safety and means of automation and remote control as well as the reduction in the number of the crew in automated ships,

RECOMMENDS that the Organization should continue to develop general requirements on ships' automation and on remote control and should consider requirements for the minimum number of crew members on board to ensure the survival capability of ships in emergency conditions.

Draft Resolution 11

FIRE SAFETY MEASURES IN SHIPS

THE CONFERENCE,

MINDFUL of the principal objectives of the Conference as set out in Resolution A.304(VIII) adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization,

HAVING AGREED on the re-arrangement of provisions on fire protection of ships covered in a self-contained Chapter II bis of the International Convention for the Safety of Life at Sea, 1974 and the inclusion therein of new provisions for tankers and combination carriers,

RECOGNIZING the great progress reached in the field of fire protection in passenger ships carrying more than 36 passengers and in tankers and the improvement of fire safety regulations in existing passenger ships,

NOTING that the requirements for fire safety of passenger ships carrying not more than 36 passengers and of cargo ships have remained unaltered since 1960 and do not meet modern feasibilities and standards,

NOTING ALSO that fire safety requirements of novel craft and special purpose ships need still to be finalized,

DESIRING that existing fire protection requirements of passenger ships carrying not more than 36 passengers and of cargo ships should be improved, taking into account the general provisions for passenger ships carrying more than 36 passengers,

RECOMMENDS that the Organization should concentrate its efforts first of all on the finalization of requirements for fire protection of cargo ships and secondly on the preparation of requirements on fire protection of the other types of ships referred to above with a view to their inclusion in the Convention as soon as possible.

Draft Resolution 12

REVISION OF CHAPTER III - LIFE-SAVING APPLIANCES, OF THE INTERNATIONAL
CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

THE CONFERENCE,

MINDFUL of the principal objectives of the Conference as set out in Resolution A.304(VIII) adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization which, inter alia, resulted in the inclusion only of amendments so far adopted by the Assembly into the text of Chapter III of the International Convention for the Safety of Life at Sea, 1974,

NOTING the progress reached in the improvement of provisions for life-saving appliances and rescue at sea in recent years,

RECOGNIZING the need for further improvement of such requirements of the Convention in the light of new achievements,

URGES Governments to take an active part in the complete revision of Chapter III of the Convention as envisaged by the Organization,

RECOMMENDS that the Organization should concentrate its efforts on developing new requirements concerning life-saving appliances and means of rescue at sea on the basis of modern achievements in science and engineering with a view to replacing the present requirements of the Convention as soon as possible.
