



INTERNATIONAL CONFERENCE ON  
SAFETY OF LIFE AT SEA, 1974  
Drafting Committee

IMCO

DRAFT TEXTS OF RESOLUTIONS

Prepared by the Drafting Committee

ATTACHMENT II

Resolution 1

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 the substantive changes to the technical provisions of the 1960 Convention now 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 a comprehensive revision of the technical provisions of the 1974 Convention to reflect technological developments,

RECOGNIZING also that the 1974 Convention provides in Article VIII 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 with a view to extensive revision of the Safety Convention,

INVITES the Organization to pursue its work in this field as a matter of high priority so that the technical provisions of the 1974 Convention may be revised as necessary, with particular reference to the items covered by the recommendations in the Appendix hereto.

#### APPENDIX

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

#### 1. Intact Stability of Ships

THE CONFERENCE,

NOTING:

- (a) that the "Recommendation on Intact Stability of Passenger and Cargo Ships under 100 metres in Length" adopted by the Assembly of the Organization by Resolution A.167(ES.IV), as amended by Resolution A.206(VII), may not always be appropriate especially in relation to new types of ships of novel design and construction, and
- (b) that in some cases special provisions may be required in respect of the intact stability of ships of 100 metres in length or more,

RECOMMENDS that steps be taken to formulate improved international standards on intact stability of ships taking into account, inter alia, external forces affecting ships in a seaway which may lead to capsizing or to unacceptable angles of heel.

#### 2. Subdivision of Ships other than Passenger Ships

THE CONFERENCE,

NOTING diverse practices in various countries and the provisions of the International Convention on Load Lines, 1966, and the International Convention for the Prevention of Pollution from Ships, 1973, so far as they relate to subdivision of ships other than passenger ships,

BEING OF THE OPINION that the same basic approach to safety of life at sea should be adopted, so far as practicable, in relation to all persons aboard ships, whether passengers or crew,

RECOMMENDS that efforts be made to formulate international requirements on subdivision of ships other than passenger ships, having regard inter alia to the compatibility of such requirements with practical service conditions.

### 3. Fire Safety Requirements for Ships

THE CONFERENCE,

NOTING:

- (a) that fire safety requirements for cargo ships, except tankers, and for passenger ships carrying not more than 36 passengers are still in many respects unsatisfactory and should be improved, and
- (b) that fire safety requirements for novel craft and special purpose ships are still under consideration,

RECOMMENDS that further steps be taken to introduce comprehensive fire safety requirements for those types of ships.

### 4. Life-Saving Appliances

THE CONFERENCE,

NOTING that the Maritime Safety Committee of the Organization has decided that a total revision of Chapter III of the Convention should be carried out as a matter of priority and that the preparatory work for such a revision has commenced,

CONCURRING with the decisions taken by the Maritime Safety Committee in this matter,

RECOMMENDS that this work should be completed as soon as possible.

### 5. Main Propulsion Machinery

THE CONFERENCE,

NOTING increases in ship size and power, and in the complexity and power rating of machinery,

RECOGNIZING the importance of reliable main propulsion machinery so as to ensure safe navigation, in particular while manoeuvring,

RECOMMENDS continued work on the development of regulations in this respect for the construction, control and maintenance of main propulsion machinery.

6. Periodically Unattended Machinery Spaces

THE CONFERENCE,

NOTING the increasing use of automation in ships,

CONSIDERING the dependence of ship safety on the efficiency and reliability of the equipment involved, as well as the reduction in the number of crew resulting from automation in ships,

RECOMMENDS that safety requirements be developed covering all aspects of automated and remotely controlled installations, and that special attention be given to the determination of the minimum number of crew needed to deal with emergency situations.

7. Nuclear Ships

THE CONFERENCE,

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

RECOMMENDS the revision of the relevant provisions of the Convention in respect of nuclear ships.

8. Safety Measures for Certain Types of Ships

THE CONFERENCE,

TAKING INTO ACCOUNT the development of certain types of ships to which the provisions of the Convention for passenger or cargo ships are not applicable or for which those provisions are not adequate or suitable,

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

RECOMMENDS that the development and refinement of specific safety requirements for special purpose ships, novel craft, ships carrying chemicals and liquefied gases in bulk and other new types of ships be continued.

9. Unification of Definitions and Provisions in Different Conventions and Codes

THE CONFERENCE,

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, in relation to the same subject matter, different definitions and provisions,

RECOMMENDS that continued efforts be made to achieve unification of definitions and provisions used in the same context in different documents.

10. Amalgamation of Conventions

THE CONFERENCE,

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

RECOMMENDS that efforts be made to amalgamate these Conventions.

11. Carriage of Dangerous Goods

THE CONFERENCE,

NOTING the rapid increase in 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 governing the carriage, storage and handling of dangerous goods in all modes of transport,

RECOMMENDS that the Organization should continue its work in co-operation with other international organizations concerned with a view to adopting a self-contained International Convention on the Carriage of Dangerous Goods by all Modes of Transport.

Resolution 2RAPID AMENDMENT PROCEDURE AND ENTRY INTO FORCE  
OF THE INTERNATIONAL CONVENTION FOR  
THE SAFETY OF LIFE AT SEA, 1974

THE CONFERENCE,

BEING AWARE of its principal objectives as set forth in Resolution A.304(VIII) of the Assembly of the Inter-Governmental Maritime Consultative Organization,

TAKING NOTE of paragraph (a) of Article I of the International Convention for the Safety of Life at Sea, 1974, by which the Contracting Governments undertake to give effect to the provisions of the Convention and the Annex thereto,

NOTES with particular interest Article VIII of the Convention which provides for a simplified procedure for bringing into force future amendments to the technical provisions of the Annex to the Convention,

REALIZES that the effectiveness of that amendment procedure largely depends on there being national procedures for rapid acceptance of amendments,

URGES States to become parties to the Convention as soon as possible and to give effect to later amendments thereto with the minimum of delay.

Resolution 3

VOTING RIGHTS IN THE MARITIME SAFETY COMMITTEE  
FOR THE ADOPTION OF AMENDMENTS

THE CONFERENCE,

RECALLING that one of the main objectives of the Conference was to incorporate improved amendment procedures in a new Convention to replace the International Convention for the Safety of Life at Sea, 1960,

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

NOTING that the provisions of Article VIII of the 1974 Convention enable amendments to the Convention to be adopted by a two-thirds majority of Contracting Governments present and voting in the Maritime Safety Committee of the Inter-Governmental Maritime Consultative Organization, whether or not they are Members of the Organization,

NOTING that the Assembly of the Organization at its fifth extraordinary session decided by Resolution A.317(ES.V) that the Organization should consider amending the Convention of the Organization in order, inter alia, to provide that the Maritime Safety Committee of the Organization could follow voting procedures as provided for in other Conventions when exercising functions conferred upon it by such Conventions,

RECOGNIZING that the interpretation of the Convention of the Organization is the prerogative of the Assembly of the Organization in accordance with Article 55 of that Convention,

RECOMMENDS that the Assembly so exercise its prerogative when interpreting the Convention of the Organization as to enable the Maritime Safety Committee to follow voting procedures for adopting amendments to the 1974 Convention as provided for in Article VIII thereof.

Resolution 4

RECOMMENDATIONS OF THE 1960 SAFETY CONFERENCE AND RESOLUTIONS  
OF THE ASSEMBLY OF THE ORGANIZATION RELATED TO REGULATIONS  
OF THE INTERNATIONAL CONVENTION FOR THE  
SAFETY OF LIFE AT SEA, 1974

THE CONFERENCE,

HAVING REVIEWED briefly the Recommendations of the International Conference on Safety of Life at Sea, 1960,

INVITES the attention of the Contracting Governments to those Recommendations which are still applicable,

RECOMMENDS that consideration, within the Organization or in co-operation with other Organizations as appropriate, should continue to be given to those Recommendations which so far have only been partially implemented, and that, in implementing those Recommendations, account should be taken of developments which have taken place since the 1960 Conference,

FURTHER RECOMMENDS that Contracting Governments, when implementing the Convention for the Safety of Life at Sea, 1974, should take account of all relevant Resolutions adopted by the Assembly of the Organization and in particular those which explain, supplement or enlarge upon the technical provisions of the 1960 Convention which are still applicable, such as Nos. A.123(V), 163(ES.IV), 166(ES.IV), 167(ES.IV), 206(VII), 210(VII), 211(VII), 214(VII), 215(VII), 266(VIII) and 270(VIII),

URGES Contracting Governments concerned to accept, as an equivalent to Part B of Chapter II-1 of the 1974 Convention, the "Regulations on Subdivision and Stability of Passenger Ships as an Equivalent to Part B of Chapter II of the 1960 Convention" adopted by the Assembly of the Organization by Assembly Resolution A.265(VIII), when applied in their entirety.



Resolution 5

DRAFT RECOMMENDATION ON THE USE OF A SYSTEM  
OF UNITS IN THE INTERNATIONAL CONVENTION  
FOR THE SAFETY OF LIFE AT SEA

THE CONFERENCE,

AGREEING that in the future only one system of units should be used in the Convention for the Safety of Life at Sea,

RECOGNIZING that at the present point in time it is impracticable to eliminate imperial units from the International Convention for the Safety of Life at Sea, 1974,

RECOMMENDS that the Organization in its future work should bear in mind that it is desirable to express values in the metric system of units only, and to express unit values in round figures where this can be done without prejudice to existing standards or commercially accepted practices,

INVITES the Organization to study also the "Système International d'Unités" with a view to its use in the International Convention for the Safety of Life at Sea, as and when appropriate.

ATTACHMENT III

RECOMMENDATIONS APPLICABLE TO NUCLEAR SHIPS

Insert Annex C to the Final Act of the International Conference on Safety of Life at Sea, 1960 with the following amendment:

Replace the NOTE by the following:

"NOTE: Throughout the following Recommendations, "the present Convention" means the "International Convention for the Safety of Life at Sea, 1974".

Attention is drawn to the Regulations concerning nuclear ships in Chapter VIII of the present Convention."

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