ANNEX 25

MSC RESOLUTION MSC.571(109)
(adopted on 6 December 2024)

INTERIM GUIDANCE TO ASSIST IN THE IMPLEMENTATION OF THE CAPE TOWN AGREEMENT OF 2012

THE MARITIME SAFETY COMMITTEE,

RECALLING article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO that the International Conference on the Safety of Fishing Vessels, 2012 (the Conference) had adopted the Cape Town Agreement of 2012 on the Implementation of the Provisions of the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 (the Agreement),

RECALLING FURTHER that the Conference, when adopting the Agreement, requested the Organization to intensify its efforts to provide Parties and Member States with the assistance they might need in implementing the Agreement,

RECOGNIZING that the entry into force and implementation of the Agreement will make a significant contribution to the safety of fishing vessels,

RECOGNIZING ALSO the need to provide guidance for a unified implementation to those States that have already become Parties to the Agreement or are in the process thereof,

RECALLING resolution A.1186(33) on the *Survey guidelines under the harmonized system of survey and certification (HSSC), 2023,* which provides guidance for conducting surveys required by relevant IMO instruments,

HAVING CONSIDERED, at its 109th session, the recommendation made by the Sub-Committee on Implementation of IMO Instruments, at its tenth session,

1 ADOPTS the Interim guidance to assist in the implementation of the Cape Town Agreement of 2012 (the Interim Guidance), set out in the annex to the present resolution;

2 INVITES Parties and Member States concerned to:

.1 follow the Interim Guidance on how to comply with the requirements set forth in the Agreement for a harmonized implementation;

.2 consider its provisions when developing national legislation governing fishing vessel safety;

.3 consider establishing appropriate measures in order to ensure that compliance of existing fishing vessels with the relevant requirements of the Agreement is documented, as appropriate; and

.4 consider paying particular attention to the case where a flag State has a pre-existing safety standard which is higher than the Agreement and, in such circumstances, the higher national standards should be retained for that State.

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ABBREVIATIONS AND ACRONYMS

Agreement	Cape Town Agreement of 2012 on the Implementation of the Provisions of the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977
COLREG 1972	Convention on the International Regulations for Preventing Collisions at Sea, 1972
EEZ	Exclusive economic zone
FAO	Food and Agriculture Organization of the United Nations
IFVSC	International Fishing Vessel Safety Certificate
GMDSS	Global Maritime Distress and Safety System
HSSC	Harmonized System of Survey and Certification
ILO	International Labour Organization
ITU RR	Radio Regulations of the International Telecommunication Convention
LL 66 Convention	International Convention on Load Lines, 1966
MoU	Memorandum of Understanding
Organization	International Maritime Organization (IMO)
PSC	Port State Control
PSCO	Port State Control Officer
RO	Recognized Organization
SOLAS 74/88	International Convention for the Safety of Life at Sea (SOLAS), 1974, as modified by SOLAS Protocol 1988
1993 Torremolinos Protocol	Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977

PREFACE

The safety of large fishing vessels is a key priority for the Parties and Member States of the International Maritime Organization (IMO). The first attempt to regulate this larger fishing vessel sector at the Organization led to the adoption of the Torremolinos International Convention for the Safety of Fishing Vessels, 1977. During the 1980s it became clear that an insufficient number of countries were ever going to ratify the Convention. This led to the adoption of the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 (1993 Torremolinos Protocol). Again, the rate of ratifications was insufficient to allow the 1993 Torremolinos Protocol to enter into force. This was further amended by the Cape Town Agreement of 2012 and this Interim Guidance is intended to assist Parties and Member States in ratifying and implementing this Agreement.

This Interim Guidance sets out advice for Parties and Member States who may have already ratified the Agreement as well as for those who have not yet done so. It also contains Interim Guidance for Parties and Member States who have pre-existing higher safety standards and how these can be safeguarded.

The Interim Guidance is structured in two parts. Part A deals with the articles of the Agreement and the technical chapters of the annex to the Agreement. Part B of the Interim Guidance contains additional information which, while not forming part of the Agreement, is provided for the information of Parties and Member States. The Interim Guidance also contains a number of appendices which may be helpful.

It is the prerogative of each ratifying Party to implement the requirements of the Agreement in accordance with its own national legal framework as well as the operational arrangements applicable within its jurisdiction.

PART A INTERIM GUIDANCE FOR IMPLEMENTATION

SECTION 1 GENERAL ASPECTS

1.1 Introduction

1.1.1 The Cape Town Agreement of 2012 on the Implementation of the Provisions of the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 (hereinafter referred to as "the Agreement"), is the only internationally updated and binding instrument that addresses the design, construction and equipment of fishing vessels. It is recognized that the entry into force and implementation of the Agreement would make a significant contribution to the safety of ships in general and the safety of fishing vessels in particular.

1.1.2 The Interim Guidance aims to assist Parties and Member States in effectively implementing the provisions of the Agreement into their national laws, regulations and other measures.[1]

1.1.3 In addition to the Interim Guidance, chapters 2 and 3 of the *Implementation Guidelines on part B of the Code, the Voluntary Guidelines and the Safety Recommendations* provide guidance related to administrative requirements and legal implications, respectively, which may also be useful to Administrations when developing their own laws and regulations or other measures for the safety of fishing vessels, including those related to the implementation of the Agreement. Furthermore, part B of the *Code of Safety for Fishermen and Fishing Vessels, 2005 Edition* would serve as a guide for Administrations in developing provisions for vessels of 24 metres in length and over but less than the length limit prescribed in chapters IV, V, VII and IX of the Agreement, as called for in paragraphs (4) and (5) of article 3 of the 1993 Torremolinos Protocol.

1.2 Purpose

1.2.1 The main purpose of the Interim Guidance is to assist Parties and Member States in the implementation of the provisions of the Agreement. It is therefore expected that Member States which are planning to deposit an instrument of ratification, acceptance, approval or accession, as appropriate, of the Agreement could benefit from this Interim Guidance.

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[1] The Interim Guidance may be applied in recognition of the broader international duties and obligations of Parties, Member States and flag States regarding the flagging and control of fishing vessels, together with their responsibilities to manage fishing and fishing-related activities in a manner that ensures the conservation and sustainable use of living marine resources and ensuring decent onboard working and living conditions for fishing vessel personnel. Parties, Member States and flag States may, in this regard, be guided by the following instruments, inter alia:

.1 ILO's *Guidelines on flag State inspection of working and living conditions on board fishing vessels*;

.2 FAO *Code of conduct for responsible fisheries* (article 8 – fishing operations);

.3 *FAO Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing* (PSMA);

.4 FAO *Voluntary guidelines for flag state performance* of 2014;

.5 FAO/ILO/IMO *Implementation Guidelines on part B of the Code, the Voluntary Guidelines and the Safety Recommendations*;

.6 FAO/ILO/IMO *Code of Safety for Fishermen and Fishing Vessels*, part B; and

.7 FAO Technical guidelines on best practices to improve safety at sea in the fisheries sector.

1.2.2 The Interim Guidance highlights the benefits of ratification or accession, as appropriate, and the flexible mechanism established for implementation, in particular on existing fishing vessels.

1.2.3 The Interim Guidance also provides useful information to stakeholders in the industry, such as fishing vessel owners, fishing vessel personnel, shipyards and equipment manufacturers, on how to comply with the requirements set forth in the Agreement. It also addresses other relevant issues, such as the human element and the guiding principles of the III Code.

1.2.4 Parties and Member States which already have a higher standard than prescribed in the Agreement, because they have implemented the provisions of the 1993 Torremolinos Protocol or a regional agreement for example, should not lower their standards when implementing the provisions of the Agreement. They should ensure that they do not take any actions which may inadvertently undermine their pre-existing higher standards.

1.3 Scope

1.3.1 The Interim Guidance provides a clear distinction between the technical requirements applicable to new and those applicable to existing vessels.

1.3.2 The Agreement offers a wide range of flexibility in terms of implementation and application. The Interim Guidance provides information on available flexibility options for both new and existing fishing vessels, and, in particular, on options that are related to progressive implementation of provisions on existing fishing vessels.

1.3.3 This Interim Guidance covers areas like definitions, interpretation and application of the articles of the Agreement and the 1993 Torremolinos Protocol as well as application, exemptions, equivalents, surveys and certificates. There is a dedicated appendix dealing with the system of survey and certification, based on the structure of the *Survey guidelines under the harmonized system of survey and certification (HSSC), 2023*, adopted by resolution A.1186(33). It is noted that the Agreement is currently not a relevant instrument of the HSSC.

1.3.4 Summary assistance tables for implementation have been inserted at the end of each section of part A and at the end of section 8 of part B of the Interim Guidance with the aim of facilitating the implementation of the Agreement. For reference, the responsibilities under the capacities as flag, port or coastal States in relation to the relevant provisions have been included. In addition, other supportive tools have been included for interest and assistance.

1.3.5 The Interim Guidance provides information regarding some of the benefits of ratification, acceptance, approval or accession, as appropriate, and implementation of the Agreement. This includes the expected reduction of accidents and in particular collisions within the waters of the flag State, the reduction of potential costs of search and rescue operations and pollution risks, with a positive impact on the national economy, resources and the environment.

1.3.6 Additionally, to assist Parties, Member States and stakeholders in the industry, the appendices provide guidelines for flag States, including abandon ship training and drills, radio equipment, shipborne navigational equipment, fire-fighting measures and life-saving appliances summary tables.

1.3.7 Member States ratifying or acceding to the Agreement need to ensure the provisions of the Agreement are reflected in their national law. This should also be supplemented by implementation measures. Parties should also ensure that there is coherence with their existing body of fishing vessel safety legislation and that there is a clear set of requirements communicated to the sector. Particular attention should be given to the case where a flag State has a pre-existing safety standard which is higher than the Agreement and, in such circumstances, the higher national standards should be retained for that State. It is also important that any conflict of laws is avoided in such situations and that there is clarity for the industry as to what standards apply.

1.3.8 Parties should provide for measures to ensure compliance with the provisions of the Agreement to ensure effective enforcement of the Agreement.

SECTION 2 OVERVIEW OF THE AGREEMENT

2.1 Application and entry-into-force criteria of the Agreement

2.1.1 Unless expressly provided otherwise, the provisions of the Agreement apply to new fishing vessels of 24 metres in length and over.

2.1.2 The Agreement applies to seagoing fishing vessels including vessels also processing their catch entitled to fly the flag of a Party. Its provisions do not apply to vessels exclusively used:

.1 for sport or recreation;

.2 for processing fish or other living resources of the sea;

.3 for research and training; or

.4 as fish carriers.

2.2 Structure of the Agreement

2.2.1 The Agreement, which updates and amends a number of provisions of the 1993 Torremolinos Protocol, consists of articles, an annex and an appendix as follows:

ARTICLES OF THE AGREEMENT

Article 1 – General obligations[2]

Article 2 – Interpretation and application of the 1993 Torremolinos Protocol and the 1977 Torremolinos Convention[3]

Article 3 – Signature, ratification, acceptance, approval and accession

Article 4 – Entry into force

[2] Article 1 provides information to the Parties to the Agreement on general obligations. It also states that the annex to the Agreement shall constitute an integral part of the Agreement and a reference to the Agreement shall constitute at the same time a reference to the annex thereto.

[3] Article 2 clarifies that articles 2 to 8 inclusive and articles 11 to 14 inclusive of the 1993 Torremolinos Protocol shall apply to the Agreement. In applying these articles, the regulations in the annex to the 1993 Torremolinos Protocol, and the regulations in the annex to the 1977 Torremolinos Convention, a reference to "the present Protocol", or to "the Convention", respectively, shall be deemed to mean a reference to the Agreement. (See also articles of the 1993 Torremolinos Protocol relating to the Agreement).

ARTICLES OF THE 1993 TORREMOLINOS PROTOCOL RELATING TO THE AGREEMENT

Article 1 – General obligations

Article 2 – Definitions

Article 3 – Application

Article 4 – Certification and port State control[4]

Article 5 – Force majeure

Article 6 – Communication of information

Article 7 – Casualties to fishing vessels[5]

Article 8 – Other treaties and interpretation

Article 11 – Amendments

Article 12 – Denunciation

Article 13 – Depositary

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Chapter II – Construction, watertight integrity and equipment

Chapter III – Stability and associated seaworthiness

Chapter IV – Machinery and electrical installations and periodically unattended machinery spaces

Part A – General

Part B – Machinery installations

Part C – Electrical installations

Part D – Periodically unattended machinery spaces

[4] Interim Guidance regarding article 4 of the 1993 Torremolinos Protocol is provided under section 6.

[5] Interim Guidance regarding article 7 of the 1993 Torremolinos Protocol is provided under section 8.

Chapter V – Fire protection, fire detection, fire extinction and fire fighting

Part A – General

Part B – Fire safety measures in vessels of 60 metres in length and over

Part C – Fire safety measures in vessels of 45 metres in length and over but less than 60 metres

Chapter VI – Protection of the crew

Chapter VII – Life-saving appliances and arrangements

Part A – General

Part B – Vessel requirements

Part C – Life-saving appliances requirements

Chapter VIII – Emergency procedures, musters and drills

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1 Form of Safety Certificate for Fishing Vessels

2 Form of Exemption Certificate

3 Form of Supplement to the International Fishing Vessel Safety Certificate

SECTION 3 APPLICATION AND SURVEYS

3.1 Application, exemptions and equivalents (regulations I/1 to 5)

3.1.1 Application: Unless expressly provided otherwise, the provisions of chapter I apply to new vessels.

Notes:

1. Administrations may decide to use gross tonnage (GT) in place of length (L) as the basis for measurement for all chapters. For those Administrations, the Agreement will not apply to vessels of less than 300 GT (regulation I/1(2) to (3)).

2. Where a Party has concluded that it is not immediately possible to implement all of the measures provided for in chapters VII, VIII, IX and X on existing vessels, the Party may, in accordance with a plan, progressively implement the provisions of these chapters over a period of up to five or 10 years, depending on the chapter (regulation I/1(4) to (5)).

3. The Agreement offers several possibilities to Administrations to exempt vessels from its requirements. Administrations may, for example, exempt any vessel from any of the requirements of all chapters of the Agreement, provided the vessel complies with adequate safety requirements to ensure the overall safety of the vessel and persons on board and that the vessel is not operating on the high seas (regulation I/3(3)).

CHAPTER I GENERAL PROVISIONS – SUMMARY

3.1.2 Chapter I deals with general matters, surveys and certification. It contains general provisions for:

.1 application (regulation 1);

.2 definitions (regulation 2);

.3 exemptions (regulation 3);

.4 equivalents (regulation 4); and

.5 repairs, alterations and modifications (regulation 5).

GUIDANCE FOR IMPLEMENTATION

Tonnage/length equivalents (regulations I/1(2) to (3))

3.1.3 All chapters of the Agreement use vessel length (L) as the basis for measurement. However, many flag Administrations use vessel gross tonnage in their national legislation for that purpose and may wish to use it when implementing the provisions of the Agreement.

1. The Agreement allows the Administration to use gross tonnage (GT), as specified in regulation I/1(2), in place of length (L) as the basis for measurement for all chapters.

2. Each Party which avails itself of this possibility shall communicate to the Organization the reasons for that decision.

Progressive implementation (regulations I/1(4) to (5))

3.1.4 It may not be possible for some countries to implement all of the measures of the Agreement at the same time.

3.1.5 A Party to the Agreement that has concluded it is not immediately possible to implement all of the measures provided for in chapters VII, VIII, IX and X on existing vessels may progressively implement those measures in accordance with a plan. The provisions of chapter IX may be implemented over a period of no more than 10 years, the provisions of chapters VII, VIII and X over a period of no more than five years.

3.1.6 A "Party" is defined in the Agreement as a State for which the Agreement has entered into force (article 2(a) of the 1993 Torremolinos Protocol). As the term "Party" is used in the provisions concerning the progressive implementation (regulation I/1(4) to (5)) instead of the term "Administration", it indicates that these provisions will only apply when the Agreement comes into force for the State.

3.1.7 Therefore, for a State which deposits an instrument of ratification, acceptance, approval or accession, as appropriate, prior to the entry into force of the Agreement, the above-mentioned progressive implementation period will only start running when the Agreement comes into force for that State.

3.1.8 Each Party which avails itself of this possibility shall in its first communication to the Organization provide the information that is specified in regulation I/1(5).

3.1.9 The following table provides a summary of the application of the provisions of the Agreement, including the phased implementation (progressive implementation) on existing vessels.

TABLE 1: APPLICATION – SUMMARY

Chapter		Application [1]				
		New vessels [2]		Existing vessels		
		24-45 m or **300-950 GT**	**≥45 m** or **≥950 GT**	**24-45 m** or **300-950 GT**	**≥45m** or **≥950 GT**	**Time to implement after entry into force** [3]
I	General	✓	✓	✓ [4]	✓ [4]	0 years
II	Construction	✓	✓	✗	✗	N/A
III	Stability	✓	✓	✗	✗	N/A
IV	Machinery	✗	✓	✗	✗	N/A
V	Fire safety	✗	✓	✗	✗	N/A
VI	Crew protection	✓	✓	✗	✗	N/A
VII	Life-savings appliances	✗	✓	✗	✓ [5]	≤ 5 years
VIII	Emergency procedures	✓	✓	✓	✓	≤ 5 years
IX	Radiocommunications	✗	✓	✗	✓	≤ 10 years
X	Navigational equipment	✓	✓	✓	✓	≤ 5 years

Notes:

1) The flag Administration may decide to use gross tonnage (GT) in place of vessel length (L) as the basis for measurements for all chapters (regulation I/1(2)).

2) A new vessel is a vessel built after the entry into force of the Agreement (regulation I/2(1)).

3) A Party may, in accordance with a plan, progressively implement the provisions of chapters VII, VIII, IX and X on existing vessels (regulation I/1(4) to (5)).

4) The only requirements of chapter I that apply to existing vessels are in regulations I/2 to 5.

5) The only requirements of chapter VII that apply to existing vessels concern handheld VHFs and radar transponders (regulations VII/1(2) and VII/13 to 14).

Exemptions (regulation I/3)

3.1.10 The Agreement offers several possibilities to Administrations to exempt vessels from its requirements.

3.1.11 Administrations may exempt any vessel which embodies features of a novel kind from any of the requirements of chapters II, III, IV, V, VI and VII according to conditions provided in regulation I/3(1). The particulars of such exemptions, to the extent necessary to confirm that the level of safety is adequately maintained, shall be communicated to the Organization. Regulations I/3(1) and I/3(4) provide further details on this.

3.1.12 Exemptions from the requirements of chapter IX are dealt with in regulation IX/3 and exemptions from chapter X are dealt with in regulation X/2. The particulars of such exemptions, to the extent necessary to confirm that the level of safety is adequately maintained, shall be communicated to the Organization. Regulations I/3(2) and I/3(4) provide further details on this.

3.1.13 Administrations may exempt any vessel from any of the requirements of any chapter of the Agreement, if they consider that the application is unreasonable and impracticable in view of the type of vessel, the weather conditions and the absence of general navigational hazards, provided:

.1 the vessel complies with adequate safety requirements for the service for which it is intended and are such as to ensure the overall safety of the vessel and persons on board;

.2 the vessel is operating solely in: (i) a common fishing zone under the jurisdiction of neighbouring States; or ii) the EEZ of the flag State; or (iii) the EEZ or a marine area under the jurisdiction of another State, in accordance with an agreement between the States concerned in accordance with international law; and

.3 the Administrations notify the Organization of the terms and conditions on which such exemption is granted.

3.1.14 Regulation I/3(3) provides more detailed information on this.

Equivalents* (*regulation I/4)

3.1.15 Instead of following the requirements of the Agreement regarding a particular fitting, material, appliance or apparatus, or type thereof, to be fitted or carried in a vessel, the Agreement permits the Administration to allow equivalents. This is if the Administration is satisfied by trial thereof or otherwise that an equivalent is at least as effective. The particulars of such equivalents, together with a report on any trials made, shall be communicated to the Organization. Regulation I/4 provides further details on this.

Repairs, alterations and modifications* (*regulation I/5)

3.1.16 A vessel that undergoes repairs, alterations, modifications and related outfitting shall continue to comply with at least the requirements previously applicable to the vessel.

3.1.17 Repairs, alterations and modifications of a major character and related outfitting shall meet the requirements for a new vessel only to the extent of such repairs, alterations and modifications and as the Administration deems reasonable and practicable.

3.1.18 "Repairs, alterations and modifications of a major character" is understood, by way of examples:

.1 any change that substantially alters the dimensions of a vessel, e.g. lengthening by adding new mid-body; or

.2 any change that substantially increases the efficiency of a vessel and/or prolongs the vessel's service life, e.g.:

.1 renewal of more than 50% of crew accommodations;

.2 renewal of propulsion machinery and/or wheelhouse;

.3 renewal of deck machinery and/or winch system;

.4 renewal of fish processing equipment; and

.5 renewal of refrigeration systems for the preservation of the catch.

3.1.19 Regulation I/5 provides further details on this.

Summary assistance table for implementation

Regulation to implement	Content	III Code (resolution A.1070(28))		Supportive tools
		Function	Implementation reference	
Regulation I/1	Application	Flag State	Part 1 – Common areas, paragraph 6.1 Part 2 – Flag States, paragraphs 15.1, 16.1 and 22.1 to .2	National standards developed for the implementation of SOLAS 1974 may be useful for these items
Regulation I/2	Definitions			
Regulation I/3	Exemptions			
Regulation I/4	Equivalents			
Regulation I/5	Repairs, alterations and modifications			

3.2 Surveys and certificates (regulations I/6 to 17)

3.2.1 Application: Unless expressly provided otherwise, the provisions of chapter I apply to new vessels.

Notes:

1. Administrations may entrust the inspections and surveys either to surveyors nominated for the purpose or to organizations recognized by it (regulation I/6(1)).

2. Administrations may exempt vessels from the annual surveys if it considers the application is unreasonable and impracticable and expand the "time window" of the periodical and intermediate surveys (regulation I/1(6), 7(1)(c), 8(1)(c) and 9(1)(c)).

CHAPTER I SURVEYS AND CERTIFICATES – SUMMARY

3.2.2 Chapter I also deals with survey and certification requirements. It makes provisions for:

.1 inspections and surveys and the nomination of surveyors or recognized organizations by the Administration (regulation 6);

.2 surveys on the life-saving appliances and other emergency equipment (regulation 7);

.3 survey on the radio installations (regulation 8);

.4 survey on the structure, machinery and other equipment (regulation 9);

.5 maintenance of the condition of the vessel and its equipment after survey (regulation 10); and

.6 issuance of certificates, duration, forms of certificates and their acceptance, as well as certification and accompanying privileges (regulations 11 to 17).

GUIDANCE FOR IMPLEMENTATION

Inspection and survey (regulation I/6)

3.2.3 The inspection and survey of vessels, in so far as it concerns the enforcement of the provisions of the present regulations and the granting of exemptions therefrom, shall be carried out by officers of the Administration. The regulations on survey and certificates apply to new and/or existing vessels, depending on the application of the respective provisions of the Agreement.

3.2.4 The Administration may entrust the inspections and surveys either to surveyors nominated for the purpose or to organizations recognized by it. The Administration shall, as a minimum, empower these surveyors and organizations to:

.1 require repairs to a vessel; and

.2 carry out inspections and surveys if requested by the appropriate authorities of a port State.

3.2.5 The Administration shall notify the Organization of the specific responsibilities and conditions of the authority delegated to nominated surveyors or recognized organizations.

System of survey and certification (regulations I/7 to 17)

3.2.6 Survey guidelines under the 1974 SOLAS Convention, as modified by the 1988 relating thereto[6] for cargo ships was used as a guide for the development of the system of survey and certification of the Agreement. The former system provides for a one-year standard interval between surveys, based on initial, annual, intermediate, periodical and renewal surveys, as appropriate.

3.2.7 However, the Agreement also allows for an alternative system, where the Administration uses the principles of the HSSC, but with the additional flexibility that the Administration may exempt the vessel from the annual surveys required and expand the "time window" of the periodical and intermediate surveys from six months to 18 months.

3.2.8 The above-mentioned systems of survey and certification are further described in the Survey guidelines under the system of survey and certification of the Cape Town Agreement of 2012 in appendix 2.

3.2.9 A certificate called an International Fishing Vessel Safety Certificate shall be issued, normally for a period of five years, after an initial or renewal survey. However, this certificate, which is supplemented by a Record of Equipment, shall not be issued to a fishing vessel that is exempted under regulation I/3(3).[7] Administrations may wish to establish appropriate measures in order to ensure that compliance of existing fishing vessels with the relevant requirements of the Agreement is documented, as appropriate.

3.2.10 When an exemption is granted to a vessel, except for vessels exempted under regulation I/3(3), a certificate called an International Fishing Vessel Exemption Certificate shall be issued in addition to the International Fishing Vessel Safety Certificate and with the same expiry date.

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6 Refer to the *Survey guidelines under the harmonized system of survey and certification (HSSC), 2023* (resolution A.1186(33)), as may be amended.

7 See also Exemptions (regulation I/3) in this section.

3.2.11 Both the International Fishing Vessel Safety Certificate and the International Fishing Vessel Exemption Certificate shall be endorsed when the vessel has undergone one of the required surveys.

3.2.12 The above-mentioned certificates cease to be valid if the relevant surveys and inspections are not completed within the periods specified, if the certificates are not endorsed in accordance with the regulations, and upon transfer of the vessel to the flag of another State.

Summary assistance table for implementation

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<tr><td>Regulation I/17</td><td>Privileges</td></tr>
</table>

SECTION 4 TECHNICAL REQUIREMENTS FOR BOTH NEW AND EXISTING VESSELS

While this section covers technical requirements for both new and existing vessels, an overview of the technical requirements of the Agreement applicable to existing vessels can be found at the end of this section.

Notes:

1. Administrations may decide to use gross tonnage (GT) in place of length (L) as the basis for measurement (regulation I/1(2) to (3)). In such cases, 950 GT is used in place of reference to 45 m in length (L) for this chapter. For those Administrations, the Agreement, – and therefore this chapter – may not apply to vessels of less than 950 GT (regulation I/1(2) to (3)).

2. Where a Party has concluded that it is not immediately possible to implement all of the measures provided for in chapter VII on existing vessels, the Party may, in accordance with a plan, progressively implement these provisions over a period of up to five years (regulation I/1(4) to (5)).

4.1 Life-saving appliances and arrangements (chapter VII, part B - regulations 13 and 14)

4.1.1 Application: New vessels of 45 metres in length and over,[8] except for regulation VII/13 and VII/14 which also apply to existing vessels of 45 metres in length and over.

CHAPTER VII, PART B – REGULATIONS 13 AND 14 - SUMMARY

4.1.2 Chapter VII applies to life-saving appliances and consists of three parts: part A, part B and part C. Part B includes the only provisions for both existing and new vessels:

.1 the number and types of radio life-saving appliances (regulation 13); and

.2 radar transponders (regulation 14).

4.1.3 Section 5.6 of this Interim Guidance deals with life-saving appliances and arrangement provisions for new vessels.

GUIDANCE FOR IMPLEMENTATION

Radio life-saving appliances: Handheld (Two-way) GMDSS VHF radiotelephone apparatus and radar transponders

4.1.4 Obligatory two-way GMDSS VHF radiotelephone apparatus including their emergency batteries (primary batteries normally of lithium type) should be located in a central and easily accessible position on the navigation bridge.[9]

4.1.5 Those provided on board existing vessels and not complying with the performance standards adopted by the Organization may be accepted by the Administration, provided that they are compatible with approved two-way VHF radiotelephone apparatus.

[8] or 950 GT and above if the Party decides to use gross tonnage (GT) in place of length (L) – see tonnage/length equivalents in section 3.

[9] Taking into account relevant performance standards adopted by the Organization.

4.1.6 A radar transponder [10] shall be carried on each side of every vessel. It is recommended that these be in a visible location inside the navigation bridge, close to the outer doors. [11] It should be easy to bring the transponders to any survival craft or one radar transponder shall be stowed in each survival craft.

Summary assistance table for implementation

Regulation to implement	Content	III Code (resolution A.1070(28))		Supportive tools
		Function	**Implementation reference**	
Regulation 1(2), regulation 13 and 14	Application; radio life-saving appliances; radar transponder	Flag State	Part 2 – Flag States, paragraphs 15, 16, 22 and 24	Article 3(4) of the 1993 Torremolinos Protocol. COMSAR/Circ.32/Rev.2. Manual for Use by the Maritime Mobile and Maritime Mobile-Satellite Services (article 20 ITU Radio Regulations). IMO performance standards.
		Port State	Part 4 – Port States, paragraphs 52 to 57	

4.2 Emergency procedures, musters and drills (chapter VIII)

4.2.1 Chapter VIII applies to both new and existing vessels of 24 metres in length and over, with some provisions applying to vessels of 45 metres in length and over.

CHAPTER VIII – SUMMARY

Notes:

1. Administrations may decide to use gross tonnage (GT) in place of length (L) as the basis for measurement for all chapters. In such cases, 300 GT or 950 GT are used, respectively, in place of references to 24 m or 45 m in length (L) for this chapter. For those Administrations, the Agreement – and therefore this chapter – may not apply to vessels of less than 300 GT (and the same for particular chapter VIII provisions for vessels of less than 950 GT) (regulation I/1(2) to (3)).

2. Where a Party has concluded that it is not immediately possible to implement all of the measures provided for in chapter VIII on existing vessels, the Party may, in accordance with a plan, progressively implement these provisions over a period of up to five years (regulation I/1(4) to (5)).

3. The Agreement offers several possibilities to Administrations to exempt vessels from its requirements. Exemptions or modifications allowed by the provisions of this chapter are highlighted here, such as dispensing with the muster list owing to the small number of crew members, or relaxation in the frequency of the drills for vessels of less than 45 m in length.

[10] Taking into account relevant performance standards for Radar SART and AIS-SART adopted by the Organization.

[11] One of these may be the radar transponder required by regulation IX/6(1)(c).

4.2.2 Chapter VIII deals with emergency procedures, musters and drills and makes provision for:

.1 application (regulation 1);

.2 general emergency alarm systems, muster lists and emergency instructions (regulation 2);

.3 abandon ship training and drills (regulation 3); and

.4 training in emergency procedures (regulation 4).

GUIDANCE FOR IMPLEMENTATION

General emergency alarm system (regulation VIII/2(1))

4.2.3 The general alarm signal shall be given by the vessel's whistle or siren and, additionally, on an electrically operated bell or klaxon. Administrations may allow an equivalent warning system to the bell or klaxon, but in any case these electrical systems shall be powered from both:

.1 the main supply; and

.2 an emergency source of electrical power required by regulation IV/17.[12]

Emergency instructions (regulation VIII/2(2))

4.2.4 Each crew member shall be provided with clear instructions, to be followed in case of emergency.[13] Some examples of emergencies which may be taken into account when preparing the instructions are fire, abandon, collision, pollution, steering gear, entry and rescue in an enclosed space, and man over board (MOB). Special attention should be given to the language used on board for communication when the crew members are provided with instructions.

Muster list (regulations VIII/2(3) to (9))

4.2.5 Muster lists shall be exhibited in pertinent parts throughout the ship, in particular in the wheelhouse, the engine-room (i.e. the engine control room) and in the crew accommodation (i.e. corridors, mess rooms). In vessels of less than 45 m in length, the Administration may permit relaxation of the requirements of this regulation, if satisfied that, owing to the small number of crew members, no muster list is necessary. The muster lists shall be prepared before the vessel proceeds to sea, and be updated by the skipper, if necessary, because of relevant crew changes.

[12] Requirements from chapter IV apply only to new vessels of L ≥ 45 m or GT ≥ 950. However, an emergency source is required for all vessels according to this regulation. The Party may, in accordance with a plan, progressively implement this provision on existing vessels over a period of no more than five years after the entry into force of the Agreement.

[13] *Principles of safe manning adopted by the Organization* by resolution A.1047(27) could be useful for flag States.

Abandon ship training and drills (regulations VIII/3 (1 to 3))

4.2.6 Onboard training in the use of a vessel's life-saving appliances, including survival craft equipment,[14] shall be given as soon as possible but not later than two weeks after a crew member joins the vessel. Instructions on how to use a vessel's life-saving equipment and appliances and how to survive at sea shall be given at the same intervals as indicated for drills.[15] A summary of the provisions contained in this chapter for both abandon ship and fire drills can be found at appendix 3.

Summary assistance table for implementation

Regulation to implement	Content	III Code (resolution A.1070(28))		Supportive tools
		Function	Implementation reference	
Regulation 1	Application	Flag State	Part 2 – Flag States, paragraphs 15, 16.1 to .3, 16.5 and 17	*Principles of Safe Manning* adopted by the Organization by resolution A.1047(27).
Regulation 2 Regulation 3 Regulation 4	General emergency alarm system, muster list and emergency instructions; Abandon ship training and drills; Training in emergency procedures	Flag State	Part 1 – Common areas, paragraph 12 Part 2 – Flag States, paragraphs 22.1 to .4	*Principles of Safe Manning* adopted by the Organization by resolution A.1047(27). Summary table for abandon ship and fire drills contained in this chapter. *Instructions for action in survival craft*, adopted by the Organization by resolution A.657(16).
		Port State	Part 1 – Common areas, paragraph 12 Part 4 – Port States, paragraph 57	Summary table for abandon ship and fire drills contained in this chapter.

4.3 Radiocommunications (chapter IX)

4.3.1 Application: New and existing vessels of 45 metres in length and over.[16]

Notes:

1. Administrations may decide to use gross tonnage (GT) in place of length (L) as the basis for measurement (regulation I/1(2) to (3)). In such cases, 950 GT is used in place of reference to 45 m in length (L) for this chapter. For those Administrations, the Agreement – and therefore this chapter – may not apply to vessels of less than 950 GT (regulation I/1(2) to (3)).

[14] Chapter VII – Life-saving appliances and arrangements, shall only apply to new vessels of 45 m in length and over. This should be considered when applying this chapter VIII.

[15] All the parts of the vessel's equipment and appliances shall be covered within two-month periods. Examples of instructions which shall be included are operation and use of the inflatable liferafts, hypothermia: problems and first aid treatment, use of the life-saving appliances in severe weather and sea condition. Onboard training in the use of davit-launched liferafts at intervals of not more than four months (only on vessels fitted with them).

[16] or 950 GT and above if the Party decides to use gross tonnage (GT) in place of length (L) – see tonnage/length equivalents in section 3.

2. Where a Party has concluded that it is not immediately possible to implement all of the measures provided for in chapter IX on existing vessels, the Party may, in accordance with a plan, progressively implement these provisions over a period of up to 10 years (regulation I/1(4) to (5)).

3. Every vessel shall be provided with radio installations capable of complying with the functional requirements prescribed throughout its intended voyage and complying with the requirements for the sea area or areas through which it will pass during its intended voyage, as appropriate (regulation IX/5(1)).

CHAPTER IX – SUMMARY

4.3.2 This chapter deals with radiocommunications and consists of two parts. Part A sets out provisions for:

.1 application (regulation 1);

.2 additional definitions (regulation 2);

.3 exemptions (regulation 3); and

.4 functional requirements to be met (regulation 4).

4.3.3 Part B regulates vessel requirements and makes specific provision for:

.1 radio requirements (regulation 5);

.2 requirements for radio equipment in the various sea areas (regulations 6 to 10);

.3 specifics on maintaining a continuous radio watch while at sea (regulation 11);

.4 specifics regarding sources of energy while a vessel is at sea (regulation 12);

.5 type approval and performance standards of equipment (regulation 13);

.6 maintenance requirements for equipment (regulation 14);

.7 vessels to carry personnel qualified for distress and safety radiocommunication (regulation 15); and

.8 keeping radio records (regulation 16).

GUIDANCE FOR IMPLEMENTATION

Application – tonnage/length and progressive implementation

4.3.4 As referred to in regulation I/1 (section 3 of this Interim Guidance), flag Administration may use vessel gross tonnage (GT) in place of length (L). If a Party to the Agreement has concluded that it is not immediately possible to implement all the measures provided for in chapter IX on existing vessels, the Party may progressively implement the provisions of this chapter over a period of no more than 10 years.

4.3.5 This chapter shall apply to new and existing vessels of 45 metres in length and over.

Application – existing radiocommunication system on board existing fishing vessels and exemptions

4.3.6 The existing radiocommunication system on board existing fishing vessels may be permitted by the Administration to continue to be used, providing the Administration is satisfied that it is equivalent to the requirements of this chapter, as specified in regulation IX/1(2).

4.3.7 Administrations may grant partial or conditional exemptions to individual vessels from the requirements of radio equipment provided as appropriate for the sea areas (regulation IX/6 to IX/10) and maintenance requirements on vessels engaged on voyages in sea areas A3 and A4 (regulation IX/14(7)) as specified in regulation IX/3. A report showing all exemptions granted shall be submitted to the Organization giving the reasons for granting such exemptions.

GMDSS Functional requirements

4.3.8 The provisions on GMDSS requirements are prescribed in regulation IX/4.

4.3.9 It is of great safety importance that all requirements prescribed are fulfilled. The most important requirements are that "Every vessel, while at sea, shall maintain a continuous watch and shall be capable of transmitting ship-to-shore distress alerts by at least two separate and independent means, each using a different radiocommunication service". It should be possible to initiate such alerts from the position from which the vessel is normally navigated.

Radio equipment

4.3.10 Every vessel shall be provided with radio installations capable of complying with the functional requirements prescribed by regulation IX/4 throughout its intended voyage. Every vessel shall also comply with the requirements of regulation IX/6 and regulation VII/13 and 14. Vessels shall also meet the requirements of either regulation IX/7, 8, 9 or 10, as appropriate for the sea area or areas through which it will pass during its intended voyage.[17]

4.3.11 There shall always be available, while the vessel is at sea, a supply of electrical energy sufficient to operate the radio installations and to charge any batteries used as part of a reserve source or sources of energy for the radio installations. The reserve source or sources of energy shall ensure the operation of the basic equipment, and the duplicated equipment if such equipment is required.

4.3.12 Any navigational or other equipment providing input of information to the radio installation to ensure its proper performance should be connected to the ship's mains and emergency supply and to the reserve source of energy to ensure the input of information is uninterrupted.

Radio personnel (regulation IX/15)

4.3.13 Administrations shall ensure that the personnel of every vessel are adequately qualified and certificated to enable efficient operation of the radio station and shall take steps to ensure the operational availability and maintenance of equipment for distress and safety communications.

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17 COMSAR.1/Circ.32/Rev.2 on *Harmonization of GMDSS requirements for radio installations on board SOLAS ships* and resolution MSC.131(75) on *Maintenance of a continuous listening watch on VHF channel 16 by SOLAS ships while at sea after 1 February 1999 and installation of VHF DSC facilities on non-SOLAS ships*, could be useful for flag States.

4.3.14 The STCW-F Convention[18] further requires that all skippers and officers hold an appropriate certificate related to the GMDSS.

4.3.15 The following table provides a summary of the GMDSS operator's certificate specified in the ITU Radio Regulations:[19]

GMDSS OPERATOR'S CERTIFICATES – SUMMARY

Category of GMDSS operator's certificates	Competency		Sea areas	
	Maintenance	Operational	A1, A2, A3, A4	A1
First-class radio electronic certificate	✓ (full)	✓	✓	
Second-class radio electronic certificate	✓ (limited)	✓	✓	
General operator's certificate (GOC)		✓	✓	
Restricted operator's certificate (ROC)		✓		✓

Summary assistance table for implementation

Regulation to implement	Content	III Code (resolution A.1070(28))		Supportive tools
		Function	Implementation reference	
Regulation 1, regulation 3 to 10; 11(1) to 14; 16	Application; Existing radiocommunication system; Exemptions. Functional requirements; Radio installations; Radio equipment; Sources of energy; Performance standards; Maintenance requirements; Radio records	Flag State	Part 2 – Flag States, paragraphs 15, 16, 22 and 24	Article 3(4) of the 1993 Torremolinos Protocol. Section B-IV/2 / STCW Code part B / 2010 Manila Amendments. COMSAR/Circ.32/Rev.2. Resolution MSC.131(75) IMO performance standards.
		Port State	Part 4 – Port States, paragraphs 52 to 57	
Regulation 15	Radio personnel	Flag State	Part 2 – Flag States, paragraph 17	Chapter II / annex / STCW-F, 1995 and resolution 1 / STCW-F, 1995. ITU Radio Regulations, article 47 and table 47-1 (CMR-2019).

[18] Chapter II / annex / STCW-F, 1995 and resolution 1 / STCW-F, 1995.

[19] Considering article 47 and 48 ITU Radio Regulations and section B-IV/2 / STCW Code part B / 2010 Manila Amendments.

4.4 Shipborne navigational equipment and arrangements (chapter X)

4.4.1 Application: New and existing vessels of 24 metres in length and over,[20] except for regulation X/6(1) that only applies to new vessels of 45 metres in length and over.[21]

Notes:

1. Administrations may decide to use gross tonnage (GT) in place of length (L) as the basis for measurement for all chapters. In such cases, 300 GT or 950 GT are used, respectively, in place of references to 24 m or 45 m in length (L) for this chapter. For those Administrations, the Agreement - and therefore this chapter - may not apply to vessels of less than 300 GT (and the same for particular chapter X provisions for vessels of less than 950 GT) (regulation I/1(2) to (3)).

2. Where a Party has concluded that it is not immediately possible to implement all of the measures provided for in chapter X on existing vessels, the Party may, in accordance with a plan, progressively implement the provisions of these chapters over a period of up to five years. (regulation I/1(4) to (5)).

CHAPTER X - SUMMARY

4.4.2 Chapter X deals with shipborne navigational equipment and arrangements, with provision for:

.1 application (regulation 1);

.2 exemption of any vessel from any of the requirements of chapter X where the Administration considers the nature of the voyage or vessel's proximity to land does not warrant such requirements (regulation 2);

.3 various shipborne navigational equipment that vessels of various lengths shall be fitted with (regulation 3);

.4 suitable nautical instruments and necessary publications for the intended voyage, to the satisfaction of the Administration (regulation 4);

.5 signalling equipment (regulation 5); and

.6 navigation bridge visibility requirements that new vessels of 45 metres in length and over shall meet, and requirements for existing vessels and vessels of unconventional design (regulation 6).

GUIDANCE FOR IMPLEMENTATION

Application to existing vessels (regulations X/1 and 6(1)(a) and (b))

4.4.3 While all regulations of chapter X apply to new vessels, only regulations X/1 to 5 apply to existing vessels. However, existing vessels of 45 m in length and over[22] shall, when practicable, meet the requirements of regulation X/6(1)(a) and (b). However, structural alterations or additional equipment is not required for existing vessels.

[20] or 300 GT and above if the Party decides to use gross tonnage (GT) in place of length (L) – see tonnage/length equivalents in section 3.

[21] or 950 GT and above if the Party decides to use gross tonnage (GT) in place of length (L) – see tonnage/length equivalents in section 3.

[22] or 950 GT and above if the Party decides to use gross tonnage (GT) in place of length (L) – see tonnage/length equivalents in section 3.

Progressive implementation of the measures on existing vessels (regulations I/1(4) to (5))

4.4.4 A Party which has concluded that it is not immediately possible to implement all of the measures provided for on existing vessels may progressively implement the provisions of chapter X over a period of no more than five years in accordance with a plan. The period of five years begins either from the date of entry into force of the Agreement or the date on which the Party deposits the instrument of ratification, acceptance, approval or accession, as appropriate, of the Agreement, whichever occurs later. The Party, in its first communication to the Organization, shall provide information as specified in regulation I/1(5). (See also section 3).

Exemptions (regulation X/2)

4.4.5 The flag Administration may exempt any vessel from any of the requirements of chapter X where it considers that the nature of the voyage or the vessel's proximity to land does not warrant such requirements.

Relationship with chapter V of SOLAS

4.4.6 A party to SOLAS that is also preparing for the ratification, acceptance, approval or accession, as appropriate, and implementation of the Agreement, should ensure there are no conflicts in provisions in the national legislation with legally binding international instruments concerning shipborne navigational equipment and arrangements.

Summary assistance table for implementation

<table>
<tr><th rowspan="2">Regulation to implement</th><th rowspan="2">Content</th><th colspan="2">III Code (resolution A.1070(28))</th><th rowspan="2">Supportive tools</th></tr>
<tr><th>Function</th><th>Implementation reference</th></tr>
<tr><td>Regulation X/1</td><td>Application</td><td rowspan="2">Flag State</td><td rowspan="2">Part 1 – Common areas, paragraph 6.1
Part 2 – Flag Staes, paragraphs 15.1 and 16.1</td><td rowspan="6">National standards developed for the implementation of chapter V of the SOLAS 1974 may be useful for these items</td></tr>
<tr><td>Regulation X/2</td><td>Exemptions</td></tr>
<tr><td>Regulation X/3</td><td>Shipborne navigational equipment</td><td>Flag State</td><td>Part 1 – Common areas, paragraph 6.1
Part 2 – Flag States, paragraphs 15.1, 16.1 and 22.1 to .2</td></tr>
<tr><td>Regulation X/4</td><td>Nautical instruments and publications</td><td rowspan="2">Flag State</td><td rowspan="2">Part 1 – Common Areas, paragraphs 6.1 and .6
Part 2 – Flag States, paragraphs 15.1, 16.1 and 22.1 to .2</td></tr>
<tr><td>Regulation X/5</td><td>Signalling equipment</td></tr>
<tr><td>Regulation X/6</td><td>Navigation bridge visibility</td><td>Flag State</td><td>Part 1 – Common areas, paragraph 6.1
Part 2 – Flag States, paragraphs 15.1 and 16.1</td></tr>
</table>

OVERVIEW OF THE TECHNICAL REQUIREMENTS OF THE CAPE TOWN AGREEMENT OF 2012 (CTA) FOR EXISTING VESSELS

Chapters	Regulations in CTA	Requirements		Progressive implementation	
		Length (L) ≥ 24 m (300 GT) but < 45 m (950 GT)	Length (L) ≥ 45 m (950 GT)	Length (L) ≥ 24 m (300 GT) but < 45 m (950 GT)	Length (L) ≥ 45 m (950 GT)
Construction, watertight integrity and equipment (chapter II)	None	✗	✗	✗	✗
Stability and associated seaworthiness (chapter III)	None	✗	✗	✗	✗
Machinery and electrical installations and periodically unattended machinery spaces (chapter IV)	None	✗	✗	✗	✗
Fire protection, fire detection, fire extinction and fire fighting (chapter V)	None	✗	✗	✗	✗
Protection of the crew (chapter VI)	None	✗	✗	✗	✗
Life-saving appliances and arrangements (chapter VII)	VII/13 and 14	✗	✓	✗	✓ No more than 5 years
Emergency procedures, musters and drills (chapter VIII)	VIII/1-4	✓	✓	✓ No more than 5 years	✓ No more than 5 years
Radiocommunications (Chapter IX)	IX/1-16	✗	✓	✗	✓ No more than 10 years
Shipborne navigational equipment and arrangements (Chapter X)	X/1-5 (However, some requirements apply only to vessels ≥ 35 m; vessels ≥ 45 m (950 GT); or vessels ≥ 75 m (3000 GT criterion))	✓	✓	✓ No more than 5 years	✓ No more than 5 years
	X/6(1)(a) and (b) where practicable (length and GT criteria)	✗	✓	✗	✓ No more than 5 years

SECTION 5 TECHNICAL REQUIREMENTS FOR NEW VESSELS ONLY

5.1 Construction, watertight integrity and equipment (chapter II)

5.1.1 Application: New vessels of 24 metres in length and over.[23]

Notes:

1. Administrations may decide to use gross tonnage (GT) in place of length (L) as the basis for measurement (regulation I/1(2) to (3)).

2. The Agreement offers several possibilities to Administrations to exempt vessels from its requirements. In addition to the exemptions provided for in regulation I/3, this chapter allows for several alternative arrangements, provided that the Administration is satisfied that the safety of the vessel will not be impaired.

CHAPTER II – SUMMARY

5.1.2 Chapter II contains detailed provisions regarding construction, watertight integrity and equipment. This includes construction requirements that require structures and equipment to be sufficient to withstand all foreseeable conditions of intended service, including operation in ice, to the satisfaction of the Administration. This chapter is closely related to chapter III on stability. The chapter has provision for:

.1 the strength of hull, superstructures and other structures and equipment (regulation 1);

.2 watertight doors (regulation 2);

.3 hull integrity (regulation 3);

.4 weathertight doors (regulation 4);

.5 hatchways closed by wood covers, and covers other than wood (regulations 5 and 6);

.6 machinery space openings (regulation 7);

.7 other deck openings (regulation 8);

.8 minimum height of ventilator coamings (regulation 9);

.9 air pipes and sounding devices (regulations 10 and 11);

.10 sidescuttles and window provisions (regulation 12);

.11 inlets and discharges; and freeing ports to prevent water passing through the structure and thereby threatening the overall safety of the vessel (regulations 13 and 14); and

.12 adequate anchor and mooring equipment to the satisfaction of the Administration (regulation 15).

[23] or 300 GT and above if the Party decides to use gross tonnage (GT) in place of length (L) – see tonnage/length equivalents in section 3.

GUIDANCE FOR IMPLEMENTATION

Construction

5.1.3 Administrations may require fishing vessels to be built, designed, constructed and maintained to additional requirements to the regulations in the Agreement. In particular, Administrations may require compliance with the structural, mechanical and electrical requirements of a classification society which is recognized by the flag Administration or with applicable national standards of the Administration which provide an equivalent level of safety. All aspects of construction shall be to the satisfaction of the Administration.

Delegation of authority to nominated surveyors and recognized organizations.

5.1.4 The Administration[24] may entrust the inspections and survey, including those related to the items of this chapter, either to surveyors nominated for the purpose or to organizations recognized by it.[25]

Summary assistance table for implementation

<table>
<tr><th rowspan="2">Regulation to implement</th><th rowspan="2">Content</th><th colspan="2">III Code (resolution A.1070(28))</th><th rowspan="2">Supportive tools</th></tr>
<tr><th>Function</th><th>Implementation reference</th></tr>
<tr><td rowspan="2">Regulation II/1 to 15</td><td rowspan="2">Construction; Watertight doors; Hull integrity; Weathertight doors; Hatchways closed by wood covers; Hatchways closed by covers other than wood; Machinery space openings; Other deck openings; Ventilators; Air pipes; Sounding devices; Sidescuttles and windows; Inlets and discharges; Freeing ports; and Anchor and mooring equipment</td><td>Flag State</td><td>Part 1 – Common areas, paragraph 6.1
Part 2 – Flag States, paragraphs 15.1, 16.1 and 22.1</td><td rowspan="2">The following instruments may be useful for the implementation of this chapter:

Footnotes to chapter II of the Cape Town Agreement of 2012.

Annex II of part B of the Code of Safety for Fishermen and Fishing Vessels, 2005.

National standards developed for the implementation of LL 1966 may also be useful.</td></tr>
<tr><td>Port State</td><td>Part 4 – Port States, paragraphs 52 to 57</td></tr>
</table>

[24] National standards developed for the implementation of LL 1966 may also be useful for flag States.

[25] Refer to the Inspection and survey (regulation I/6) in section 3.

5.2 Stability and associated seaworthiness (chapter III)

5.2.1 Application: New vessels of 24 metres in length and over.[26]

Note:

1. The minimum stability criteria of this chapter shall be met unless the Administration is satisfied that operating experience justifies departures therefrom.

CHAPTER III - SUMMARY

5.2.2 This chapter sets out the stability criteria that vessels shall meet under all actual operating conditions, with provision for:

.1 vessels being constructed according to the requirements of chapter III (regulation 1);

.2 stability criteria (regulation 2);

.3 flooding of fish-holds (regulation 3);

.4 stability provisions for particular fishing methods (regulation 4);

.5 severe wind and rolling (regulation 5);

.6 vessels shall be able to withstand water on deck (regulation 6);

.7 anticipated operating conditions considered shall be to the satisfaction of the Administration (regulation 7);

.8 calculations for ice accretion (regulation 8);

.9 inclining tests (regulation 9);

.10 skipper having readily available stability information at all times, and revised calculations where alterations have taken place (regulation 10);

.11 scantlings of portable fish-hold divisions (regulation 11);

.12 bow height and maximum permissible operating draught requirements (regulations 12 and 13); and

.13 subdivision and damage stability for vessels of 100 m in length and over (regulation 14).

[26] or 300 GT and above if the Party decides to use gross tonnage (GT) in place of length (L) – see tonnage/length equivalents in section 3.

GUIDANCE FOR IMPLEMENTATION

Determination of the lightship displacement and centres of gravity

5.2.3 The Administration[27] may require stability calculations to be submitted as early as possible during the design process, together with other relevant documentation. The stability criteria in regulation III/2 shall be met under all actual operating conditions (regulation III/7). Where the vessel is 100 m or more in length and the total number of persons carried is 100 or more, subdivision and damage stability calculations shall also be submitted for approval.[28]

Other considerations to be taken into account

5.2.4 Vessels shall be able to withstand the effect of the elements, taking account of the seasonal weather conditions, the sea states in which the vessel will operate, the type of vessel and its mode of operation.[29]

Ice accretion

5.2.5 If the vessel is intended for operation in areas where ice accretion is known to occur, the icing allowance specified in regulation III/8[30] shall be made in the stability calculations.

Inclining test

5.2.6 Upon completion of the vessel, its lightship displacement and centres of gravity shall be determined by conducting an inclining test (regulation III/9) and stability calculations.[31] Where alterations are made to a vessel affecting its lightship condition and the position of the centre of gravity, the vessel shall, if the Administration considers this necessary, be re-inclined and the stability information revised.

27 National standards developed for the implementation of LL 1966 may also be useful for flag States.

28 Refer to the Guidance on subdivision and damage stability calculations, contained in recommendation 5 of attachment 3 to the Final Act of the International Conference on Safety of Fishing Vessels, 1993.

29 Refer to the guidance on Severe wind and rolling criterion (weather criterion), contained in part B, chapter 2, paragraph 2.1.4 of the International Code on Intact Stability, 2008, the Guidance on a method of calculation of the effect of water on deck, contained in recommendation 1 of attachment 3 to the Final Act of the International Conference on Safety of Fishing Vessels, 1993, and the Recommended practice on portable fish-hold divisions, contained in annex III to part B of the *Code of Safety for Fishermen and Fishing Vessels, 2005*.

30 For sea areas, where ice accretion may occur and modifications of the icing allowance are suggested, refer to the Guidance relating to ice accretion, contained in recommendation 2 of attachment 3 to the Final Act of the International Conference on Safety of Fishing Vessels, 1993, and part B, chapter 6, section 6.3 of, and annex 2 to, the International Code on Intact Stability, 2008.

31 Refer to the Determination of lightship parameters and the detailed guidance for the conduct of an inclining test, contained in chapter 8 of, and annex 1 to, the International Code on Intact Stability, 2008.

Stability information

5.2.7 Suitable stability information shall be supplied to enable the skipper to assess with ease and certainty the stability of the vessel under various operating conditions.[32] A copy of the stability information shall be submitted to the Administration for approval.[33]

Delegation of authority to nominated surveyors and recognized organizations

5.2.8 The Administration may entrust the inspections and survey, including those related to the stability of the vessel, either to surveyors nominated for the purpose or to organizations recognized by it.[34]

Summary assistance table for implementation

Regulation to implement	Content	III Code (resolution A.1070(28))		Supportive tools
		Function	Implementation reference	
Regulation III/1 to 14	General; Stability criteria; Flooding of fish-holds; Particular fishing methods; Severe wind and rolling; Water on deck; Operating conditions; Ice accretion; Inclining test; Stability information; Portable fish-hold divisions; Bow height; Maximum permissible operating draught; and Subdivision and damage stability	Flag State	Part 1 – Common areas, paragraph 6.1 Part 2 – Flag States, paragraphs 15.1, 16.1 and 22.1	The following instruments may be useful for the implementation of this chapter: Part B to, and annexes 1 and 2 of, the International Code on Intact Stability, 2008 Footnotes to chapter III, of the Cape Town Agreement of 2012 Recommendations 1 to 5 of the International Conference on Safety of Fishing Vessels, 1993, as reproduced in attachment 4 of the 2018 consolidated edition of the Cape Town Agreement of 2012 National standards developed for the implementation of LL 1966 may also be useful.

5.3 Machinery and electrical installations and periodically unattended machinery spaces (chapter IV)[35]

5.3.1 Application: New vessels of 45 metres in length and over.

32 Refer to the Guidance on stability information, contained in recommendation 3 of attachment 3 to the Final Act of the International Conference on Safety of Fishing Vessels, 1993.

33 Refer to part B, chapter 3 of the International Code on Intact Stability, 2008, and the *Model Loading and Stability Manual*, contained in MSC/Circ.920.

34 Refer to the Inspection and survey (regulation I/6) in section 3.

35 or 950 GT and above if the Party decides to use gross tonnage (GT) in place of length (L) – see tonnage/length equivalents in section 3 –. Some regulations only apply to a length of 75 metres or above (or a gross tonnage of ≥ 3,000 equivalents to such length).

Notes:

1. Administrations may decide to use gross tonnage (GT) in place of length (L) as the basis for measurement for all chapters. For those Administrations, this chapter may not apply to vessels of less than 950 GT (regulation I/1(2) to (3)).

2. The Agreement offers several possibilities to Administrations to exempt vessels from its requirements. Dispensations or exemptions allowed by the provisions of this chapter are here highlighted, such as dispensing with the requirement of full capability when an essential auxiliary becomes inoperative and accepting a partial reduction of full normal operation.

CHAPTER IV – SUMMARY

5.3.2 This chapter deals with machinery and electrical installations and periodically unattended machinery spaces for vessels of 45 m in length and over. The chapter consists of four parts. Part A (General) deals with:

.1 application (regulation 1);

.2 definitions (regulation 2); and

.3 machinery installations, electrical installations and periodically unattended machinery spaces are to the satisfaction of the Administration (regulation 3).

5.3.3 Regulation 3 includes specifics on the design, constructing, testing, installation and servicing of machinery and equipment, as well as lifting gear, winches, fish handling and fish processing equipment. Specifics are also included on the design and construction of electrical installations.

5.3.4 Part B includes further specifics on machinery installations including:

.1 suitable machinery for adequate propulsion and means of going astern (regulations 4 and 5);

.2 steam boilers, feed systems and steam piping arrangements (regulation 6);

.3 communication between the wheelhouse and machinery space (regulation 7);

.4 wheelhouse control of propulsion machinery (regulation 8);

.5 air pressure systems (regulation 9);

.6 arrangements for fuel oil, lubricating oil and other flammable oils (regulation 10);

.7 bilge pumping arrangements (regulation 11);

.8 protecting against noise (regulation 12);

.9 steering gear and backup provisions (regulation 13);

.10 engineer's alarm for vessels of 75 m in length and over (regulation14); and

.11 refrigeration systems for the preservation of the catch (regulation 15).

5.3.5 Further specifics on electrical installations are included in part C, and part D regulates periodically unattended machinery spaces.

GUIDANCE FOR IMPLEMENTATION

Machinery installations

5.3.6 Machinery installations shall be in all aspects to the satisfaction of the Administration.[36]

5.3.7 Means to sustain or restore the operational capability of the propulsion machinery shall be disposed of even though one of the essential[37] auxiliaries become inoperative.

5.3.8 The Administration should assure that special consideration is given to the functioning of the essential arrangements and systems listed in the Agreement (IV/3(3)).[38] Leakage should be minimized for those systems supplying fuel oil pressure for main propulsion machinery.[39] Fuel leakages are one the main causes of machinery space fires, so special attention should be paid to assembly of the system, effects of high frequency of the fuel injections which is transmitted back into the fuel supply system, and vibrations.

5.3.9 The Administration may, having regard to overall safety considerations, allow reduced capability in lieu of full normal operation. Safety conditions should be taken into account when allowing such partial capability: the seasonal weather conditions, the navigational area of the vessel, etc. Regarding the propulsion power capability (i.e. when multiple engines / single propeller shaft is arranged), a reduced power may be accepted. A percentage of the total rated propulsion power should be set as a minimum.

Electrical installations

5.3.10 Administrations may require fishing vessels to be built, designed, constructed and maintained to additional requirements to the regulations in the Agreement. In particular, Administrations may require compliance with the structural, mechanical and electrical requirements of a classification society which is recognized by the flag Administration or with applicable national standards of the Administration which provide an equivalent level of safety. All aspects of electrical installations shall be to the satisfaction of the Administration.

5.3.11 Their design and construction shall provide the "normal operations and habitable[40] conditions". The following systems and functions should maintain normally: propulsion machinery, steering gear, safe navigation, fire and flooding safety, internal and external

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36 The reference is included in SOLAS, but MSC/Circ.834, *Guidelines for engine-room layout, design and arrangement* may be of assistance for fishing vessels as well. Administrations may require fishing vessels to be built, designed, constructed and maintained to additional requirements to the regulations in the Agreement. In particular, Administrations may require compliance with the structural, mechanical and electrical requirements of a classification society recognized by the flag Administration or with applicable national standards of the Administration that provide an equivalent level of safety. All aspects of construction shall be to the satisfaction of the Administration.

37 Essential auxiliaries are those services that need to be in continuous operation for maintaining the vessel's manoeuvrability in regard to propulsion and steering.

38 SOLAS reference but may be of assistance the MSC.1/Circ.1467, 24 June 2013, *Unified interpretation of SOLAS regulation II-1/26.3.*

39 MSC/Circ.647 *Guidelines to minimize leakages from flammable liquid systems*.

40 Refer to the definitions contained in regulation 2 of this chapter.

communications and signals, means of escape, emergency boat winches, anchor winches and lighting necessary to perform normal operation and maintenance of the vessel. Additionally, comfortable conditions for habitability should be designed, including cooking, heating, domestic refrigeration, mechanical ventilation, sanitary and fresh water. All utility systems for the listed functions should be included.

5.3.12 An emergency source of electrical power shall be located, to the satisfaction of the Administration. Such source shall supply essential services for safety in an emergency condition.

Periodically unattended machinery spaces

5.3.13 References to chapter V, regarding fire prevention or fighting are made in this part D. A fixed fire-extinguishing system shall be provided to the satisfaction of the Administration, complying with the requirements of regulations V/22 and V/40.

5.3.14 In conjunction with those requirements, conditions for the alarm system, the bilge pumping arrangements to prevent flooding, safety systems associated with the propulsion, communications, the automatic control of boiler, machinery and electrical installations shall be met to satisfy the periodically "unattended machinery spaces" (UMS) condition.

5.3.15 All fishing vessels intending to operate with these unattended machinery spaces, shall hold documentary evidence. Documents will need to satisfy the Administration as a proof of fitness to operate in UMS mode. A UMS certificate may be issued and supplemented by a report on the level of compliance with the complementary requirements (part D of this chapter), after the initial survey.

Vessels of 75 metres of length and over

5.3.16 Although this chapter applies to fishing vessels of 45 metres of length and over, regulations applying only to this length (≥ 75 metres) are scattered within the chapter:

.1 (Part B, machinery installations, Reg. 13 Steering gear) electric or electrohydraulic steering gear shall be served by at least two circuits fed from the main switchboard;

.2 (Part B, machinery installations, Reg. 14 Engineers' alarm) an engineers' alarm shall be provided;

.3 (Part C, electrical installations, Reg. 18 Precautions) the hull return system of distribution shall not be used for power, heating or lighting;

.4 (Part D, UMS, Reg. 19 Fire safety) immediate water delivery from the fire main system;

.5 (Part D, UMS, Reg. 21 Communications) separate means of communication between the wheelhouse and machinery spaces, and additionally the engineers’ accommodation; and

.6 (Part D, UMS Reg. 23 Special requirements for machinery, boiler and electrical installations) means to supply the main source of electrical power are set to safely cover the case of loss of the generator in operation.

Summary assistance table for implementation

Regulation to implement	Content	III Code (resolution A.1070(28))		Supportive tools
		Function	**Implementation reference**	
Part A Regulation IV/1 to 3	Application, definitions, general	Flag State	Part 2 – Flag States, paragraphs 15, 16.1, 16.2 and 16.5	MSC/Circ.834, *Guidelines for engine-room layout, design and arrangement*
Part B Regulation IV/4 to 15, Part C Regulation IV/16 to 18, Part D Regulation IV/19 to 24.	Further specifics on machinery and electrical installations. Unattended machinery spaces	Flag State	Part 2 – Flag States, paragraphs 15, 16.1, 16.5 and 22.1	MSC.1/Circ.1467, 24 June 2013, *Unified Interpretation of SOLAS regulation II-1/26.3*
		Port State	Part 1 – Common areas, paragraph 13 Part 4 – Port States, paragraph 57	MSC.1/Circ.1467, 24 June 2013, *Unified Interpretation of SOLAS regulation II-1/26.3*

5.4 Fire protection, fire detection, fire extinction and fire fighting (chapter V)

5.4.1 Application: New vessels of 45 metres in length and over,[41] unless expressly provided otherwise, and should be read together with regulation IV/19.

Notes:

1. Administrations may decide to use gross tonnage (GT) in place of length (L) as the basis for measurement (regulation I/1(2) to (3)).

2. The Agreement offers several possibilities to Administrations to exempt or to adopt similar criteria on vessels from its requirements. Any other fire safety measure than specified may be allowed provided the Administration is satisfied that it is not less effective.

CHAPTER V – SUMMARY

5.4.2 This chapter applies to new vessels of 45 metres in length and over. It consists of three parts. Part A deals with general provisions and provides further definitions:

.1 general (regulation 1); and

.2 definitions (regulation 2).

5.4.3 Part B sets out the fire safety measures in vessels of 60 metres in length and over, with detailed provisions for:

.1 structure (regulation 3);

.2 bulkheads within the accommodation and service spaces (regulation 4);

.3 protection of stairways and lift trunks in accommodation spaces, service spaces and control stations (regulation 5);

[41] or 950 GT and above if the Party decides to use gross tonnage (GT) in place of length (L) – see tonnage/length equivalents in section 3.

.4 doors in fire-resistant divisions (regulation 6);

.5 fire integrity of bulkheads and decks (regulation 7);

.6 details of construction (regulation 8);

.7 ventilation systems (regulation 9);

.8 heating installations (regulation 10);

.9 miscellaneous items (regulation 11);

.10 storage of gas cylinders and dangerous materials (regulation 12);

.11 means of escape (regulation 13);

.12 automatic sprinkler and fire alarm and fire detection systems (method IIF) (regulation 14);

.13 automatic fire alarm and fire detection systems (method IIIF) (regulation 15);

.14 fixed fire-extinguishing arrangements in cargo spaces of high fire risk (regulation 16);

.15 fire pumps (regulation 17);

.16 fire mains (regulation 18);

.17 fire hydrants, fire hoses and nozzles (regulation 19);

.18 fire extinguishers (regulation 20);

.19 portable fire extinguishers in control stations and accommodation and service spaces (regulation 21);

.20 fire-extinguishing appliances in machinery spaces (regulation 22);

.21 international shore connection (regulation 23);

.22 fireman's outfits (regulation 24);

.23 fire control plan (regulation 25);

.24 readily available fire-extinguishing appliances (regulation 26); and

.25 acceptance of substitutes (regulation 27).

5.4.4 Part C sets out the fire safety measures in vessels of 45 metres in length and over but less than 60 metres, with detailed requirements in relation to all aspects of fire safety in regulations:

.1 structural fire protection (regulation 28);

.2 ventilation systems (regulation 29);

.3 heating installations (regulation 30);

.4 miscellaneous items (regulation 31);

.5 storage of gas cylinders and dangerous materials (regulation 32);

.6 means of escape (regulation 33);

.7 automatic fire alarm and fire detection systems (regulation 34);

.8 fire pumps (regulation 35);

.9 fire mains (regulation 36);

.10 fire hydrants, fire hoses and nozzles (regulation 37);

.11 fire extinguishers (regulation 38);

.12 portable fire extinguishers in control stations and accommodation and service spaces (regulation 39);

.13 fire-extinguishing appliances in machinery spaces (regulation 40);

.14 fireman's outfits (regulation 41);

.15 fire control plan (regulation 42);

.16 ready availability of fire-extinguishing appliances (regulation 43); and

.17 acceptance of substitutes (regulation 44).

GUIDANCE FOR IMPLEMENTATION

Method of protection

5.4.5 One of the three methods – IF, IIF or IIIF – may be used for protection of accommodation and services spaces. The choice among the three involves a trade-off between passive and active fire protection measures. Special attention on class division should be taken in order to determinate test procedures and requirements for materials.

Fire safety measures: Requirements, types, number and availability

5.4.6 Fire safety measures are set out according to the length (L) of vessels and Administrations should take into account requirements in both part B, which apply to vessels of 60 metres in length and over, and part C, which apply to vessels of 45 metres in length and over but less than 60 metres. Where in this part any special type of appliance, apparatus, extinguishing medium or arrangement is specified, any other type of appliance, etc. may be allowed provided the Administration is satisfied that it is not less effective.

Structural fire protection

5.4.7 Materials, fire integrity on specific class division and other standards should depend on length (L). Different standards can be addressed by Administrations.

Summary assistance table for implementation

Regulation to implement	Content	III Code (resolution A.1070(28))		Supportive tools
		Function	**Implementation reference**	
Regulation 1 to 44	General; Definitions; Fire safety measures	Flag State	Part 2 – Flag States, paragraphs 15, 16, 22 and 24	Footnotes to chapter V of the Cape Town Agreement of 2012. Test procedures according to IMO. International Code for Application Fire Test Procedures (FTP Code) adopted by resolution MSC.61(67), and amendment by resolution MSC.101(73) and MSC.173(75). 2010 FTP Code adopted by resolution MSC.307(88), and amendment by resolution MSC.437(99). International Code for Fire Safety Systems (FSS Code), adopted by resolution MSC.98(73), and amendment by resolution MSC.457(101) and MSC.484(103).
		Port State	Part 4 – Port States, paragraphs 52 to 57	

5.5 Protection of the crew (chapter VI)

5.5.1 Application: New vessels of 24 metres in length and over.[42]

Notes:

1. There is a need to provide lifelines, coamings or sills, means to avoid slipping on deck, stairs and in working areas.

2. Owing to the heavy weight of metallic doors and hatches there shall be means to avoid accidental closing and to be able to close them easily.

3. There is a need to avoid accidental fall overboard, therefore there is a need to provide bulwarks, handrails and guardrails and storm rails.

4. Furthermore, it requires setting a minimum distance from the deepest waterline to the lowest point of the top of the bulwark to avoid water on deck, to the satisfaction of the Administration.

CHAPTER VI – SUMMARY

5.5.2 This chapter deals with the protection of crew, with provision for:

.1 general protection measures (regulation 1);

.2 deck openings (regulation 2);

.3 bulwarks, rails and guards (regulation 3); and

.4 providing stairways and ladders of adequate size and strength with handrails and non-slip treads to the satisfaction of the Administration (regulation 4).

[42] or 300 GT and above if the Party decides to use gross tonnage (GT) in place of length (L) – see tonnage/length equivalents in section 3.

GUIDANCE FOR IMPLEMENTATION

5.5.3 A fishing vessel is a ship with high accelerations and motions, where there will be personnel working on deck most of the time, which may also be washed by seawater. Avoiding slipping by providing roughed surfaces to walk is key.

5.5.4 Falling overboard is one of the most typical types of occupational accidents on fishing vessels leading to fatalities in the industry.

5.5.5 In considering this chapter, the flag State may draw parallels with the regulations contained in the LL 66 Convention, such as regulation 25 in relation to crew protection or regulation 17 in relation to sill heights.

5.5.6 Particular areas where it is not easy to meet the regulations, such as those of stern trawlers, need to be specially considered. When the regulation cannot be met, exemptions should be issued and other means for the protection of the crew such as lifelines and/or working lifejackets should be provided.

5.5.7 When considering the means for protection for the crew, other aspects such as evacuation in case of fire or in case of accident of injured personnel should also be considered**.**

Summary assistance table for implementation

Regulation to implement	**Content**	**III Code (resolution A.1070(28))**		**Supportive tools**
		Function	**Implementation reference**	
Regulation VI/1	General protection measures	Flag State	Part 1 – Common Areas, paragraphs 6.1 and 6.4 Part 2 – Flag States, paragraphs 15.1, 16.1 and 22.1 to .3	National standards developed for the implementation of the LL 66 Convention may be useful for this particular.
Regulation VI/2	Deck openings	Flag State	Part 1 – Common Areas, paragraphs 6.1 and 6.4	National standards developed for the implementation of the LL 66 Convention may be useful for this particular.
Regulation VI/3	Bulwarks, rails and guard	Flag State	Part 2 – Flag States, paragraphs 15.1, 16.1 and 22.1 to .3	Recommendation 8 of attachment 3 to the Final Act of the International Conference on Safety of Fishing Vessels, 1993. Guidance on a method of calculation of the minimum distance from the deepest operating waterline to the lowest point of the top of the bulwark or to the edge of the working deck.
Regulation VI/4	Stairs and ladders	Flag State	Part 1 – Common Areas, paragraphs 6.1 and 6.4	National/international Industry Standards developed may be useful for this particular.

5.6 Life-saving appliances and arrangements (chapter VII)

5.6.1 Application: New vessels of 45 metres in length and over,[43] except for regulations VII/13 and 14 that also apply to existing vessels of 45 metres in length and over.

Notes:

1. Administrations may decide to use gross tonnage (GT) in place of length (L) as the basis for measurement (regulation I/1(2) to (3)).

2. If a Party to the Agreement has concluded that it is not immediately possible to implement all of the measures provided for in chapter VII on existing vessels, the Party may progressively implement the provisions of this chapter over a period of no more than 5 years (regulation I/1(4)).

CHAPTER VII – SUMMARY

5.6.2 This chapter applies to life-saving appliances and arrangements and consists of three parts. Part A consists of general regulations and includes provisions for:

.1 application (regulation 1);

.2 further definitions (regulation 2);

.3 evaluation, testing and approval of life-saving appliances and arrangements (regulation 3); and

.4 production tests (regulation 4).

5.6.3 Part B regulates vessel requirements and includes regulations on:

.1 number and types of survival craft and rescue boats (regulation 5);

.2 availability and stowage of survival craft and rescue boats (regulation 6);

.3 embarkation into survival craft (regulation 7);

.4 lifejackets (regulation 8);

.5 immersion suits and thermal protective aids (regulation 9);

.6 lifebuoys (regulation 10);

.7 line-throwing appliances (regulation 11);

.8 distress signals (regulation 12);

.9 radio life-saving appliances (regulation 13);

.10 radar transponders (regulation 14);

.11 retro-reflective materials on life-saving appliances (regulation 15); and

.12 operational readiness, maintenance and inspections (regulation 16).

[43] or 950 GT and above if the Party decides to use gross tonnage (GT) in place of length (L) – see tonnage/length equivalents in section 3.

5.6.4 Finally, part C sets out the requirements for life-saving appliances with provision for:

.1 general provisions for lifeboats (regulation 17);

.2 self-righting partially enclosed lifeboats (regulation 18);

.3 totally enclosed lifeboats (regulation 19);

.4 general provisions for liferafts (regulation 20);

.5 inflatable liferafts (regulation 21);

.6 rigid liferafts (regulation 22);

.7 rescue boats (regulation 23);

.8 lifejackets (regulation 24);

.9 immersion suits (regulation 25);

.10 thermal protective aids (regulation 26);

.11 lifebuoys (regulation 27);

.12 line-throwing appliances (regulation 28);

.13 flares (regulations 29 and 30);

.14 buoyant smoke signals (regulation 31); and

.15 launching and embarkation appliances (regulation 32).

GUIDANCE FOR IMPLEMENTATION

Evaluation, testing and approval

5.6.5 The Administration shall require life-saving appliances to be subjected to such production tests as are necessary to ensure that are manufactured to the same standard as the approved prototype.

5.6.6 The Administration shall approve life-saving appliances and arrangements, confirming that they are tested and comply with the requirements of chapter VII [44] (in accordance with the recommendations of the Organization [45]) or have successfully undergone tests substantially equivalent to those recommendations.

5.6.7 Administrations shall ensure novel life-saving appliances and arrangements provide safety standards that are at least equivalent to the requirements of chapter VII. Novel life-saving appliances and arrangements should also have been evaluated and tested in accordance with the recommendations of the Organization[46] or have successfully undergone tests substantially equivalent to those recommendations.

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44 Requirements for life-saving appliances are settled from regulation 17 to regulation 32.

45 *Revised recommendation on testing of life-saving appliances*, adopted by resolution MSC.81(70), as amended.

46 *Code of practice for the evaluation, testing and acceptance of prototype novel life-saving appliances and arrangements*, adopted by resolution A.520(13).

5.6.8 Procedures adopted by the Administration for approval shall also include the conditions whereby approval would continue or would be withdrawn.

5.6.9 Notwithstanding the above, life-saving appliances required by this chapter for which detailed specifications are not included shall be to the satisfaction of the Administration.

Life-saving appliance: Requirements, types, number and availability

5.6.10 Every vessel, according to their particulars in most cases, shall be provided with the appropriate type and numbers of each life-saving appliances, and these requirements shall be satisfied.

5.6.11 The Administration[47] may exempt the carriage of immersion suits and thermal protective aids for any vessels if constantly engaged in warm climates. Every vessel shall be provided, to the satisfaction of the Administration, with means of making effective distress signals by day and by night, including at least 12 rocket parachute flares.

Radio life-saving appliances: Handheld (Two-way) GMDSS VHF radiotelephone apparatus and radar transponders

5.6.12 Obligatory two-way GMDSS VHF radiotelephone apparatus including their emergency batteries (primary batteries normally of lithium type) should be located in a central and easily accessible position on the navigation bridge.[48]

5.6.13 The Administration may permit the existing handheld VHF radios to continue to be used on board existing fishing vessels. The Administration must be satisfied that the performance standards of the existing handheld VHF radios are equivalent to the requirements of chapter VII of the Agreement.

5.6.14 Radar transponders[49] shall be carried on each side of every vessel. It is recommended that these be in a visible location inside the navigation bridge, close to the outer doors.[50] It should be easy to bring the transponders to any survival craft, or one radar transponder shall be stowed in each survival craft.

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47 Resolution A.760(18) *Symbols related to LSA and arrangements* and resolution A.1116(30) *Escape route signs and equipment location markings*, could be useful for flag States.

48 Taking into account relevant performance standards adopted by the Organization.

49 Taking into account relevant performance standards for Radar SART and AIS-SART adopted by the Organization.

50 One of these may be the radar transponder required by regulation IX/6(1)(c).

Summary assistance table for implementation

Regulation to implement	Content	III Code (resolution A.1070(28))		Supportive tools
		Function	**Implementation reference**	
Regulation 1 (2) Regulation 3 to 32	Application; Evaluation, testing and approval of life-saving appliances and arrangements; Production tests; Vessel requirements; Life-saving appliances requirements	Flag State	Part 2 – Flag States, paragraph 15, 16, 22 and 24	Article 3(4) of the 1993 Torremolinos Protocol. Footnotes to chapter VII of the Agreement. COMSAR/Circ.32/Rev.2. *Manual for Use by the Maritime Mobile and Maritime Mobile-Satellite Services* (article 20 ITU Radio Regulations). IMO performance standards. National standards developed for approving and testing. Resolution A.760(18) *Symbols related to LSA and arrangements*. Resolution A.1116(30) *Escape route signs and equipment location markings*.

SECTION 6 PORT STATE CONTROL

Every vessel required to hold a certificate in accordance with the provisions of the regulations is subject, when in a port of another Party, to control by officers duly authorized by the Government of the Party insofar as this control is directed towards verifying that the certificate issued under the provisions of the relevant regulations is valid. For vessels flying the flag of a non-Party, the provisions of "no more favourable treatment" apply when exercising port State control (see section 6.2 of the Interim Guidance on vessels of non-Parties and no more favourable treatment).

Notes:

1. Such certificate, if valid, shall be accepted unless there are clear grounds for believing that the condition of the vessel or of its equipment does not correspond substantially with the particulars of that certificate or that the vessel and its equipment are not in compliance with the provisions of the relevant regulations.

SECTION SUMMARY

At present a number of States do carry out port State control on fishing vessels in accordance with a number of existing relevant instruments such as MARPOL. It is understood that PSC Agreements do not require inspections of fishing vessels; however, the port State control provisions in the Agreement, in accordance with article 4 of the 1993 Torremolinos Protocol, may be applied as deemed appropriate by each Party.[51] PSC is a powerful tool to prevent substandard fishing vessels, which will be very useful to all parties, even if they do not have a large fishing vessel fleet under their flag.

[51] As a port State, the use of an appropriate system for registry and selection avoids unnecessary inspections and makes control over foreign fishing vessels more effective.

GUIDANCE FOR IMPLEMENTATION

6.1 Port State control under the Agreement

6.1.1 The PSC inspection should commence with the review of the International Fishing Vessel Safety Certificate[52] (IFVSC). If the certificate was found valid[53] and no clear grounds are established to consider that the vessel may not be complying with the provisions of the Agreement,[54] it shall be accepted. Officers need to pay due attention to the requirements for the vessel's age and size, and therefore to those that are applicable to existing vessels and the possible exemptions issued by the flag State as well as progressive implementation. In case of doubt the flag Administration should be contacted. Port State control deficiencies can only be issued where there is a clear convention reference in the Agreement. All deficiencies should be accompanied with such a convention reference in order to be valid.

6.1.2 When the circumstances described above are not met, corrective actions and even a detention may be imposed by the port State. In case of a detention the port State shall inform the flag State Administration and, if appropriate, the nominated surveyor or recognized organization which has issued the IFVSC on its behalf. Main particulars of the vessel, copies of the report, time of detention and copies, if any, of the detention order may be provided. At the time of the release, same notification may be made, including then the time and date.

6.1.3 The facts concerning a detention shall be reported to the Organization by the port State.[55] If the PSCO requires an officer of the flag Administration or nominated surveyor to attend the vessel, the necessary mechanisms to facilitate this should be envisaged. Fishing vessels may be allowed to proceed to the next port of call provided flag Administration and the authorities at the next port of call are informed and other conditions are met.

6.1.4 Should the fishing vessel's flag not be a Party to the Agreement, no more favourable treatment should be applied (see next section 6.2).

6.1.5 Guidance such as provided by resolution A.1185(33) *Procedures for port State control, 2023* may be temporarily used, with due caution, for guidance on port State control for fishing vessels. Use of this guidance is recommended with caution until specific procedures are developed by the Organization, at regional level, including PSC regimes, or national level.[56]

6.2 Vessels of non-Parties, no more favourable treatment

6.2.1 Parties shall apply the requirements of the Agreement as may be necessary to ensure that no more favourable treatment is given to a fishing vessel which is flagged by a non-Party to the Agreement.

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52 Port State control officers should note that certificates may be in hard copy or electronic form.

53 The PSCO may consult section 3 of the Interim Guidance, surveys and certificates (regulations I/6 to 17), which may assist in determining whether the IFVSC, if found on board, is valid or not.

54 The PSCO should consider the type of fishing vessel, year of build and size of the vessel for the purpose of determining which provisions of the Agreement are applicable, considering length or gross tonnage, if it is a new or existing vessel, possible progressive implementation, etc. (TABLE 1 inserted in section 3: APPLICATION – SUMMARY could be consulted).

55 Only detentions need to be reported by the port State, and/or a regional PSC regime, where the Agreement is included as a relevant instrument.

56 For guidance on port State control with respect to ILO's Work in Fishing Convention, 2007 (No.188), attention is drawn to ILO's *Guidelines for port State control officers carrying out inspections under the Work in Fishing Convention, 2007 (No.188).*

6.2.2 As vessels of non-Parties are not provided with the International Fishing Vessel Safety Certificate, the PSCO, considering this principle established, should be satisfied that the vessel does not present a danger or an unreasonable threat of harm to the persons. If the vessel has some form of certification other than that required by the Agreement, the PSCO may take the form and content of this documentation into account in the evaluation of that vessel. The conditions of and on such a vessel and its equipment should be compatible with the aims of the provisions of the Agreement; otherwise, the vessel should be subject to such restrictions as are necessary to obtain a comparable level of safety.

6.3 Identification of a substandard vessel

6.3.1 There is not a definition in the Agreement of a "substandard fishing vessel" but resolution A.1185(33) *Procedures for port State control, 2023*, as may be amended, may be useful to identify such vessel, e.g. "whose hull, machinery, equipment or operational safety is substantially below the standards" required by the Agreement.

6.3.2 Regardless of holding a valid International Fishing Vessel Safety Certificate (IFVSC), a vessel may be found below the standards stipulated in the Agreement on the following grounds, inter alia:

.1 the absence of principal equipment or arrangements, or non-compliance with the provisions of the relevant regulations;[57]

.2 while the equipment and arrangements are present, they have suffered deterioration that is considered as not admissible; and

.3 a serious lack of familiarization of the crew with emergency procedures.[58]

6.3.3 If these evident factors as a whole or individually pose a danger to the fishing vessel or persons on board if it were allowed to proceed to sea, then the fishing vessel would correspond to what the PSCO may consider a "substandard fishing vessel".

6.4 Extension of PSC inspections

6.4.1 Regions may develop and apply uniform standards, including PSC regimes, to fishing vessels operating in a region, extending the application to fishing vessels from 24 m as indicated in article 3(4) and article 3(5) of the 1993 Torremolinos Protocol. Fishing vessel operators need to be aware of any potential requirements to be applied to fishing vessels that are required to hold a certificate in accordance with the provision of the Agreement in case the vessel is inspected in a region which has developed and applies uniform standards.

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57 The PSCO should be aware that there are significant differences between the requirements for existing and new fishing vessels under the Agreement. In addition, the Agreement offers several possibilities to Administrations to exempt vessels, allow equivalents and approve alternative design and arrangements. See section 3 of this Interim Guidance.

58 Regarding the crew, certification and manning are not under the scope of the Agreement, but when exercising PSC, operational procedures in case of an emergency may be checked. See section 4 – Emergency procedures, musters and drills (chapter VIII) of the Interim Guidance. Chapter VIII applies to both new and existing vessels of 24 m in length and over.

Summary assistance table for implementation

Regulation to implement	Content	III Code (resolution A.1070(28))		Supportive tools
		Function	Implementation reference	
Article 4 of the 1993 Torremolinos Protocol	Port State control	Port State	Part 4 – Port States, paragraphs 52 to 63	Resolution A.1185(33)
		Flag State	Part 2 – Flag States, paragraph 25	
Chapter I, regulation 6	Condition of the vessel	Flag State, as requested by port State	Part 2 – Flag States, paragraphs 22 and 24	

SECTION 7 CASUALTIES TO FISHING VESSELS

1 Article 7 of the 1993 Torremolinos Protocol[59] is applicable to all fishing vessels under the Agreement.[60]

Notes:

1. Each Party shall arrange for an investigation of any casualty occurring to any of its vessels subject to the provisions of the present Protocol, when it judges that such an investigation may assist in determining what changes in the present Protocol might be desirable.

2. Each Party shall supply the Organization with pertinent information concerning the findings of such investigations for circulation to all Parties. No reports or recommendations of the Organization based upon such information shall disclose the identity or nationality of the vessels concerned or in any manner fix or imply responsibility upon any vessel or persons.

SECTION SUMMARY

2 Commercial fishing has traditionally been considered one of the most dangerous occupations with a large occurrence of adverse outcomes (e.g. incidents, accidents, and casualties) intimately linked to safety. However, fishing has been considered a domestic or regional issue and the response to the need to develop capacity to investigate accidents has varied from country to country. The Agreement requires that investigation of casualties is carried out in order to improve safety at sea.

3 More than half of the accidents on fishing vessels happen while en route, mainly in open seas and territorial waters. The main fishing vessel subtype where accidents occur are trawlers. Flooding and loss of stability is one of the main accident events occurring to industrial fishing vessels, particularly between 24 to 45 m in length; collision, grounding and fire/explosions are the other main contributors.

59 The Agreement and the 1993 Torremolinos Protocol shall be considered one single instrument.

60 The Agreement and the 1993 Torremolinos Protocol shall be considered one single instrument.

GUIDANCE FOR IMPLEMENTATION

4 Article 7 mimics chapter I regulation 21 of the SOLAS Convention and therefore, after the entry into force of the Agreement, Parties should follow the same approach as the one applied for international shipping. In this regard the Casualty Investigation Code,[61] though non-mandatory for fishing vessels under the scope of the Agreement and its guidelines, may be followed.

5 The responsible body in the Administration that is in charge of investigating accidents, should be independent of the delegated authority for fishing vessel safety. However, mechanisms need to be developed to cooperate with the "marine accident investigation body" at governmental level.

6 It might occur that casualty investigation for fishing vessels is separated from that in merchant ships owing to the division of competences at the level of the Administration. If that is the case, methodologies and procedures should be the same and suitable resources be provided, and non-investigated accidents should be reduced to the minimum.

7 It is important to have a thorough understanding of casualties and incidents and their causes at the level of the maritime Administration or the body in charge of investigating accidents, to be able to develop suitable models (e.g. composite or simple) and/or methodologies to investigate.

8 The information collected should easily identify the hazards (e.g. adverse weather), type of accident (e.g. fire or explosion) and consequences (e.g. loss of the vessel).

9 The results of the investigation should be separate from criminal proceedings and should be made public.

10 Fishing remains, by far, the activity with the highest records of casualties at sea. In addition, one of the main consequences of casualties is the loss of the fishing vessel, which by far exceeds the index when compared to merchant ships. This may limit the possible investigation; however, this should not preclude such investigation.

11 The oversimplification of considering "human error" as a cause of casualties should be avoided. However, human action on board needs careful consideration, including:

.1 at shipboard operation (e.g. personnel and manning, crew resource, social environment, workplace conditions, tools and equipment, maintenance or stress);

.2 shore management (e.g. operations management, safety and environment management, regulatory activities, design, emergency preparedness, organization and management, personnel management, occupational health, maintenance policies); or

.3 owing to the external environment (e.g. weather).

12 It is important that casualty investigation helps fishing vessel personnel have a clear understanding of how to manage safety to reduce accidents. It should help them develop constructive approaches that also consider what is working well on board as opposed to the thinking of what can go wrong so that they feel part of the safety system.

[61] Resolution MSC.255(84) and resolution A.1075(28) could be useful for flag States.

13 Developing a safety culture and inviting all stakeholders in the industry to contribute to the decrease in accidents will provide transparency to achieve the objective to reduce casualties and incidents.

14 Parties to the Agreement should provide data to the Organization's Global Integrated Shipping Information System (GISIS) to mitigate underreporting.

Summary assistance table for implementation

Regulation to implement	**Content**	**III Code (resolution A.1070(28))**		**Supportive tools**
		Function	**Implementation reference**	
Article 7 of the 1993 Torremolinos Protocol	Each Party shall arrange for an investigation of any casualty occurring to any of its vessels subject to the provisions of the present Protocol, when it judges that such an investigation may assist in determining what changes in the present Protocol might be desirable. Each Party shall supply the Organization with pertinent information concerning the findings of such investigations for circulation to all Parties. No reports or recommendations of the Organization based upon such information shall disclose the identity or nationality of the vessels concerned or in any manner fix or imply responsibility upon any vessel or persons.	Flag State	Part 2 – Flag States, paragraphs 38 to 41	Resolution A.1070(28)
		Flag State/ Accident Investigation Bodies	Casualty Investigation Code	Res.MSC.255(84)
		Flag State/ Accident Investigation Bodies	Guidelines to assist investigators in the implementation of the Casualty Investigation Code	Resolution A.1075(28)

PART B ADDITIONAL INFORMATION

SECTION 8 THE PRINCIPLE OF HUMAN ELEMENT AND THE SAFETY OF FISHING VESSEL PERSONNEL

Note:

1. The standards for training on a fishing vessel are provided for in the STCW-F Convention as amended and its Code for fishing vessels greater than 24m.

SECTION SUMMARY

1 The Agreement contains substantial technical provisions related to the design, construction, system and equipment of fishing vessels to ensure the vessel stays intact and safe at all times. A vessel approved under the Agreement is the platform where fishing vessel personnel will operate the vessel, conduct industrial fishing activities and potentially live.

2 The principle of the human element originated from the notion of recognizing a close interconnection between all macro- and microelements that can contribute to the enhancement of safety or creation of threat to safety. Organizational, environmental, cultural, economic, systemic, technological and social dimensions need to be considered when addressing the human element. This section addresses the application of the principle of the human element and the safety of fishing vessel personnel in the process of implementing the Agreement.

3 The implementation of the Agreement when the overall process enshrines the principle of the human element could have a significant effect on the national and regional fishing industry and beyond. The application of the principle could be used for the enhancement of the safety of fishing vessel personnel, starting from comprehending such safety dynamics, assessing the status quo, identifying areas to improve and implementing and enforcing appropriate resolutions.

GUIDANCE ON IMPLEMENTATION

4 The overall process could begin by introducing the fishing vessel personnel-centred approach. When the evaluation of the status of quo is under way, it could encompass the following and be adjusted as appropriate:

.1 a vessel's design and construction;

.2 the vessel's safety system and equipment including fishing gear and storage space;

.3 ship and shore management systems;

.4 availability of national, regional and international infrastructure to render assistance in case of emergency (e.g. medical, operational, environmental);

.5 appropriate operational crewing level;

.6 availability of crew education, training and familiarization facilities and resources both on board and ashore;

.7 all environmental aspects, which affect fishing activities, the ship operation and living of personnel; and

.8 ensuring fishing vessel crew are aware of the indicators of forced labour and how to raise grievances regarding any possible labour exploitation or abuse.

5 Identification of areas to improve the safety of personnel could include examining the involvement of relevant stakeholders in the industry based on the evaluation of aforementioned areas to produce meaningful resolutions and work plans for effective implementation and enforcement of the Agreement.

6 It is desirable that the STCW-F Convention is also ratified by the Parties to, and those in the process of ratifying, the Agreement.

7 Relevant international legal instruments are provided in the table below:

Summary assistance table for implementation

International legal instruments to implement	**Content**	**III Code (resolution A.1070(28))**		**Supportive tools**
		Function	**Implementation reference**	
FAO/IMO/ILO *Implementation Guidelines on part B of the Code, the Voluntary Guidelines and the Safety Recommendations*	The Implementation Guidelines cover areas such as: development of a safety strategy; legal implications; administrative requirements; capacity-building; training of crew members; enforcement of regulations; and operational safety.	Common Areas	Part 1 – Common areas, paragraphs 6.2 and 12.1	STCW-F Convention
		Flag State	Part 2 – Flag States, paragraph 16.3	STCW-F Convention

SECTION 9 IMPLEMENTATION OF THE AGREEMENT WORKING WITH STAKEHOLDERS

SECTION SUMMARY

1 Safety is best achieved if the implementation of the Agreement is considered in collaboration with all stakeholders in the industry. This section guides regulators to introduce and enhance the safety level when measures designed for merchant ships may not be practicable on fishing vessels.

GUIDANCE ON IMPLEMENTATION

2 The implementation of the Agreement is different from that of other IMO instruments that are very familiar to the maritime transport industry. Therefore, Member Governments need to build strong coordination and cooperation between and among the pertinent national ministries/agencies, in particular the maritime and fisheries administrations.[62]

3 Since the Agreement includes measures applicable to existing vessels, it is important and essential for the Administration to communicate with all stakeholders in the industry on all issues before deciding on measures to implement the provisions of the instruments.

4 Sometimes the responsibility for fishing vessel safety may not fall on the Ministry of Transport but on another ministry, e.g. the Ministry of Fisheries, which might also have responsibility for the training of fishing vessel personnel, health and labour conditions on board, in addition to dealing with fisheries as an economic resource.

5 It is very important to develop a solid database of the fishing vessel characteristics, to know what they are designed for, and particularly to know the need of all maritime authorities to come together to safeguard stocks and human life.

6 Connecting licences with competency, safety certificates and vessel seaworthiness may provide a good system of checks and balances for a long-standing problem. Incorporating safety-oriented measures into other management procedures such as permitting variations on partnering and quota allocations could introduce valuable safety practices that make fishing in small vessels more practical. It is recommended to request fishing vessels operating in a Member State's EEZ to comply with safety provisions and the Agreement.

SECTION 10 PROMOTION OF TECHNICAL COOPERATION AND PROVISION OF TECHNICAL ASSISTANCE

SECTION SUMMARY

This section refers to the need to provide technical cooperation by the Member States, in particular those which are already Contracting Governments to the Agreement. The provision of technical cooperation may be provided through IMO's Integrated Technical Cooperation Programme (ITCP), since some Member States might not have enough expertise to ratify or to implement the Agreement.

Notes:

1. The Assembly adopted resolution A.998(25) on *Need for capacity-building for the development and implementation of new, and amendments to existing instruments*.

2. Global cooperation is important to promote the effective implementation of the Agreement by as many States as possible, particularly developing countries.

[62] At the thirty-first session of FAO's Committee on Fisheries in 2014, "many Members stressed the link between safety at sea and forced labour and the occurrence of Illegal, Unreported and Unregulated fishing activities. They referred, in this context, to the ILO Convention No.188 and to the Cape Town Agreement of 2012 on the implementation of the provisions of the 1993 Torremolinos Protocol."

GUIDANCE ON IMPLEMENTATION

10.1 Technical cooperation and assistance

10.1.1 Parties and Member States should provide, or arrange to provide, in cooperation with the Organization, assistance to those States which have difficulty in meeting the requirements of the Agreement and which request such assistance.

10.1.2 The Organization has intensified its efforts to provide Member States with the assistance they may need in implementing the Agreement and to make adequate provision for that purpose within its ITCP.

10.1.3 The provision of technical assistance has proven key to increasing ratifications by the Member States. It is not infrequent to find lack of capacity, training centres, manpower and expertise due to limited resources at national level and also a lack of technical knowledge about the Agreement among vessel owners and other stakeholders in the industry.

10.1.4 When providing technical cooperation, Member States need to be aware that some of the following circumstances may apply:

.1 stringent parliamentary process to be observed in order to ratify the Agreement and sometimes lack of political will to ratify the Agreement;

.2 an acute shortage of specialist maritime lawyers well equipped with maritime legislative drafting skills, to draft domestic legislations/regulations to give effect to the Agreement and hence achieve harmonization in the maritime legal regime within the country and possibly the region;

.3 the need for a consistent legal framework; a shortage of resources, capacity and manpower to implement flag State responsibilities, hence the additional obligation to implement the responsibilities under the Agreement;

.4 the challenges to gain and maintain the interest at national level to raise awareness on the benefits that would entail from ratifying the Agreement; and

.5 possible interests in derailing the ratification of the Agreement owing to the workload and the financial and administrative burdens that the Agreement can impose on some stakeholders.

10.1.5 It is important that interested Member States willing to ratify the Agreement bring this instrument to the knowledge of vessels owners and other stakeholders in the fishing industry in the region.

10.1.6 In order to provide technical cooperation, it is also important to engage with regional organizations that may have proper expertise in the region to assist countries with limited capacity. They can provide advice/guidance and actual assistance in drafting domestic legislation/regulations to enable harmonization in the regional maritime legal regime within a reasonable time frame.

10.1.7 The size of a fishing fleet, and the types and sizes of the vessels in the fleet would greatly influence manpower development in each of the sections, such as the fishing industry and the vessel and construction sector and may go beyond the remit of maritime and fisheries administrations. Consideration could also be given to the number of foreign registered fishing vessels making use of the coastal State's ports that may be subject to the port State control regime.

10.1.8 In the provision of technical cooperation for the ratification of the Agreement, it is important to acknowledge that the ratification of the STCW-F Convention and the ILO Work in Fishing Convention (No.188) may be done at the same time for ease of implementation purposes as they complement one another.

10.1.9 At regional level, article 3(5) of the 1993 Torremolinos Protocol allows to develop regional standards for fishing vessels below a prescribed length limit in a chapter, in accordance with the parameters in article 3(4) only. It is important to consider how neighbouring Member States with large fishing interests are going to consider the ratification of the Agreement so as to create a consistent regional approach.

10.2 Measures to promote the ratification of the Agreement

10.2.1 The most recently adopted measures by the Organization to promote the ratification of the Agreement are outlined below.

10.2.2 Resolution A.1107(29) on *Entry into force and implementation of the 2012 Cape Town Agreement*, which urged Governments to consider accepting the Agreement at the earliest possible opportunity; and invited Governments experiencing difficulties to becoming Parties to the Agreement to inform the Organization, so that consideration could be given to taking appropriate action in this respect, including providing necessary technical assistance.

10.3 Supportive tools to facilitate entry into force

10.3.1 There are diverse tools which may be used when implementing the Agreement. In developing the Interim Guidance, a methodology based on the guiding principles of the III Code has been followed. It is recommended that Parties and Member States implementing the Agreement identify the regulation of the Agreement to be implemented together with its related implementation regulation in the III Code. Other supportive tools to facilitate the implementation process include IMO resolutions or national regulations.

APPENDIX 1

GUIDELINES FOR FLAG STATES

Implementation of the Agreement

1 The provisions of the Agreement need to be incorporated into national legislation according to the process established in each flag State. Taking into account the wide range of flexibility in its implementation and application (progressive implementation, equivalences, exemptions, etc.), competent authorities concerned with the safety of fishing vessels should give consideration to the provisions.

2 The Administration should carry out a process of reviewing and amending existing legislation or preparing new legislation on the basis of the provisions of the Agreement, in consultation with appropriate administrations or agencies. Apportionment of responsibilities for the implementation should occur between the Administration and the appropriate administrations or agencies. There should be a coordinated approach to setting standards and policies and the implementation of the Agreement, to be enacted based on the domestic laws.

3 The responsibilities that flag States assume begin with the task of developing an overall strategy to ensure compliance with the obligations and responsibilities under the Agreement. The strategy should be monitored and evaluated on a periodical basis with the aim of maintaining continuous improvement in the organizational capacity of the flag State.

4 Implementation of the Agreement requires flag States to develop policies, enact legislation to help to implement and enforce the provisions of the Agreement, and assign responsibilities within their Administrations. Resources such as administrative instructions, documentation or guidance on domestic regulation and the requirements of the Agreement should also be developed.

5 An assessment of the fleet should be carried out and cover all sectors to determine the extent of requirements of the Administration to implement the provisions. In particular, a census of the fleet should be carried out and their distribution along the coast, mapped also from the point of view of safety services.

6 It is important to consider the provisions of the Agreement regarding the construction of fishing vessels and to address conditions for watertight integrity and shipbuilding sectors; training institutions; existing extension services; and the role of the search and rescue services.

7 Finally, it is important and essential for the Administration to communicate with all stakeholders in the industry on all issues before the introduction of the measures to implement the Agreement. Stakeholders are any person or body that has an involvement in the fishing industry, such as employer and employee representatives, vessel builders, equipment suppliers, insurers, training institutions, fishers' cooperatives, fishing vessel personnel, vessel owners, fishers' federations. It is very important that Parties and Member States with pre-existing higher standards than those of the Agreement should not take any action to lower those standards. Parties and Member States should also ensure that there is no conflict of laws and that they should not take any action which could undermine or potentially undermine their pre-existing higher standards.

Register and identification of fishing vessels

8 The purpose of a scheme on the register of fishing vessels is, among other issues, to enhance maritime safety providing competent authorities with a record of fishing vessels that fly its flag and that the Agreement applies to. It should be incorporated into principal legislation as a requirement and should be combined or linked with a database of vessels' licence to fish.

9 The Administration of a Party should ensure that appropriate arrangements are in place to register a fishing vessel using the international formulae for vessel dimension and tonnage measurements, as defined in regulation I/2 (Definitions) of the Agreement.

10 Also, identification and marking of fishing vessels during the register scheme should be considered by the Administration within the framework of legal instruments available. *The IMO Ship Identification Number Scheme*, adopted by resolution A.1117(30), enables the IMO number to be used as the unique vessel identifier in FAO's Global Record of Fishing Vessels.[63]

Quality management system

11 It is useful for flag States to maintain a quality management system for inspection, survey and certification processes, taking into account the survey and certification provisions of the Agreement. This allows for the standardization of processes relating to the obligations of the Agreement and allow them to be followed throughout the various stages that may exist in the life of the vessels.

12 It would be beneficial also to implement a quality management system for qualification and training of flag State surveyors and the continuous updating of their skills. This would depend on the tasks they are authorized to perform.

13 Flag States should periodically evaluate their performance in terms of the implementation of administrative processes and the use of procedures and resources necessary to fulfil their obligations under the Agreement.[64]

14 Provisions and approaches provided by the IMO Instruments Implementation Code (III Code), adopted by resolution A.1070(28), may be used as a guidance tool by flag States.

[63] FAO's Global Record of Fishing Vessels, Refrigerated Transport Vessels and Supply Vessels.

[64] IMO Member State Audit Scheme (IMSAS). Although there is still no regulation to this effect in this area derived from the Agreement, IMO's international instruments have been amended so that each State Party can be assessed and full compliance with the responsibilities and obligations undertaken can be verified.

APPENDIX 2

SURVEY GUIDELINES UNDER THE SYSTEM OF SURVEY AND CERTIFICATION OF THE CAPE TOWN AGREEMENT OF 2012

The *Survey guidelines under the harmonized system of survey and certification (HSSC), 2023*, issued through resolution A.1186(33), have been used as a guide for the development of the present survey guidelines.

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Annex to appendix 2 Diagrammatic arrangement of the two systems of survey and certification provided for in the Cape Town Agreement of 2012

GENERAL

1 INTRODUCTION

1.1 The system of survey and certification of the Cape Town Agreement of 2012 (hereinafter referred to as the Agreement) is in some respects comparable with the SOLAS 74/88 harmonized system of survey and certification (HSSC) for cargo ships, but with additional flexibility. The certificate issued under the Agreement is the International Fishing Vessel Safety Certificate, which is an equivalent to the Cargo Ship Safety Certificate under SOLAS 74/88.[65]

1.2 The system specified in the Agreement provides for:

.1 a one-year standard interval between surveys, based on initial, annual, intermediate, periodical and renewal surveys, as appropriate;

.2 a scheme providing the necessary flexibility to execute each survey, with provision for:

.1 completion of the renewal survey within three months before the expiry date of the existing certificate with no loss of its period of validity; and

.2 a "time window" of six months – from three months before to three months after the anniversary date of the certificate for annual, intermediate and periodical surveys;

.3 a maximum period of validity of five years for the certificate;

.4 a system for the extension of the certificate limited to three months, enabling a vessel to complete its voyage;

.5 when an extension has been granted, the period of validity of the new certificate starting from the expiry date of the existing certificate before its extension;

.6 a flexible system for inspection of the outside of the vessel's bottom on the following conditions:

.1 a minimum of two inspections during any five-year period of validity of the International Fishing Vessel Safety Certificate; and

.2 the interval between any two such inspections should not exceed 36 months; and

.7 a flexible system concerning the frequency and the period of validity of the certificate, subject to the minimum pattern of surveys being maintained.

1.3 The Agreement allows also for an alternative system, where the Administration uses the HSSC but may exempt the vessel from the annual surveys and expand the "time window" of the periodical and intermediate surveys from six months to 18 months (see regulations I/1(6), 7(1)(c), 8(1)(c) and 9(1)(c)).

[65] The Cargo Ship Safety Certificate under SOLAS 74/88 is an alternative to separate Cargo Ship Safety Construction, Cargo Ship Safety Equipment and Cargo Ship Safety Radio Certificates.

1.4 A diagrammatic arrangement of these two systems is given in the annex to this appendix.

1.5 The survey items related to the application of these regulations to existing vessels are marked with an asterisk (*) in section 6 to this appendix.

2 TYPES OF SURVEY

2.1 The types of survey used in the harmonized system are as follows:

(I) 2.1.1 An *initial survey* is a complete inspection before a vessel is put into service of all the items relating to the certificate, to ensure that the relevant requirements are complied with and that these items are satisfactory for the service for which the vessel is intended.

(P) 2.1.2 A *periodical survey* is an inspection of the items relating to the certificate, to ensure that they are in a satisfactory condition and fit for the service for which the vessel is intended.

(R) 2.1.3 A *renewal survey* is the same as a periodical survey but also leads to the issue of a new certificate.

(In) 2.1.4 An *intermediate survey* is an inspection of specified items relevant to the certificate, to ensure that they are in a satisfactory condition and fit for the service for which the vessel is intended.

(A) 2.1.5 An *annual survey* is a general inspection of the items relating to the certificate, to ensure that they have been maintained and remain satisfactory for the service for which the vessel is intended.

(B) 2.1.6 An *inspection of the outside of the vessel's bottom* is an inspection of the underwater part of the vessel and related items to ensure that they are in a satisfactory condition and fit for the service for which the vessel is intended.

(Ad) 2.1.7 An *additional survey* is an inspection, either general or partial according to the circumstances, to be made after a repair resulting from investigations or whenever any important repairs or renewals are made.

2.2 List of types of survey in the Agreement

(I) 2.2.1 Initial surveys
Regulations I/7(1)(a) and 7(2)(a)
Regulations I/8(1)(a) and 8(2)(a)
Regulations I/9(1)(a) and 9(2)(a)

(P) 2.2.2 Periodical surveys
Regulations I/7(1)(c)[66] and 7(2)(b)
Regulations I/8(1)(c)[67] and 8(2)(b)

[66] Note that regulations I/7(1)(c), I/8(1)(c) and I/9(1)(c), in combination with regulation I/1(6), provide for more flexibility regarding surveys (see 1.1.3 and 1.1.4).

[67] Ibid.

(R) 2.2.3 Renewal surveys
Regulations I/7(1)(b) and 7(2)(b)
Regulations I/8(1)(b) and 8(2)(b)
Regulations I/9(1)(b) and 9(2)(b)

(In) 2.2.4 Intermediate surveys
Regulations I/9(1)(c)[68] and 9(2)(c)

(A) 2.2.5 Annual surveys
Regulation I/1(6)[69]
Regulations I/7(1)(d) and 7(2)(c)
Regulations I/9(1)(d) and 9(2)(d)

(B) 2.2.6 Inspection of the outside of the vessel's bottom
Regulations I/9(1)(e) and 9(2)(e)

(Ad) 2.2.7 Additional surveys
Regulations I/7(1)(e)
Regulation I/8(1)(d)
Regulation I/9(1)(f)

3 APPLICATION AND ARRANGEMENT OF THE GUIDELINES

3.1 The Guidelines provide a general framework upon which Administrations will be able to base their arrangements for carrying out surveys. It is recognized that survey provisions contained in the Guidelines are not necessarily applicable to all sizes of vessel.

3.2 A description of the various types of survey is given in section 4 and, as shown on the contents page, this is followed by the detailed requirements for the various surveys for the certificate.

3.3 While the references to the Agreement are included where possible, it should be noted that, in general, it has not been possible to indicate where there are differing requirements dependent upon whether the vessel is new or existing or the vessel's length (L) (or gross tonnage (GT)). Consequently, care should be taken in applying specific requirements.

3.4 Although also part of the requirements for the International Fishing Vessel Safety Certificate, i.e. for the structure, machinery and equipment, a separate section is provided for inspection of the outside of the vessel's bottom.

3.5 On the left-hand side of each item to be surveyed may be found two or three letters in brackets, the first indicating the subject to which the survey relates, as follows:

(E) for the life-saving appliances and other equipment;
(C) for the structure, machinery and equipment;
(R) for the radio installations;

[68] Ibid.

[69] Ibid.

and the second and third letters the type of survey, as follows:

(I) for the initial survey;
(A) for the annual survey;
(In) for the intermediate survey;
(P) for the periodical survey;
(R) for the renewal survey;
(B) for inspection of the outside of the vessel's bottom;
(Ad) for an additional survey.

Accordingly, "(CI)", "(EP)" and "(RR)", for example, indicate the initial survey of structure, machinery and equipment; the periodical survey of life-saving appliances and other equipment; and the renewal survey of radio installations, respectively.

3.6 For the application of these Guidelines, the following guidance on terms used in the survey requirements is provided:

.1 "Examining", except where used in "examining the plans" or "examining the design", should be understood as an examination, using appropriate techniques, of the components, system or appliance in question for satisfactory provision, arrangement and condition and for any signs of defects, deterioration or damage. The extent of this examination should be adapted by the surveyor considering the type of survey performed (e.g. initial, annual, renewal) and the actual maintenance condition of the vessel and its equipment; and

.2 "Testing" should be understood as a functional test of the system or appliance in question, to confirm its satisfactory operation and performance for its intended use.

3.7 The amplification of various terms and conditions is given in section 5.

3.8 Application of the Guidelines to new vs. existing vessels

3.8.1 All chapters of the Agreement apply to new vessels of 45 m in length and over. In addition, chapters II, III, VI, VIII and X apply also to new vessels of less than 45 m in length. Furthermore, unless expressly provided otherwise, the following regulations apply to existing vessels of 45 m in length and over:

VII/13 and 14	Radio life-saving appliances and radar transponders;
VIII/1 to 4	Emergency procedures, musters and drills (apply to vessels of 24 m in length and over);
IX/1 to 16	Radiocommunications;
X/1 to 5	Shipborne navigational equipment, nautical instruments and publications; and signalling equipment (apply to vessels of 24 m in length and over); and X/6(1)(a) and (b) Navigation bridge visibility (only where practicable).

4 DESCRIPTION OF THE VARIOUS TYPES OF SURVEY

(I) 4.1 Initial surveys

4.1.1 *Frequency*

4.1.1.1 The initial survey, as required by the relevant regulations (see 2.2.1), should be carried out before the vessel is put in service, or when the Agreement applies to an existing vessel, and the International Fishing Vessel Safety Certificate is issued for the first time.

4.1.2 *General*

4.1.2.1 The initial survey on a new vessel should include a complete inspection, with tests when necessary, of the structure, machinery and equipment to ensure that the requirements are complied with and that the structure, machinery and equipment are fit for the service for which the vessel is intended. The initial survey on an existing vessel should include an inspection, with tests, when necessary, of the equipment, required on board existing vessels, to ensure that the relevant requirements are complied with and that the equipment is fit for the service for which the vessel is intended.

4.1.2.2 The initial survey should consist of:

.1 an examination of the plans, diagrams, specifications, calculations and other technical documentation to verify that the structure, machinery and equipment comply with the relevant requirements;

.2 an inspection of the structure, machinery and equipment to ensure that the materials, scantlings, construction and arrangements, as appropriate, are in accordance with the approved plans, diagrams, specifications, calculations and other technical documentation and that the workmanship and installation are in all respects satisfactory; and

.3 a check that all the certificates, record books, operating manuals and other instructions and required documentation are on board the vessel.

4.1.3 *Examination of plans and designs*

4.1.3.1 An application for an initial survey should be accompanied by plans and designs, as appropriate, referred to in sub-sections 1, 2 and 4 of section 6, together with:

.1 the particulars of the vessel;

.2 any exemptions sought; and

.3 any special conditions.

(A) 4.2 Annual surveys

4.2.1 *Frequency*

4.2.1.1 The annual survey, as required by the relevant regulations (see 2.2.5) and as shown diagrammatically in the annex to this appendix, should be held within three months before or after each anniversary date of the certificate.

4.2.1.2 If the Administration decides to use the alternative system of survey and certification instead of the HSSC, both shown in the annex to this appendix, it may exempt a vessel from annual surveys, as specified in regulations 7(1)(d) and 9(1)(d), if it considers that the application is unreasonable and impracticable in view of the vessel's operating area and the type of vessel (see regulation I/1(6)).

4.2.2 *General*

4.2.2.1 An annual survey should enable the Administration to verify that the condition of the vessel, its machinery and equipment is being maintained in accordance with the relevant requirements.

4.2.2.2 In general, the scope of the annual survey should be as follows:

.1 it should consist of a certificate examination, a visual examination of a sufficient extent of the vessel and its equipment, and certain tests to confirm that their condition is being properly maintained;

.2 it should also include a visual examination to confirm that no unapproved modifications have been made to the vessel and its equipment;

.3 the content of each annual survey is given in the respective guidelines; the thoroughness and stringency of the survey should depend upon the condition of the vessel and its equipment; and

.4 should any doubt arise as to the maintenance of the condition of the vessel or its equipment, further examination and testing should be conducted as considered necessary.

4.2.2.3 Where an annual survey has not been carried out within the due dates, reference should be made to 5.5.

(In) 4.3 Intermediate surveys

4.3.1 *Frequency*

4.3.1.1 The intermediate survey, as required by the relevant regulations (see 2.2.4) and as shown diagrammatically in the annex to this appendix, should be held within three months before or after the second anniversary date or within three months before or after the third anniversary date of the certificate and should take the place of one of the annual surveys.

4.3.1.2 If the Administration decides to use the alternative system of survey and certification instead of the HSSC, both shown in the annex to this appendix, the intermediate survey should be carried out within three months before the second anniversary date and three months after the third anniversary date of the certificate (see regulation I/9(1)(c)).

4.3.2 *General*

4.3.2.1 The intermediate survey should be an inspection of specific items to ensure that they are in a satisfactory condition and are fit for the service for which the vessel is intended.

4.3.2.2 When specifying items of hull and machinery for detailed examination, due account should be taken of any continuous survey schemes that may be applied by classification societies.

4.3.2.3 Where an intermediate survey has not been carried out within the due dates, reference should be made to 5.5.

(P) 4.4 Periodical surveys

4.4.1 *Frequency*

4.4.1.1 The periodical survey, as required by the relevant regulations (see 2.2.2) and as shown diagrammatically in the annex to this appendix, should be held within three months before or after the second anniversary date or within three months before or after the third anniversary date of the certificate and should take the place of one of the annual surveys.

4.4.1.2 If the Administration decides to use the alternative system of survey and certification instead of the HSSC, both shown in the annex to this appendix, the periodical survey should be carried out within three months before the second anniversary date and three months after the third anniversary date of the certificate (see regulations I/7(1)(c) and I/8(1)(c)).

4.4.2 *General*

4.4.2.1 The periodical survey should consist of an inspection with tests when necessary, of the equipment to ensure that requirements relevant to the certificate are complied with and that they are in a satisfactory condition and are fit for the service for which the vessel is intended.

4.4.2.2 The periodical survey should also consist of a check that all the certificates, record books, operating manuals and other instructions and required documentation relevant to the certificate are on board the vessel.

4.4.2.3 Where a periodical survey has not been carried out within the due dates, reference should be made to 5.5.

(R) 4.5 Renewal surveys

4.5.1 *Frequency*

4.5.1.1 The renewal survey, as required by the relevant regulations (see 2.2.3) and as shown diagrammatically in the annex to this appendix, should be held before the certificate is renewed. The renewal survey may be commenced at the fourth annual survey and may be progressed during the succeeding year with a view to completion by the fifth anniversary date. The survey items of the fourth annual survey should not be credited to the completion of the renewal survey.

4.5.2 *General*

4.5.2.1 The renewal survey should consist of an inspection with tests when necessary, of the structure, machinery and equipment to ensure that the relevant requirements are complied with and that they are in a satisfactory condition and are fit for the service for which the vessel is intended.

4.5.2.2 The renewal survey should also consist of a check that all the certificates, record books, operating manuals and other instructions and required documentation are on board the vessel.

4.5.2.3 Concurrent crediting to both intermediate and renewal safety construction surveys for surveys of spaces should not be acceptable.

(B) 4.6 Inspections of the outside of the vessel's bottom of fishing vessels

4.6.1 *Frequency*

4.6.1.1 There should be a minimum of two inspections of the outside of the vessel's bottom during any five-year period (see 5.6), except where regulation I/13(5) is applicable. One such inspection should be carried out on or after the fourth annual survey in conjunction with the renewal of the certificate. Where the certificate has been extended under regulation I/13(5), this five-year period may be extended to coincide with the validity of the certificate. In all cases the interval between any two such inspections should not exceed 36 months.

4.6.2 *General*

4.6.2.1 The inspection of the outside of the vessel's bottom and the survey of related items (see 5.1) should include an inspection to ensure that they are in a satisfactory condition and fit for the service for which the vessel is intended.[70]

4.6.2.2 Inspections of the outside of the vessel's bottom should normally be carried out with the vessel in dry dock. However, consideration may be given to alternate inspections being carried out with the vessel afloat. Inspections with the vessel afloat should only be carried out when the conditions are satisfactory, and the proper equipment and suitably trained staff are available.

4.6.3 Where an inspection of the vessel's bottom has not been carried out before the due dates, reference should be made to 5.5.

(Ad) 4.7 Additional surveys

4.7.1 *Frequency*

4.7.1.1 The additional survey, as required by the relevant regulations (see 2.2.7), should be held:

.1 when required after an investigation; or

.2 whenever any important repairs or renewals are made.

4.7.2 *General*

4.7.2.1 Whenever an accident occurs to a vessel or a defect is discovered which affects the safety or integrity of the vessel or the efficiency or completeness of its equipment, the skipper or owner should make a report at the earliest opportunity to the Administration, the nominated surveyor or recognized organization responsible for issuing the certificate. The Administration, the nominated surveyor or recognized organization responsible for issuing the certificate should then initiate an investigation to determine whether a survey, as required by the regulations, is necessary. This additional survey, which may be general or partial according to the circumstances, should be such as to ensure that the repairs and any renewals have been effectively made and that the vessel and its equipment continue to be fit for the service for which the vessel is intended.

[70] The *Guidelines for pre-planning of surveys in dry dock of ships which are not subject to the enhanced programme of inspections* (MSC.1/Circ.1223) may be helpful if a dry dock is required.

4.8 Completion of surveys

4.8.1 The officer of the Administration, nominated surveyor or recognized organization should be guided by the requirements of regulation I/6(3), which require that corrective action be taken immediately, and the Administration notified in due course when a survey shows that the condition of the vessel or its equipment:

.1 does not correspond substantially with the particulars of the certificate; or

.2 is not fit to proceed to sea without danger to the vessel or persons on board, or without presenting unreasonable threat of harm to the environment.

4.8.2 In cases where the corrective action has not been undertaken, the certificate should be withdrawn and the Administration notified immediately. If the vessel is in the port of another Party, the appropriate authorities of the port State should also be notified immediately.

4.8.3 A survey may show that the condition of the vessel and its equipment correspond substantially with the particulars of the certificate, and the vessel is fit to proceed to sea without danger to the vessel or persons on board, and without presenting an unreasonable threat of harm to the environment, but deficiencies exist. If the deficiencies cannot be rectified at the time of survey, the following guidance should be given:

.1 a condition should be issued, detailing any relevant requirements or conditions with assigned due date for the time needed to rectify the deficiencies. Relevant information should be kept available on board; if and as required by the Administration, the relevant certificates should be issued with the appropriate expiry dates; and

.2 the Administration should be notified, as appropriate, according to the agreement with the nominated surveyor or the recognized organization.

5 AMPLIFICATION OF TERMS AND CONDITIONS

5.1 Definition of related items

5.1.1 Reference: regulation I/9(2)(e).

5.1.2 Related items mean those items which may only be inspected when the vessel is in dry dock or undergoing an in-water examination of the outside of its bottom.

5.2 Extending to five years a certificate issued for less than five years

5.2.1 Reference: regulation I/13(3).

5.2.2 Where a certificate has been issued for a period of less than five years, it is permissible under the regulations to extend the certificate so that its maximum period of validity is five years provided that the pattern of surveys for a certificate with a five-year period of validity is maintained (see the annex to this appendix). This means that, for example, if a request is made to extend a two-year certificate to five years, then a periodical and two further annual surveys, as detailed in regulation I/7, would be required. Also, for example, if it was intended to extend a four-year certificate to five years, an additional annual survey would be required, as detailed in regulation I/9. Where a certificate has been so extended, it is still permissible to also extend the certificate under regulation I/13(5), when no additional surveys would be required but, of course, the new certificate issued after the renewal survey would date from the five-year expiry of the existing certificate, in accordance with regulation I/13(2)(b).

5.3 Extending the period between inspections of the outside of the vessel's bottom

5.3.1 Reference: regulation I/9(1)(e).

5.3.2 This permits the period of five years in which two inspections of the vessel's bottom are to be carried out to be extended when the certificate is extended under regulation I/13(5). However, the period of 36 months between any two such inspections cannot be extended. If the first vessel's bottom inspection is carried out between 24 and 27 months, the 36-month limitation may prevent the certificate being extended by the periods permitted in regulation I/13(5).

5.4 Application of "special circumstances"

5.4.1 Reference: regulation I/13(6).

5.4.2 The purpose of this regulation is to permit Administrations to waive the requirement that a certificate issued following a renewal survey that is completed after the expiry of the existing certificate should be dated from the expiry date of the existing certificate. The special circumstances when this could be permitted are where the vessel has been laid up or has been out of service for a considerable period because of a major repair or modification. While the renewal survey would be as extensive as if the vessel had continued in service, the Administration should consider whether additional surveys or examinations are required depending on how long the vessel was out of service and the measures taken to protect the hull and machinery during this period. Where this regulation is invoked, it is reasonable to expect an examination of the outside of the ship's bottom to be held at the same time as the renewal survey when it would not be necessary to include any special requirements for vessels for the continued application of regulation I/9(1)(e).

5.5 Revalidation of certificates

5.5.1 Reference: regulation I/13(8)(a).

5.5.2 A certificate ceases to be valid if the periodical, intermediate or annual survey, as appropriate, or the inspection of the outside of the vessel's bottom is not completed within the periods specified in the relevant regulation. The validity of the certificate should be restored by carrying out the appropriate survey which, in such circumstances, should consist of the requirements of the survey that was not carried out, but its thoroughness and stringency should have regard to the time this survey was allowed to lapse. The Administration concerned should then ascertain why the survey was allowed to lapse and consider further action.

5.6 Meaning of "any five-year period"

5.6.1 Reference: regulation I/9(1)(e).

5.6.2 *Any five-year period* is the five-year period of validity of the certificate.

5.7 Surveys required after transfer of the vessel to the flag of another State

5.7.1 The certificate ceases to be valid when a vessel transfers to the flag of another State. The Government of the State to which the vessel transfers should not issue new certificates until it is fully satisfied that the vessel is being properly maintained and that there have been no unauthorized changes made to the structure, machinery and equipment. When requested, the Government of the State whose flag the vessel was formerly entitled to fly is obliged to forward copies of certificates carried by the vessel before the transfer, and, if available, copies of the relevant survey reports and records, such as the Record of Equipment, to the new

Administration as soon as possible. The new Administration should be fully satisfied by an inspection that the vessel is being properly maintained and that there have been no unauthorized changes. If satisfied, to maintain the harmonization of the surveys, the new Administration may give due recognition to initial and subsequent surveys carried out by, or on behalf of, the former Administration and issue a new certificate having the same expiry date as the certificate that ceased to be valid because of the change of flag.

5.8 Recommended conditions for extending the period of validity of a certificate

5.8.1 Reference: regulation I/13(5).

5.8.2 In the Agreement the following provision applies: If a vessel at the time when a certificate expires is not in a port in which it is to be surveyed, the Administration may extend the period of validity of a certificate but this extension should be granted only for the purpose of allowing the vessel to complete its voyage to the port in which it is to be surveyed, and then only in cases where it appears proper and reasonable to do so. No certificate shall be extended for a period longer than three months, and a vessel to which an extension is granted should not, on its arrival in the port in which is to be surveyed, be entitled by virtue of such extension to leave that port without having a new certificate.

5.8.3 If a vessel is in a port where the required survey cannot be completed, and where the Agreement allows the Administration to extend the certificate when it is proper and reasonable to do so, the Administration should be guided by the following:

.1 an additional survey, equivalent to at least the same scope of an annual survey required by the certificate should be carried out;

.2 the renewal survey should be carried out to the maximum extent possible;

.3 in cases where a dry-docking is required but cannot be carried out, an underwater inspection of the vessel's bottom should be carried out;

.4 in cases where an underwater inspection is not possible (e.g. poor water visibility, draught restrictions, excessive current, refusal by the port authority), an internal inspection of the vessel's bottom structure, to the maximum extent practicable, should be carried out;

.5 the vessel should be allowed to sail directly to a named final agreed discharge port and then directly to a named agreed port to complete the survey and/or dry-docking;

.6 the extension period should be for the minimum amount of time needed to complete the survey and/or dry-docking under the certificate;

.7 the condition of the vessel found by the surveys indicated above should be considered in determining the duration, distance and operational restrictions, if any, of the voyage needed to complete the survey and/or dry-docking; and

.8 the extension period of the certificate which may be issued to document compliance with the structural, mechanical and electrical requirements of the recognized classification society should not exceed three months.

5.9 Survey of radio installations

5.9.1 The survey of the radio installations, including those used in life-saving appliances, should always be carried out by a qualified radio surveyor who has necessary knowledge of the requirements of the Agreement, the International Telecommunication Union's Radio Regulations and the associated performance standards for radio equipment. The radio survey should be carried out using suitable test equipment capable of performing all the relevant measurements required by these Guidelines. On satisfactory completion of the survey, the radio surveyor should forward a report of the survey, which should also state the organization he or she represents, to the authorities responsible for the issue of the vessel's certificate.

6 SURVEY GUIDELINES

(E) 1 GUIDELINES FOR SURVEYS OF LIFE-SAVING APPLIANCES AND OTHER EQUIPMENT

(EI) **1.1 Initial surveys** – see part "General", section 4.1.

(EI) 1.1.1 For life-saving appliances and the other equipment, the examination of plans and designs should consist of:

(EI) 1.1.1.1 examining the plans for the fire pumps including the emergency fire pump, if applicable, fire mains, hydrants, hoses, nozzles and the international shore connection (regs. V/17 to 19, 23, and 35 to 37);

(EI) 1.1.1.2 checking the provision, specification and arrangements of the fire extinguishers, except in machinery spaces (regs. V/20, 21, 38 and 39);

(EI) 1.1.1.3 checking the provision, specification and arrangements of the fireman's outfits (regs. V/24 and 41);

(EI) 1.1.1.4 examining the plans for the fire-extinguishing appliances in machinery spaces (regs. V/22 and 40);

(EI) 1.1.1.5 checking the provision of an automatic sprinkler and fire alarm and/or automatic fire detection system for accommodation spaces and service, or control spaces (regs. V/14, 15 and 34);

(EI) 1.1.1.6 checking the provision of storage of gas cylinders and dangerous materials (regs. V/12 and 32);

(EI) 1.1.1.7 examining the arrangements for remote closing of valves for oil fuel, lubricating oil and other flammable oils (reg. IV/10);

(EI) 1.1.1.8 checking navigation bridge visibility (reg. X/6);

(EI) 1.1.1.9 examining the provision and disposition of survival craft and rescue boats (regs. VII/3 and 5 to 7);

(EI) 1.1.1.10 examining the design of survival craft, including their construction equipment, fittings, release mechanisms and recovery appliances and embarkation and launching arrangements (regs. VII/3, 4, 7, 17 to 22 and 32);

(EI) 1.1.1.11 examining the design of rescue boats including their equipment, and launching and recovery appliances and arrangements (reg. VII/23);

(EI) 1.1.1.12 examining the provision, specification and stowage of two-way VHF radiotelephone apparatus and radar transponders (regs. VII/13 and 14);

(EI) 1.1.1.13 examining the provision, specification and stowage of the distress flares and line-throwing appliances (regs. VII/11 and 12);

(EI) 1.1.1.14 examining the provision, specification and stowage of lifebuoys, lifejackets, immersion suits, and thermal protective aids (regs. VII/8 to 10, and 24 to 27);

*(EI) 1.1.1.15 examining the plans for the general emergency alarm system (reg. VIII/2(1));

(EI) 1.1.1.16 examining the plans for the positioning of, and the specification for, navigation lights, shapes and sound signalling equipment (COLREG 1972, rules 20 to 24, 26 to 28, 30 and 33); and

*(EI) 1.1.1.17 checking, as appropriate, the provision and specification of the following navigation equipment as appropriate: daylight signalling lamp, magnetic compass, gyro-compass, gyro-compass repeaters, radar installation(s), radar plotting facilities, echo-sounding device, radio direction finding apparatus, speed and distance measuring device(s), Global Navigation Satellite System (GNSS) receiver, rudder angle indicator, propeller rate of revolution indicator, variable-pitch propeller pitch and operational mode indicator, means of communication with emergency steering position, a pelorus or compass bearing device, means for correcting heading and bearings (regs. X/3 and 5).

(EI) 1.1.2 For life-saving appliances and the other equipment, the survey during construction and after installation should consist of:

(EI) 1.1.2.1 examining fire pumps and fire main and the disposition of hydrants, hoses and nozzles, and the international shore connection and checking that each fire pump including the emergency fire pump can be operated separately so that two jets of water are produced simultaneously from different hydrants at any part of the vessel while the required pressure is maintained in the fire main; and testing that the emergency fire pump has the required capacity, and if the emergency fire pump is the main supply of water for any fixed fire-extinguishing system, checking that the emergency fire pump has the capacity for this system (regs. V/17 to 19, 23, and 35 to 37);

(EI) 1.1.2.2 examining the provision and disposition of fire extinguishers (regs. V/20 to 22, and 38 to 40);

(EI) 1.1.2.3 examining the fireman's outfits (regs. V/24 and 41);

(EI) 1.1.2.4 checking the operational readiness and maintenance of fire-extinguishing appliances (regs. V/22, 26, 40, and 43);

(EI) 1.1.2.5 examining any fixed fire detection and alarm system and any automatic sprinkler, fire detection and fire alarm system, and confirming that installation tests have been satisfactorily completed (regs. V/14, 15 and 34);

(EI) 1.1.2.6 examining the provision of storage of gas cylinders and dangerous materials (regs. V/12 and 32);

(EI) 1.1.2.7 checking retro-reflective materials and that life-saving appliances are of a highly visible colour on all parts where this will assist detection at sea (regs. VII/15, 18(2)(f)(v) and 19(2)(viii));

(EI) 1.1.2.8 examining each survival craft, including its equipment (regs. VII/5, 17 to 22);

(EI) 1.1.2.9 examining the embarkation arrangements for each survival craft and the testing of each launching appliance, including overload tests, tests to establish the lowering speed and the lowering of each survival craft to the water with the vessel at its lightest seagoing draught (regs. VII/7 and 32);

(EI) 1.1.2.10 examining each rescue boat, including its equipment; for inflatable rescue boats, confirming that they are stowed in a fully inflated condition (reg. VII/23);

(EI) 1.1.2.11 examining the embarkation and recovery arrangements for each rescue boat and testing each launching and recovery appliance (reg. VII/32);

(EI) 1.1.2.12 testing that the engine of the rescue boat(s) and of each lifeboat, when so fitted, start satisfactorily and operate both ahead and astern (regs. VII/16(5)(b), 17, 18(4), 19(4) and 23(1)(h));

*(EI) 1.1.2.13 examining the provision and stowage and checking the two-way VHF radiotelephone apparatus and radar transponders (regs. VII/13 and 14);

(EI) 1.1.2.14 examining the stowage of distress flares and line-throwing appliances (regs. VII/11 and 12);

(EI) 1.1.2.15 examining the provision and positioning and checking the operation of, as appropriate, navigation lights, shapes and sound signalling equipment (COLREG 1972, rules 20 to 24, 26 to 28, 30 and 33);

*(EI) 1.1.2.16 checking, as appropriate, the provision and operation of the following navigation equipment as appropriate: daylight signalling lamp, magnetic compass, gyro-compass, gyro-compass repeaters, radar installation(s), radar plotting facilities, echo-sounding device, radio direction finding apparatus, speed and distance measuring device(s), Global Navigation Satellite System (GNSS) receiver, rudder angle indicator, propeller rate of revolution indicator, variable-pitch propeller pitch and operational mode indicator, means of communication with emergency steering position, a pelorus or compass bearing device, means for correcting heading and bearings, (regs. X/3 and 5);

(EI) 1.1.2.17 checking navigation bridge visibility (reg. X/6);

(EI) 1.1.2.18 checking the provision and disposition of survival craft and rescue boats (regs. VII/3 and 5 to 7);

(EI) 1.1.2.19 checking the provision and stowage of lifebuoys, lifejackets, and immersion suits (regs. VII/8 to 10, 24, 25 and 27); and

*(EI) 1.1.2.20 checking the general emergency alarm system (reg. VIII/2(1)).

(EI) 1.1.3 For life-saving appliances and the other equipment, the check that the required documentation has been placed on board should consist of:

(EI) 1.1.3.1 confirming that the fire control plans are permanently exhibited (regs. V/25 and 42);

(EI) 1.1.3.2 confirming that maintenance plans have been provided (regs. V/14(3)(e) and 15(8)(a));

(EI) 1.1.3.3 confirming that the instructions for onboard maintenance of the life-saving appliances have been provided (reg. VII/16);

*(EI) 1.1.3.4 confirming that emergency instructions are available for each crew member, and copies of the suitably updated muster list are posted in conspicuous places (reg. VIII/2);

*(EI) 1.1.3.5 confirming that a table or curve of residual deviations for the magnetic compass has been provided (reg. X/3(1)(b));

*(EI) 1.1.3.6 checking that the charts and nautical publications necessary for the intended voyage are available and have been updated (reg. X/4); and

*(EI) 1.1.3.7 checking that the International Code of Signals has been provided (reg. X/5(2)).

(EI) 1.1.4 For life-saving appliances and other equipment, the completion of the initial survey should consist of:

(EI) 1.1.4.1 the issue of the International Fishing Vessel Safety Certificate and its associated Record of Equipment where the relevant requirements are met.

(EA) **1.2 Annual surveys** – see part "General", section 4.2.

(EA) 1.2.1 For life-saving appliances and the other equipment, the examination of current certificates and other records should consist of:

(EA) 1.2.1.1 checking the validity, as appropriate, of the International Fishing Vessel Safety Certificate;

(EA) 1.2.1.2 checking the certificates of class if the vessel is classed with a classification society;

(EA) 1.2.1.3 checking whether any new equipment has been fitted and, if so, confirming that it has been approved before installation and that any changes are reflected in the appropriate certificate;

(EA) 1.2.1.4 checking whether any fire has occurred on board necessitating the operation of the fixed fire-extinguishing systems or the portable fire extinguishers since the last survey;

(EA) 1.2.1.5 confirming that the fire control plans are permanently exhibited (regs. V/25 and 42);

(EA) 1.2.1.6 confirming that the maintenance plans have been provided (regs. V/14(3)(e) and 15(8)(a));

*(EA) 1.2.1.7 confirming that the training manuals have been provided (reg. VIII/3(4));

*(EA) 1.2.1.8 checking that logbook entries are being made (reg. VIII/3(3)) and in particular:

*(EA) 1.2.1.8.1 the date when the last full muster of the crew for boat and fire drill took place, and the date when the last rescue drills took place;

*(EA) 1.2.1.8.2 the records indicating that the lifeboat equipment was examined at that time and found to be complete;

*(EA) 1.2.1.8.3 the last occasion when the lifeboats were swung out and when each one was lowered into the water; and

*(EA) 1.2.1.8.4 the records indicating that crew members have received the appropriate onboard training;

*(EA) 1.2.1.9 confirming that the training manual and training aids for the life-saving appliances are available on board (reg. VIII/3(4));

(EA) 1.2.1.10 confirming that the checklist and instructions for onboard maintenance of the life-saving appliances are on board (reg. VII/16);

*(EA) 1.2.1.11 confirming that a table or curve of residual deviations for the magnetic compass has been provided and the compass deviation book has been properly maintained (reg. X/3(1)(b));

*(EA) 1.2.1.12 checking that nautical charts and nautical publications necessary for the intended voyage are available and have been updated (reg. X/4); and

*(EA) 1.2.1.13 checking that the International Code of Signals has been provided (reg. X/5(2)).

(EA) 1.2.2 For life-saving appliances and the other equipment, the annual survey should consist of:

(EA) 1.2.2.1 examining the fixed fire detection and alarm system and the automatic sprinkler, fire detection and fire alarm system (regs. V/14, 15 and 34);

(EA) 1.2.2.2 examining the fire pumps, fire main, hydrants, hoses and nozzles and the international shore connection and checking that each fire pump, including the emergency fire pump, can be operated separately so that two jets of water are produced simultaneously from different hydrants at any part of the vessel while the required pressure is maintained in the fire main (regs. V/17 to 19, 23, 25, and 35 to 37);

(EA) 1.2.2.3 checking the provision and randomly examining the condition of the portable and non-portable fire extinguishers (regs. V/20, 21, 38 and 39);

(EA) 1.2.2.4 confirming that the fireman's outfits are complete and in good condition (regs. V/24 and 41);

(EA) 1.2.2.5 checking the operational readiness and maintenance of fire-extinguishing appliances in machinery spaces (reg. V/43);

(EA) 1.2.2.6 examining, as far as possible, and testing, as feasible, any fire detection and alarm system (regs. V/15 and 34);

(EA) 1.2.2.7 examining the provision of storage of gas cylinders and dangerous materials (regs. V/12 and 32);

*(EA) 1.2.2.8 examining and testing of the general emergency alarm system (reg. VIII/2(1));

*(EA) 1.2.2.9 checking that copies of the suitably updated muster list are posted in conspicuous places (reg. VIII/2);

(EA) 1.2.2.10 checking the retro-reflective materials and that the life-saving appliances are of a highly visible colour on all parts where this will assist detection at sea (regs. VII/15, 18(2)(f)(v) and 19(2)(viii));

(EA) 1.2.2.11 examining each survival craft, including its equipment; checking that the handheld flares are not out of date (regs. VII/5 and 17 to 22);

(EA) 1.2.2.12 checking that the falls used in launching appliances have been periodically inspected and have been renewed as necessary in the past five years (reg. VII/16(3));

(EA) 1.2.2.13 examining the embarkation arrangements and launching appliances for each survival craft (reg. VII/32);

(EA) 1.2.2.14 examining each rescue boat, including its equipment; for inflatable rescue boats, confirming that they are stowed in a fully inflated condition (reg. VII/23);

(EA) 1.2.2.15 examining the embarkation and recovery arrangements for each rescue boat (reg. VII/32);

(EA) 1.2.2.16 testing that the engine of the rescue boat(s) and of each lifeboat, when so fitted, start satisfactorily and operate both ahead and astern (regs. VII/16(5)(b), 18(4), 19(4) and 23(1)(h));

*(EA) 1.2.2.17 examining and checking the operation of two-way VHF radiotelephone apparatus and radar transponders (regs. VII/13 and 14);

(EA) 1.2.2.18 examining the line-throwing appliance and checking that its rockets and the vessel's distress signals are not out of date (regs. VII/11 and 12);

(EA) 1.2.2.19 examining the provision, disposition, stowage and condition of the lifebuoys, lifejackets, immersion suits (regs. VII/8 to 10, 24, 25 and 27);

(EA) 1.2.2.20 checking that the required navigation lights, shapes and sound signalling equipment are in order (COLREG 1972, rules 20 to 24, 26 to 28, 30 and 33); and

*(EA) 1.2.2.21 checking, as appropriate, that the following items of navigation equipment are in working order, as appropriate: daylight signalling lamp, magnetic compass, gyro-compass, gyro-compass repeaters, radar installation(s), radar plotting facilities, echo-sounding device, radio direction finding apparatus, speed and distance measuring device(s), Global Navigation Satellite System (GNSS) receiver, rudder angle indicator, propeller rate of revolution indicator, variable-pitch propeller pitch and operational mode indicator, means of communication with emergency steering position, a pelorus or compass bearing device, means for correcting heading and bearings, (regs. X/3 and 5).

(EA) 1.2.3 For life-saving appliances and the other equipment, the completion of the annual survey should consist of:

(EA) 1.2.3.1 after a satisfactory survey, the International Fishing Vessel Safety Certificate should be endorsed; and

(EA) 1.2.3.2 if a survey shows that the condition of a vessel or its equipment is unsatisfactory, see part "Completion of surveys", section 4.8.

(EP) **1.3** **Periodical surveys** – see part "General", section 4.4.

(EP) 1.3.1 For life-saving appliances and the other equipment, the examination of current certificates and other records should consist of:

(EP) 1.3.1.1 the provisions of (EA) 1.2.1.

(EP) 1.3.2 For life-saving appliances and the other equipment, the periodical survey should consist of:

(EP) 1.3.2.1 the provisions of (EA) 1.2.2;

(EP) 1.3.2.2 confirming, during the examination of the fixed fire-fighting system for the machinery and cargo spaces of high fire risk, that, as appropriate, any foam compounds and the CO_2 capacity have been checked and that the distribution pipework has been proved clear (regs. V/16, 22 and 40);

(EP) 1.3.2.3 testing the operation of the remote means of control provided for the opening and closing of the skylights, the closure of the funnel and ventilation openings, the closure of doors, the stopping of ventilation, machinery, boilers and fans (regs. V/7, 9, 28 and 29);

(EP) 1.3.2.4 testing any fire detection and alarm system (regs. V/14, 15 and 34); and

(EP) 1.3.2.5 testing the remote closing of valves for oil fuel, lubricating oil and other flammable oils and the operation of the remote means of closing the valves on the tanks that contain oil fuel, lubricating oil and other flammable oils (reg. IV/10).

(EP) 1.3.3 For life-saving appliances and the other equipment, the completion of the periodical survey should consist of:

(EP) 1.3.3.1 after a satisfactory survey, the International Fishing Vessel Safety Certificate should be endorsed; and

(EP) 1.3.3.2 if a survey shows that the condition of a vessel or its equipment is unsatisfactory, see part "Completion of surveys", section 4.8.

(ER) **1.4** **Renewal surveys** – see part "General", section 4.5

(ER) 1.4.1 For life-saving appliances and the other equipment, the examination of current certificates and other records should consist of:

(ER) 1.4.1.1 the provisions of (EA) 1.2.1, except for the validity of the International Fishing Vessel Safety Certificate.

(ER) 1.4.2 For life-saving appliances and the other equipment, the renewal survey should consist of:

(ER) 1.4.2.1 the provisions of (EP) 1.3.2.

(ER) 1.4.3 For life-saving appliances and the other equipment, the completion of the renewal survey should consist of:

(ER) 1.4.3.1 the issue of the International Fishing Vessel Safety Certificate and its associated Record of Equipment where the relevant requirements are met.

(C) 2 GUIDELINES FOR SURVEYS OF THE STRUCTURE, MACHINERY AND EQUIPMENT

(CI) **2.1** **Initial surveys** – see part "General", section 4.1.

(CI) 2.1.1 For the hull, machinery and equipment, the examination of plans and designs should consist of:

(CI) 2.1.1.1 examining the plans for the hull (regs. II/1 to 7);

(CI) 2.1.1.2 examining the plans for the bilge pumping and drainage systems (reg. IV/11);

(CI) 2.1.1.3 examining the plans for the machinery installation (regs. IV/3 to 15);

(CI) 2.1.1.4 examining the plans for the electrical installation (regs. IV/16 to 18);

(CI) 2.1.1.5 examining the plans for the periodically unattended machinery spaces (regs. IV/19 to 24);

(CI) 2.1.1.6 examining the plans for the structural fire protection (regs. V/3 to 11 and 28 to 31); and

(CI) 2.1.1.7 examining the plans for the means of escape (regs. V/13 and 33).

(CI) 2.1.2 For stability and associated seaworthiness, the examination of plans and designs should consist of:

(CI) 2.1.2.1 examining the structural strength and subdivision, corresponding to the maximum permissible operating draught (regs. II/1 to 3 and III/13);

(CI) 2.1.2.2 examining the water- and weathertight integrity of the hull, enclosed superstructures and other outer structures, through which the water could enter and endanger the vessel, the freeing ports, air pipes and closing appliances, spurling pipes and cable lockers (regs. II/4 to 15);

(CI) 2.1.2.3 examining the deck openings, bulwarks, rails, guards, stairways, ladders and other means provided for the protection of the crew and means for safe passage of the crew (regs. VI/1 to 4);

(CI) 2.1.2.4 examining the scantlings of the portable fish-hold divisions, if fitted (reg. III/11); and

(CI) 2.1.2.5 examining the intact stability, and, where applicable, the damaged stability, and the stability information that is to be supplied to the skipper, and, where not dispensed by the Administration, inclining test data (regs. III/2 to 10 and 12 to 14).

(CI) 2.1.3 For the hull, machinery and equipment, the survey during construction and after installation should consist of:

(CI) 2.1.3.1 confirming that the construction and testing methods of bulkheads, closing devices and closures of openings in them are in accordance with the requirements of the Administration, that the collision bulkhead, and those bounding the main machinery space, are watertight up to the working deck (or watertight as far as practicable). Also confirming that the valves fitted on the pipes piercing the collision bulkhead are operable from above the working deck, and no doors, manholes, ventilation ducts or any other openings below the working deck (regs. II/1(3) to (6));

(CI) 2.1.3.2 confirming that each watertight door has been tested (reg. II/2);

(CI) 2.1.3.3 confirming that each bilge pump and the bilge pumping system provided for each watertight compartment are working efficiently (reg. IV/11);

(CI)	2.1.3.4	confirming that the machinery, boilers and other pressure vessels, associated piping systems and fittings are installed and protected so as to reduce to a minimum any danger to persons on board, due regard being given to moving parts, hot surfaces and other hazards (regs. IV/3 to 15);
(CI)	2.1.3.5	confirming that the main and auxiliary steering gear are so arranged that the failure of one of them does not render the other inoperative (regs. IV/13(1) to (2));
(CI)	2.1.3.6	confirming that the main steering gear is capable of steering the vessel at maximum ahead service speed and is capable of putting the rudder over from 35° on one side to 35° on the other side with the vessel at its deepest seagoing draught and running ahead at maximum ahead service speed and, under the same conditions, from 35° on either side to 30° on the other side in not more than 28 s, or, where demonstration at the deepest seagoing draught is impracticable, with alternative permissible sea trial loading condition (reg. IV/13(7));
(CI)	2.1.3.7	confirming that the auxiliary steering gear is capable of steering the vessel at navigable speed and of being brought speedily into action in an emergency and that it is capable of putting the rudder over from 15° on one side to 15° on the other side in not more than 60 s with the vessel at its deepest seagoing draught and running ahead at one half of the maximum ahead service speed or 7 knots, whichever is the greater, or, where this is impracticable, with an alternative permissible sea trial loading condition (reg. IV/13(10));
(CI)	2.1.3.8	confirming that electric or electrohydraulic steering gear are served by two circuits fed from the main switchboard and are as widely separated as possible (reg. IV/13(11));
(CI)	2.1.3.9	confirming that in the event of a power failure to any one of the steering gear power units, an audible and visual alarm is given in the wheelhouse (reg. IV/13(4));
(CI)	2.1.3.10	confirming that means of communication for relaying heading information and supplying visual compass readings to the emergency steering position are provided (reg. X/3(5));
(CI)	2.1.3.11	confirming that the angular position of the rudder is indicated independently of the steering control system on the wheelhouse if the main steering gear is power-operated (reg. IV/13(3));
(CI)	2.1.3.12	confirming that the main and auxiliary machinery essential for propulsion and the safety of the vessel are provided with the effective means for its operation and control (reg. IV/4);
(CI)	2.1.3.13	confirming that appropriate means are provided where it is intended that the propulsion machinery should be remotely controlled from the wheelhouse (reg. IV/8(1));
(CI)	2.1.3.14	confirming that arrangements to operate main and other machinery from a machinery control room are satisfactory (reg. IV/8(2));

(CI)	2.1.3.15	confirming that oil-fired and exhaust gas boilers, unfired steam generators, steam pipe systems and air pressure systems are fitted with the appropriate safety features (reg. IV/6);
(CI)	2.1.3.16	confirming the operation of the ventilation for the machinery spaces (reg. IV/19(10));
(CI)	2.1.3.17	when appropriate, confirming that the measures to prevent noise in machinery spaces are effective (reg. IV/12);
(CI)	2.1.3.18	confirming that the engine-room telegraph and the second means of communication between the wheelhouse and machinery space are operating satisfactorily (reg. IV/7);
(CI)	2.1.3.19	confirming that the engineer's alarm is clearly audible in the engineers' accommodation (reg. IV/14);
(CI)	2.1.3.20	confirming that precautions, taken to prevent any oil that may escape under pressure from any pump, filter or heater from coming into contact with heated surfaces, are efficient (reg. IV/10(6));
(CI)	2.1.3.21	confirming that the means of ascertaining the amount of oil contained in any oil tank are in good working condition (reg. IV/10(2));
(CI)	2.1.3.22	confirming that the devices provided to prevent overpressure in any oil tank or in any part of the oil system, including the filling pipes, are in good working condition (reg. IV/10(3));
(CI)	2.1.3.23	confirming that forepeak tanks are not intended for carriage of oil fuel, lubrication oil and other flammable oils (reg. IV/10(12));
(CI)	2.1.3.24	confirming that the electrical installations are installed in accordance with the approved plans (regs. IV/3(6) and 16);
(CI)	2.1.3.25	confirming that a self-contained emergency source of electrical power has been provided and that the appropriate systems are satisfactorily supplied (reg. IV/17);
(CI)	2.1.3.26	confirming that precautions have been provided against shock, fire and other hazards of electrical origin (reg. IV/18);
(CI)	2.1.3.27	confirming that the arrangements for periodically unattended machinery spaces are satisfactory (regs. IV/19 to 24);
(CI)	2.1.3.28	confirming that all aspects of the structural fire protection, including the ventilation systems, in accommodation and service spaces, control stations and machinery spaces are installed in accordance with the approved plans, testing the operation of fire dampers of ventilation ducts and the means of closing the main inlets and outlets of all ventilation systems and proving that the power ventilation is capable of being stopped from outside the space served (regs. V/3 to 11(8), 11(10), 28, 29, 31(1) to (5), and 31(7));
(CI)	2.1.3.29	confirming that stairways and ladders are so arranged as to provide a means of escape from all accommodation spaces and from spaces in which the crew is normally employed, other than machinery spaces, to the open deck and thence to the survival craft (regs. V/13(1) and (4), 33(1) and (3)); and

(CI) 2.1.3.30 confirming that two widely separated means of escape are provided from each machinery space of Category A (regs. V/13(2) and (4), 33(2) and (3)).

(CI) 2.1.4 For stability and associated seaworthiness, the survey during construction and after installation should consist of:

(CI) 2.1.4.1 checking that, as far as its strength and subdivision is concerned, the vessel has been constructed in accordance with the approved plans (regs. II/1 to 3 and III/13);

(CI) 2.1.4.2 examining the means of securing the weathertightness of doors, hatchways, and other openings in the superstructure end bulkheads and on the working and superstructure decks (regs. II/4 to 8);

(CI) 2.1.4.3 examining the ventilators, air and sounding pipes, including their coamings and closing appliances (regs. II/9 to 11);

(CI) 2.1.4.4 examining the inlets and discharges (reg. II/13);

(CI) 2.1.4.5 examining the spurling pipes and cable lockers (reg. II/15);

(CI) 2.1.4.6 examining the sidescuttles and windows (reg. II/12);

(CI) 2.1.4.7 examining the bulwarks including the provision of freeing ports, special attention being given to any freeing ports fitted with shutters (reg. II/14);

(CI) 2.1.4.8 examining the deck openings, bulwarks, rails, guards, stairways, ladders and other means provided for the protection of the crew and means for safe passage of the crew (regs. VI/1 to 4);

(CI) 2.1.4.9 examining the scantlings of the portable fish-hold divisions, if fitted (reg. III/11); and

(CI) 2.1.4.10 witnessing the inclining test or lightweight survey (reg. III/9).

(CI) 2.1.5 For stability and associated seaworthiness, the check that certificates, etc., have been placed on board should consist of:

(CI) 2.1.5.1 checking that the stability information has been supplied to the skipper (reg. III/10).

(CI) 2.1.6 For the hull, machinery and equipment, the completion of the initial survey should consist of:

(CI) 2.1.6.1 the issue of the International Fishing Vessel Safety Certificate and its associated Record of Equipment where the relevant requirements are met.

(CA) **2.2** **Annual surveys** – see part "General", section 4.2.

(CA) 2.2.1 For the hull, machinery and equipment, the examination of current certificates and other records should consist of:

(CA) 2.2.1.1 checking the validity, as appropriate, of the International Fishing Vessel Safety Certificate;

(CA) 2.2.1.2 checking whether any new equipment has been fitted and, if so, confirm that it has been approved before installation and that any changes are reflected in the appropriate certificate;

(CA) 2.2.1.3 checking that, as appropriate, the hull and machinery has been presented for survey in accordance with the continuous survey scheme approved by the Administration or a classification society; and

(CA) 2.2.1.4 confirming that structural alterations performed, if any, have been approved by the classification society.

(CA) 2.2.2 For the hull, machinery and equipment, the annual survey should consist of:

(CA) 2.2.2.1 examining, in general and as far as can be seen, the hull and its closing appliances;

(CA) 2.2.2.2 examining the anchoring and mooring equipment as far as can be seen (reg. II/15);

(CA) 2.2.2.3 examining the collision and the other watertight bulkheads as far as can be seen (regs. II/1(3) to (6));

(CA) 2.2.2.4 examining and testing (locally and remotely) all the watertight doors in watertight bulkheads (reg. II/2);

(CA) 2.2.2.5 examining each bilge pump and confirming that the bilge pumping system for each watertight compartment is satisfactory (reg. IV/11);

(CA) 2.2.2.6 carrying out a general examination of the machinery, boilers and other pressure vessels, all steam, hydraulic, pneumatic and other systems and associated piping systems and fittings to see whether they are being properly maintained so as to reduce to a minimum any danger to persons on board, due regard being given to moving parts, hot surfaces and other hazards (regs. IV/3 to 15);

(CA) 2.2.2.7 examining and testing the operation of main and auxiliary steering arrangements, including their associated equipment and control systems (reg. IV/13);

(CA) 2.2.2.8 confirming, as appropriate, that the means of communication between the wheelhouse and emergency steering gear positions and the means of indicating the angular position of the rudder are operating satisfactorily (regs. X/3(5) and IV/13(3));

(CA) 2.2.2.9 examining the means for the operation of the main and auxiliary machinery essential for the propulsion and the safety of the vessel, including, when applicable, the means of remotely controlling the propulsion machinery from the wheelhouse (including the control, monitoring, reporting, alert and safety actions) and the arrangements to operate the main and other machinery from a machinery control room (reg. IV/8);

(CA) 2.2.2.10 confirming that the engine-room telegraph, the second means of communication between the wheelhouse and the machinery space and the means of communication with any other positions from which the engines are controlled are operating satisfactorily (reg. IV/7);

(CA) 2.2.2.11 confirming that the engineer's alarm is clearly audible in the engineers' accommodation (reg. IV/14);

(CA) 2.2.2.12 examining, as far as practicable, visually and in operation, the electrical installations, including the main source of power and the lighting systems (regs. IV/3(6) and 16);

(CA) 2.2.2.13 confirming, as far as practicable, the operation of the emergency source(s) of electrical power including their starting arrangements, the systems supplied and, when appropriate, their automatic operation (reg. IV/17);

(CA) 2.2.2.14 examining, in general, that the precautions provided against shock, fire and other hazards of electrical origin are being maintained (reg. IV/18);

(CA) 2.2.2.15 examining the arrangements for periodically unattended machinery spaces (regs. IV/19 to 24) and, in particular, the random testing of alarm, automatic and shutdown functions;

(CA) 2.2.2.16 confirming, as far as practicable, that no changes have been made in the structural fire protection, examining any manual and automatic fire doors and proving their operation, testing the fire dampers of ventilation ducts and the means of closing the main inlets and outlets of all ventilation systems and testing the means of stopping power ventilation systems from outside the space served (regs. V/9(1)(b)(ii) and (2) to (5), 11(8), 29(1) and 31(7)); and

(CA) 2.2.2.17 confirming that the means of escape from accommodation, machinery and other spaces are satisfactory (reg. V/13(1) to (2)).

(CA) 2.2.3 For stability and associated seaworthiness, the examination of current certificates and other records should consist of:

(CA) 2.2.3.1 checking the validity, as appropriate, of the International Fishing Vessel Safety Certificate;

(CA) 2.2.3.2 checking the certificate of class, if the vessel is classed with a classification society;

(CA) 2.2.3.3 checking whether any new equipment has been fitted and, if so, confirm that it has been approved before installation and that any changes are reflected in the appropriate certificate; and

(CA) 2.2.3.4 checking that the stability information is available (reg. III/10).

(CA) 2.2.4 For stability and associated seaworthiness, the annual survey should consist of:

(CA) 2.2.4.1 checking, in general, that there has been no deterioration in the strength of the hull (regs. II/1 to 3);

(CA) 2.2.4.2 checking that no alterations have been made to the hull, superstructures or fishing methods that would affect the calculations determining the maximum permissible operating draught and the stability of the vessel (regs. III/4, 8, 10 and 13);

(CA) 2.2.4.3 examining the means of securing the weathertightness of doors, hatchways, and other openings in the superstructure end bulkheads and on the working and superstructure decks (regs. II/4 to 8);

(CA) 2.2.4.4 examining the ventilators and air and sounding pipes, including their coamings and closing appliances (regs. II/9 to 11);

(CA) 2.2.4.5 examining the inlets and discharges (reg. II/13);
(CA) 2.2.4.6 examining the spurling pipes and cable lockers (reg. II/15);
(CA) 2.2.4.7 examining the sidescuttles and windows (reg. II/12);
(CA) 2.2.4.8 examining the bulwarks including the provision of freeing ports, special attention being given to any freeing ports fitted with shutters (reg. II/14);
(CA) 2.2.4.9 examining the deck openings, bulwarks, rails, guards, stairways, ladders and other means provided for the protection of the crew and means for safe passage of the crew (regs. VI/1 to 4); and
(CA) 2.2.4.10 examining the scantlings of the portable fish-hold divisions, if fitted (reg. III/11).

(CA) 2.2.5 For the hull, machinery and equipment, the completion of the annual survey should consist of:

(CA) 2.2.5.1 after a satisfactory survey, the International Fishing Vessel Safety Certificate should be endorsed; and
(CA) 2.2.5.2 if a survey shows that the condition of a vessel or its equipment is unsatisfactory, see part "Completion of surveys", section 4.8.

(CIn) **2.3** **Intermediate surveys** – see part "General", section 4.3

(CIn) 2.3.1 For the hull, machinery and equipment, the examination of current certificates and other records should consist of:

(CIn) 2.3.1.1 the provisions of (CA) 2.2.1.

(CIn) 2.3.2 For the hull, machinery and equipment, the intermediate survey should consist of:

(CIn) 2.3.2.1 the provisions of (CA) 2.2.2.

(CIn) 2.3.3 For the hull, machinery and equipment, the completion of the intermediate survey should consist of:

(CIn) 2.3.3.1 after a satisfactory survey, the International Fishing Vessel Safety Certificate should be endorsed; and
(CIn) 2.3.3.2 if a survey shows that the condition of a vessel or its equipment is unsatisfactory, see part "Completion of surveys", section 4.8.

(CR) **2.4** **Renewal surveys** – see part "General", section 4.5

(CR) 2.4.1 For the hull, machinery and equipment, the examination of current certificates and other records should consist of:

(CR) 2.4.1.1 the provisions of (CA) 2.2.1, except for the validity of the International Fishing Vessel Safety Certificate.

(CR) 2.4.2 For the hull, machinery and equipment, the renewal survey should consist of:

(CR) 2.4.2.1 the provisions of (CIn) 2.3.2;
(CR) 2.4.2.2 examination of sea valves and their connections to the hull; and
(CR) 2.4.2.3 examination of anchoring and mooring equipment, for which purpose the anchors should be lowered and raised using the windlass (reg. II/15).

(CR) 2.4.3 For stability and associated seaworthiness, the examination of current certificates and other records should consist of:

(CR) 2.4.3.1 the provisions of (CA) 2.2.3, except for the validity of the International Fishing Vessel Safety Certificate.

(CR) 2.4.4 For stability and associated seaworthiness, the renewal survey should consist of:

(CR) 2.4.4.1 the provisions of (CA) 2.2.4;
(CR) 2.4.4.2 examining the hull to ensure that its strength is sufficient for the maximum permissible operating draught (regs. II/1 to 3 and III/13); and
(CR) 2.4.4.3 the issue of the International Fishing Vessel Safety Certificate and its associated Record of Equipment where the relevant requirements are met.

(B) 3 GUIDELINES FOR THE INSPECTION OF THE OUTSIDE OF THE VESSEL'S BOTTOM

(CB) 3.1 For the inspection of the outside of the vessel's bottom, the inspection should consist of:

(CB) 3.1.1 examining the vessel's shell including bottom and bow plating, keel, bilge keels, stem, stern frame and rudder;
(CB) 3.1.2 noting the clearances measured in the rudder bearings;
(CB) 3.1.3 examining the propeller and shaft seals, as far as practicable;
(CB) 3.1.4 noting the clearance measured in the propeller shafts, as far as practicable;
(CB) 3.1.5 examining sea chests and strainers; and
(CB) 3.1.6 the survey of related items inspected at the same time (see part "General", section 5.1).

(CB) 3.2 For the inspection of the outside of the vessel's bottom, the completion of the inspection should consist of:

(CB) 3.2.1 after a satisfactory survey, the International Fishing Vessel Safety Certificate should be endorsed; and
(CB) 3.2.2 if a survey shows that the condition of a vessel or its equipment is unsatisfactory, see part "Completion of surveys", section 4.8.

(R) 4 GUIDELINES FOR SURVEYS OF THE RADIO INSTALLATIONS

(RI) **4.1 Initial surveys** – see part "General", section 4.1

(RI) 4.1.1 For radio installations including those used in life-saving appliances, the examination of plans and designs should consist of:

*(RI) 4.1.1.1 establishing the sea areas declared for operation, the equipment installed to fulfil the functional requirements for the sea areas of operation, the methods adopted to ensure the availability of the functional requirements and the arrangements for supply of an emergency source of energy (if any) (regs. IV/17 and IX/1 to 14);

*(RI) 4.1.1.2 establishing which radio equipment is to be surveyed and, if duplication of equipment is used as a means of ensuring the availability of the functional requirements, establishing which is the "basic equipment" and which the "duplicated equipment" (reg. IX/14). (additional radiocommunications equipment provided other than for compliance of the Agreement should be noted);

*(RI) 4.1.1.3 confirming all equipment prescribed in the Agreement complies with appropriate performance standards not inferior to those adopted by the Organization (reg. IX/13);

*(RI) 4.1.1.4 examining the plans for the provision and position of the radio installation, including sources of energy and antennas (regs. IV/17, IX/5 and 13); and

*(RI) 4.1.1.5 examining the plans for the provision and positioning of the radio life-saving appliances (regs. VII/13 and 14).

(RI) 4.1.2 For radio installations including radio life-saving appliances, the survey during construction and after installation should consist of:

*(RI) 4.1.2.1 examining the position, physical and electromagnetic protection and illumination of each radio installation (reg. IX/5);

*(RI) 4.1.2.2 confirming the provision of equipment for the radio installation with due regard to the declared sea areas in which the vessel will trade and the declared means of maintaining availability of functional requirements (regs. VII/13 and 14, IX/6 to 10, 13 and 14);

*(RI) 4.1.2.3 confirming the ability to initiate the transmission of ship-to-shore distress alerts by at least two separate and independent means, each using a different radiocommunication service, from the position from which the vessel is normally navigated (regs. IX/3, 6 to 10);

*(RI) 4.1.2.4 examining all antennas, including:

*(RI) 4.1.2.4.1 visually checking all antennas, including recognized mobile satellite service antennas, and feeders for satisfactory siting and absence of defects (reg. IX/13); and

*(RI) 4.1.2.4.2 checking insulation and safety of all antennas;

*(RI) 4.1.2.5 examining the reserve source of energy, including:

*(RI) 4.1.2.5.1 checking there is sufficient capacity to operate the basic or duplicated equipment for 1 hour or 6 hours, as appropriate (reg. IX/12);

*(RI)	4.1.2.5.2	if the reserve source of energy is a battery:
*(RI)	4.1.2.5.2.1	checking its siting and installation (reg. IX/12);
*(RI)	4.1.2.5.2.2	where appropriate, checking its condition by specific gravity measurement or voltage measurement;
*(RI)	4.1.2.5.2.3	with the battery off charge, and the maximum required radio installation load connected to the reserve source of energy, checking the battery voltage and discharge current; and
*(RI)	4.1.2.5.2.4	checking that the charger or chargers are capable of recharging the reserve battery within 10 hours (reg. IX/12);
*(RI)	4.1.2.6	examining the VHF transceiver(s), including:
*(RI)	4.1.2.6.1	checking for operation on channels 6, 13 and 16 (regs. IX/6 and 13);
*(RI)	4.1.2.6.2	checking frequency tolerance, transmission line quality and radio frequency power output (reg. IX/13);
*(RI)	4.1.2.6.3	checking for correct operation of all controls including priority of control units (reg. IX/13);
*(RI)	4.1.2.6.4	checking that the equipment operates from the main, emergency (if provided) and reserve sources of energy (reg. IX/12);
*(RI)	4.1.2.6.5	checking the operation of the VHF control unit(s) or portable VHF equipment provided for navigational safety (reg. IX/5); and
*(RI)	4.1.2.6.6	checking for correct operation by on-air contact with a coast station or other vessel;
*(RI)	4.1.2.7	examining the VHF DSC controller and channel 70 Digital Selective Calling (DSC) watch receiver, including:
*(RI)	4.1.2.7.1	performing an off-air check confirming the correct Maritime Mobile Service Identity is programmed in the equipment (reg. IX/13);
*(RI)	4.1.2.7.2	checking for correct transmission by means of a routine or test call to a coast station, other vessel, onboard duplicate equipment or special test equipment;
*(RI)	4.1.2.7.3	checking for correct reception by means of a routine or test call from a coast station, other vessel, onboard duplicate equipment or special test equipment;
*(RI)	4.1.2.7.4	checking the audibility of the VHF/DSC alarm; and
*(RI)	4.1.2.7.5	checking that the equipment operates from the main, emergency (if provided) and reserve sources of energy (reg. IX/12);
*(RI)	4.1.2.8	examining the MF/HF radiotelephone equipment, including:
*(RI)	4.1.2.8.1	checking that the equipment operates from the main, emergency (if provided) and reserve sources of energy (reg. IX/12);
*(RI)	4.1.2.8.2	checking the antenna tuning in all appropriate bands;
*(RI)	4.1.2.8.3	checking that the equipment is within frequency tolerance on all appropriate bands (reg. IX/13);
*(RI)	4.1.2.8.4	checking for correct operation by contact with a coast station and/or measuring transmission line quality and radio frequency output;
*(RI)	4.1.2.8.5	checking receiver performance by monitoring known stations on all appropriate bands; and

*(RI)	4.1.2.8.6	if control units are provided outside the navigating bridge, checking that the control unit on the bridge has first priority for the purpose of initiating distress alerts (regs. IX/8, 9, 10, and 13);
*(RI)	4.1.2.9	examining the HF radiotelex equipment, including:
*(RI)	4.1.2.9.1	checking that the equipment operates from the main, emergency (if provided) and reserve sources of energy (reg. IX/12);
*(RI)	4.1.2.9.2	confirming that the correct selective calling number is programmed in the equipment; and
*(RI)	4.1.2.9.3	checking correct operation by inspection of recent hard copy or by a test with a coast radio station (regs. IX/9 and 10);
*(RI)	4.1.2.10	examining the MF/HF DSC controller(s), including:
*(RI)	4.1.2.10.1	checking that the equipment operates from the main, emergency (if provided) and reserve sources of energy (reg. IX/12);
*(RI)	4.1.2.10.2	confirming that the correct Maritime Mobile Service Identity is programmed in the equipment;
*(RI)	4.1.2.10.3	checking the off-air self-test programme;
*(RI)	4.1.2.10.4	checking operation by means of a test call on MF and/or HF to a coast radio station if the rules of the berth permit the use of MF/HF transmissions (regs. IX/8, 9, and 10); and
*(RI)	4.1.2.10.5	checking the audibility of the MF/HF DSC alarm;
*(RI)	4.1.2.11	examining the MF/HF DSC watch receiver(s), including:
*(RI)	4.1.2.11.1	confirming that only distress and safety DSC frequencies are being monitored (regs. IX/8 to 11);
*(RI)	4.1.2.11.2	checking that a continuous watch is being maintained while keying MF/HF radio transmitters (reg. IX/11); and
*(RI)	4.1.2.11.3	checking for correct operation by means of a test call from a coast station or other vessel;
*(RI)	4.1.2.12	examining the Inmarsat Ship Earth Station(s), including:
*(RI)	4.1.2.12.1	checking that the equipment operates from the main, emergency (if provided) and reserve sources of energy, and that where an uninterrupted supply of information from the vessel's navigational or other equipment is required ensuring such information remains available in the event of failure of the vessel's main or emergency source of electrical power (regs. IX/12 and 13);
*(RI)	4.1.2.12.2	checking the distress function by means of an approved test procedure where possible (regs. IX/9, 11 and 13); and
*(RI)	4.1.2.12.3	checking for correct operation by inspection of recent hard copy or by test call;
*(RI)	4.1.2.13	if appropriate, examining the NAVTEX equipment (regs. IX/6, 11 and 13), including:
*(RI)	4.1.2.13.1	checking for correct operation by monitoring incoming messages or inspecting recent hard copy; and
*(RI)	4.1.2.13.2	running the self-test programme if provided;
*(RI)	4.1.2.14	examining the enhanced group call equipment (regs. IX/6 and 13), including:
*(RI)	4.1.2.14.1	checking for correct operation and area by monitoring incoming messages or by inspecting recent hard copy; and
*(RI)	4.1.2.14.2	running the self-test programme if provided;

*(RI)	4.1.2.15	if appropriate, examining the radio equipment for receipt of maritime safety information by HF narrow-band direct printing (NBDP) (regs. IX/6, 11 and 13), including:
*(RI)	4.1.2.15.1	checking for correct operation by monitoring incoming messages or inspecting recent hard copy; and
*(RI)	4.1.2.15.2	running the self-test programme if provided;
*(RI)	4.1.2.16	examining the 406 MHz emergency position-indicating radio beacon (EPIRB) (regs. IX/6 and 13), including:
*(RI)	4.1.2.16.1	checking position and mounting for float free operation;
*(RI)	4.1.2.16.2	carrying out visual inspection for defects;
*(RI)	4.1.2.16.3	carrying out the self-test routine;
*(RI)	4.1.2.16.4	checking that the unique beacon identification code is clearly marked on the outside of the equipment and, where possible, decoding the unique beacon identification code confirming it is correct;
*(RI)	4.1.2.16.5	checking that the unique beacon identification code programmed in the EPIRB corresponds with the unique beacon identification code assigned by or on behalf of the Administration;
*(RI)	4.1.2.16.6	checking that the MMSI number if encoded in the beacon corresponds with the MMSI number assigned to the vessel;
*(RI)	4.1.2.16.7	checking the battery expiry date;
*(RI)	4.1.2.16.8	if provided, checking the hydrostatic release and its expiry date;
*(RI)	4.1.2.16.9	checking the emission on operational frequencies, coding and registration on the 406 MHz signal without transmission of a distress call to the satellite;
*(RI)	4.1.2.16.10	checking that the EPIRB has been subject to maintenance at intervals not exceeding five years at an approved shore-based maintenance facility (reg. IX/14); and
*(RI)	4.1.2.16.11	if possible, checking the emission on operational frequencies, coding and registration on the 121.5 MHz homing signal without transmission of a distress call to the satellite;
*(RI)	4.1.2.17	examining the two-way VHF radiotelephone apparatus (reg. VII/13), including:
*(RI)	4.1.2.17.1	checking for correct operation on channel 16 and one other by testing with another fixed or portable VHF installation (reg. IX/13);
*(RI)	4.1.2.17.2	checking the battery charging arrangements where re-chargeable batteries are used;
*(RI)	4.1.2.17.3	checking the expiry date of primary batteries where used; and
*(RI)	4.1.2.17.4	where appropriate, checking any fixed installation provided in a survival craft;
*(RI)	4.1.2.18	examining the radar transponders (regs. VII/14, IX/6 and 13), including:
*(RI)	4.1.2.18.1	checking the position and mounting;
*(RI)	4.1.2.18.2	monitoring response on vessel's 9 GHz radar; and
*(RI)	4.1.2.18.3	checking the battery expiry date; and
*(RI)	4.1.2.19	examining the test equipment and spares carried to ensure carriage is adequate in accordance with the sea areas in which the vessel trades and the declared options for maintaining availability of the functional requirements (reg. IX/14).

(RI) 4.1.3 For radio installations including those used in life-saving appliances, the check that documentation, etc., has been placed on board should consist of:

*(RI) 4.1.3.1 checking for a valid radio licence issued by the flag Administration (ITU RR article 18);

*(RI) 4.1.3.2 checking the radio operator's certificates of competence (reg. IX/15 and ITU RR article 47);

*(RI) 4.1.3.3 checking the radio record (log) (reg. IX/16 and ITU RR App.16);

*(RI) 4.1.3.4 checking the carriage of up-to-date ITU publications (ITU RR App.16);

*(RI) 4.1.3.5 checking the carriage of operating manuals for all equipment (reg. IX/14); and

*(RI) 4.1.3.6 checking the carriage of service manuals for all equipment when at-sea maintenance is the declared option (reg. IX/14).

(RI) 4.1.4 For radio installations including those used in life-saving appliances, the completion of the initial survey should consist of:

*(RI) 4.1.4.1 preparing and forwarding a survey report by the surveyor to the relevant authorities indicating clearly the organization he or she represents; detailing results of the survey and recording omissions and deficiencies. If satisfied, the relevant authorities should issue an International Fishing Vessel Safety Certificate and the associated Record of Equipment.

(RP) **4.2 Periodical surveys** – see part "General", section 4.4

(RP) 4.2.1 For radio installations including radio life-saving appliances, the examination of current certificates and other records should consist of:

*(RP) 4.2.1.1 checking the validity, as appropriate, of the International Fishing Vessel Safety Certificate;

*(RP) 4.2.1.2 checking the certificates of class if the vessel is classed with a classification society;

*(RP) 4.2.1.3 checking that adequate information is on board to enable the equipment to be properly operated and maintained;

*(RP) 4.2.1.4 confirming that any new equipment has been properly approved before installation and that no changes have been made such as would affect the validity of the certificate;

*(RP) 4.2.1.5 confirming that a record has been kept in the period since the last survey to the satisfaction of the Administration and as required by the Radio Regulations (reg. IX/16);

*(RP) 4.2.1.6 checking documentary evidence that the actual capacity of the battery has been proved in port within the last 12 months (reg. IX/12);

*(RP) 4.2.1.7 confirming that the provisions of (RI) 4.1.3 have been met; and

*(RP) 4.2.1.8 checking that the annual test has been carried out for the EPIRB and, if applicable, shore-based maintenance has been carried out at intervals not exceeding five years (reg. IX/14).

(RP) 4.2.2 For radio installations including radio life-saving appliances, the periodical survey should consist of:

*(RP) 4.2.2.1 the provisions of (RI) 4.1.2.

(RP) 4.2.3 For radio installations including those used in radio life-saving appliances, the completion of the periodical survey should consist of:

*(RP) 4.2.3.1 after a satisfactory survey, endorsing the International Fishing Vessel Safety Certificate; and

*(RP) 4.2.3.2 if a survey shows that the condition of a vessel or its equipment is unsatisfactory, see part "Completion of surveys", section 4.8.

(RR) **4.3** **Renewal surveys** – see part "General", section 4.5

(RR) 4.3.1 For radio installations including those used in life-saving appliances, the examination of current certificates and other records should consist of:

*(RR) 4.3.1.1 the provisions of (RP) 4.2.1, except for the validity of the International Fishing Vessel Safety Certificate.

(RR) 4.3.2 For radio installations including those used in radio life-saving appliances, the renewal survey should consist of:

*(RR) 4.3.2.1 the provisions of (RI) 4.1.2.

(RR) 4.3.3 For radio installations including those used in radio life-saving appliances, the completion of the renewal survey should consist of:

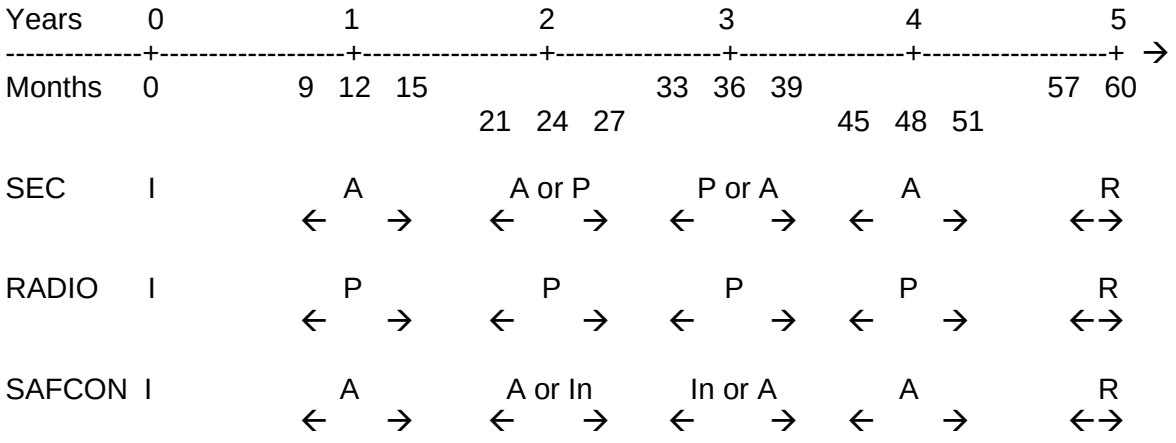
*(RR) 4.3.3.1 after a satisfactory survey, issuing the International Fishing Vessel Safety Certificate as per the provisions of (RI) 4.1.4.

ANNEX

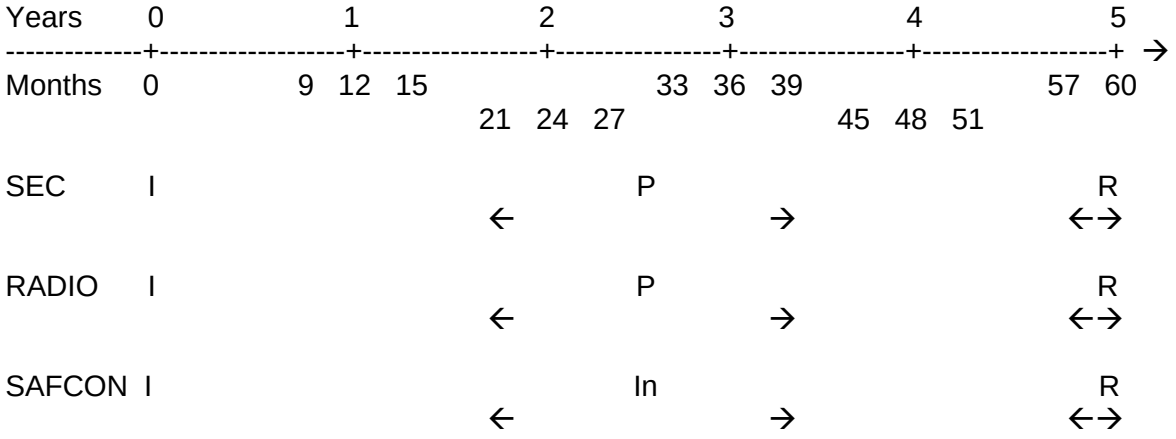
**DIAGRAMMATIC ARRANGEMENT
OF THE TWO SYSTEMS OF SURVEY AND CERTIFICATION
PROVIDED FOR IN THE CAPE TOWN AGREEMENT OF 2012 (THE AGREEMENT)**

The system of survey and certification in the Agreement is comparable with the one specified in SOLAS 74/88 for cargo ships. However, the Agreement allows also for an alternative system, where the Administration may exempt a vessel from the annual surveys and expand the "time window" of the periodical and intermediate surveys from six months to 18 months (see regulations I/1(6), 7(1)(c), 8(1)(c) and 9(1)(c)). These two systems are shown diagrammatically below.

HSSC:



The alternative system:



Code of types of survey:
SEC: Survey for the life-saving appliances and other equipment
RADIO: Survey for the radio installations
SAFCON: Survey for the structure, machinery and equipment
I: Initial
R: Renewal
P: Periodical
In: Intermediate
A: Annual

APPENDIX 3

ABANDON SHIP TRAINING AND DRILLS SUMMARY TABLE

A summary of the provisions of chapter VIII relating to abandon ship and fire drills has been provided for easier understanding.

	Abandon ship drills		***Fire drills***	
	24 ≤ L < 45 m or 300 ≤ GT < 950	**L ≥ 45 m or GT ≥ 950**	**24 ≤ L < 45 m or 300 ≤ GT < 950**	**L ≥45m or GT ≥ 950**
One every month	✓ 1)	✓	✓ 1)	✓
Within 24 h after leaving a port 2) 3)	✓	✓	✓	✓
CONDUCTED AS AN ACTUAL EMERGENCY				
Including	1. *General emergency alarm;* 2. *Summoning of crew to muster stations;* 3. *Muster list order to abandon;* 4. *Muster list duties;* 5. *Checking of suitable dressing;* 6. *Checking of correct lifejackets donning;* 7. *At least one lifeboat*[4)]*: lowering, starting and operating the engine*[5)]*;* 8. *Supervision of an officer experienced in drills with the vessel making headway if conducted in such way*[6)]*;* 9. *Launching liferafts: Operation of davits;* 10. *Testing of emergency lighting; and* 11. *Record of the drill in logbook*[8)]***.***	1. *Reporting to stations;* 2. *Fire muster list duties;* 3. *Starting of a fire pump;* 4. *Two required jets of water;* 5. *Checking of fireman's outfit*[7)]*, other personal rescue equipment, relevant communication equipment;* 6. *Operation of watertight doors, fire doors and dampers and means of escape;* 7. *Necessary arrangements for subsequent abandoning; and* 8. *Record of the drill in logbook*[8)]	

Notes:

1) The Administration may modify the requirement, but at least every three months.

2) If > 25 % of the crew have not participated in the previous muster.

3) The Administration, if it considers this impracticable, may accept other equivalent arrangements.

4) Different lifeboats at successive drills if practicable.

5) At least once every 3 months, launched and manoeuvred in the water. If reasonable, rescue boats other than lifeboats once every month.

6) Vessels making headway: See the *Guidelines on training crews for the purpose of launching lifeboats and rescue boats from ships making headway through the water*, adopted by the Organization by resolution A.624(15).

7) When equipment is carried on a voluntary basis, i.e. an existing vessel of L = 30 m carrying 1 Fireman's outfit (Two Fireman's outfits are required by chapter V for new vessels of L ≥ 60 m, and the number shall be to the satisfaction of the Administration for new vessels of 45m ≥ L < 60 m), the equipment should be used in the drills and the drills should be adjusted accordingly.

8) Such logbook may be prescribed by the Administration.

APPENDIX 4

RADIO EQUIPMENT SUMMARY TABLE
New and existing vessels of 45 metres in length and over or 950 GT and above

A summary of the provisions of chapter IX relating to radio equipment on board fishing vessels has been provided for easier understanding.

Radio equipment (chapter IX and COMSAR/Circ.32/Rev.2)	Sea area [1]				
	A1	A2	A3		A4
			SES option	HF option	
VHF/DSC	X	X	X	X	X
MF/DSC		X	X		
SES providing Recognized Mobile Satellite Service			X		
MF/HF DSC + NBDP				X	X
Duplicated VHF/DSC			X	X	X
Duplicated SES providing Recognized Mobile Satellite Service			X	Either	
Duplicated MF/HF DSC + NBDP					X
MSI receiver [3(a)]	X	X	X	X	X
EGC (reception of maritime safety information) [3(b)]	X	X	X	X	X
HF NBDP (reception of maritime safety information) [3(c)]	X	X	X	X	X
EPIRB [4]	X	X	X	X	X
Handheld (Two-way) GMDSS VHF radiotelephone app. [5]	X	X	X	X	X
SART [2]	X	X	X	X	X

Notes:

1) As defined in regulation IX/2.

2) Radar SART or AIS-SART.

At least one radar transponder shall be carried on each side of every vessel. Alternatively, one radar transponder shall be stowed in each survival craft.

3) Maritime safety information (MSI):

(a) In any area in which an international NAVTEX service is provided.

(b) If international NAVTEX service is not provided in voyage's area, an EGC for reception of MSI shall be provided on board.

(c) Vessels engaged exclusively on voyages in areas where an HF NBDP maritime safety information service is provided.

4) See MSC/Circ.1171 on the *Closure of INMARSAT-E services by INMARSAT LTD*. If EPIRB installed on or after 1 July 2022, conform to performance standards and type-approval standards not inferior to those specified in resolution MSC.471(101).

5) At least, 3 handheld (two-way) GMDSS VHF radiotelephone apparatus.

APPENDIX 5

SHIPBORNE NAVIGATIONAL EQUIPMENT SUMMARY TABLE

A summary of the provisions of chapter X relating to shipborne navigational equipment on board fishing vessels has been provided for easier understanding.

Shipborne navigational equipment (chapter X)	Application: new and existing vessels [1]		
	24-45 m or 300-950 GT	45-75 m or 950-3000 GT	≥75 m or ≥ 3000 GT
Standard magnetic compass [2]	X	X	X
Steering magnetic compass [3]	X	X	X
Means of communication between standard compass position / normal navigation control position	X	X	X
Means for taking bearings	X	X	X
Table or curve of residual deviations	X	X	X
Spare magnetic compass, interchangeable with the standard compass [4]	X	X	X
Gyro-compass		X [5]	X [6]
Telephone or other means for relaying heading information to the emergency steering position [7]	X	X [8]	X [8]
Radar installation capable of operating in the 9 GHz frequency band and plotting facilities	[9] [10]	X [11]	X [12]
Echo-sounding device		X [13]	X
Means for determining the depth of water under the vessel	X		
Device to indicate speed and distance		X [14]	X [14]
Indicators showing the rudder angle, the rate of revolution of each propeller and, in addition, if fitted with variable-pitch propellers or lateral thrust propellers, the pitch and operational mode of such propellers [16]		X [15]	X
Radio direction finding apparatus			X [17]

Notes:

1) The Administration should either use vessel length (L) or gross tonnage (GT), see section 3.

2) The Administration, if it considers it unreasonable or unnecessary to require a standard magnetic compass, may exempt individual vessels or classes of vessels from these requirements if the nature of the voyage, the vessel's proximity to land or the type of vessel does not warrant a standard compass, provided that a suitable steering compass is in all cases carried.

3) Unless heading information provided by the standard compass is made available and is clearly readable by the helmsman at the main steering position.

4) Unless the steering compass or a gyro-compass is fitted.

5) Vessels constructed on or after 1 September 1984 shall be fitted with a gyro-compass complying with the following requirements: the master gyro-compass or a gyro-repeater shall be clearly readable by the helmsman at the main steering position.

6) Vessels shall be fitted with a gyro-compass complying with the following requirements:

   1. the master gyro-compass or a gyro-repeater shall be clearly readable by the helmsman at the main steering position.

   2. a gyro-repeater or gyro-repeaters shall be provided and shall be suitably placed for taking bearings as nearly as practicable over an arc of the horizon of 360°.

7) Applicable only to vessels with emergency steering positions.

8) In addition, vessels constructed on or after 1 February 1992 shall be provided with arrangements for supplying visual compass readings to the emergency steering position.

9) Applicable only to vessels ≥35 m. Those vessels may be exempted from compliance with the requirements of regulation X/3(16) at the discretion of the Administration, provided that the equipment is fully compatible with the radar transponder for search and rescue.

10) In vessels <35 m where radar is fitted, the installation shall be to the satisfaction of the Administration.

11) Applicable only to vessels constructed on or after 1 September 1984.

12) In vessels ≥75 m constructed on or after 1 September 1984, the plotting facilities shall be at least as effective as a reflection plotter.

13) Applicable to vessels ≥45 m constructed on or after 25 May 1990.

14) Applicable to vessels constructed on or after 1 September 1984.

15) Applicable to vessels constructed on or after 1 September 1984.

16) All these indicators shall be readable from the conning position.

17) The Administration may exempt a vessel from this requirement if it considers it unreasonable or unnecessary for such apparatus to be carried or if the vessel is provided with other radionavigation equipment suitable for use throughout its intended voyages.

APPENDIX 6

FIRE-FIGHTING MEASURES SUMMARY TABLE
New vessels only

A summary of the provisions of chapter V relating to fire-fighting measures (protection, detection, extinction and fighting) has been provided for easier understanding.

	Specifications	Spaces	Requirements	Alternative	Regulations
Structural fire protection	Hull, superstructure, structural bulkheads, decks and deckhouses shall be constructed of steel or other equivalent material.	Bulkheads, stairways, lift trunks, doors, windows, decks, etc.	Materials, fire integrity on specific class division and other standards shall be satisfied according to length (L)	Different standards can be addressed by Administrations	PART B - regulation 3 to 8 PART C - regulation 28

	Specifications	Requirements	Regulations
Ventilation system	Ventilation ducts shall be of non-combustible material.	Means shall be provided to stop fans and close main openings to ventilation systems from outside the spaces served. Means shall be provided for closing, from a safe position, the annular spaces around funnels. Ventilation systems serving machinery spaces shall be independent of systems serving other spaces.	PART B - regulation 9 PART C - regulation 29

	Requirements	Regulations
Heating installations	Fixed in order to reduce fire risks. Heating by means of open fires shall not be permitted. Gas pipes shall be of steel or other approved material. Automatic safety gas shut-off devices shall be fitted.	PART B - regulation 10 PART C - regulation 30

	Requirements	Regulations
Miscellaneous items[71]	Exposed surfaces in accommodation spaces shall have low flame-spread characteristics.[72] Primary deck coverings within accommodation spaces shall be of approved material which will not readily ignite or give rise to toxic or explosive hazards at elevated temperatures.[73] Machinery driving fuel oil transfer pumps and other similar fuel pumps shall be fitted with remote controls situated outside the space concerned.	PART B - regulation 11 PART C - regulation 31

	Requirements	Regulations
Storage of gas cylinder	Clearly marked and identified. Properly secured and protected against damage and weather conditions. Electrical fittings shall be to the satisfaction of the Administration for use in a flammable atmosphere.	PART B - regulation 12 PART C - regulation 32

71 See the *Guidance concerning the use of certain plastic materials*, contained in recommendation 7 of attachment 3 to the Final Act of the International Conference on Safety Fishing Vessels 1993.

72 See the *Guidelines on the evaluation of fire hazard properties of materials*, adopted by the Organization by resolution A.166(ES.IV) and part 5 - Test for surface flammability (test for surface materials and primary deck coverings), contained in annex 1 of the International Code for Application of Fire Test Procedures, 2010 adopted by the Maritime Safety Committee of the Organization by resolution MSC.307(88), amended by MSC.437(99).

73 See the *Recommendation on fire test procedures for ignitability of primary deck coverings*, adopted by the Organization by resolution A.687(17), which may be helpful.

	Requirements	Regulations
Means of escape	At least two widely separated means of escape to the open deck and, thence, to the survival craft. Lifts shall not be considered as forming one of the required means of escape.	PART B - regulation 13 PART C - regulation 33
	Requirements only for IIF method adopted (vessels L ≥ 60 m)	**Regulations**
Automatic sprinkler	Wet pipe type. Protected against freezing.[74] Automatic visible and audible alarm signal in section whenever any sprinkler comes into operation. Isolation valve on each section. Suitable instructions for testing and maintenance. Sprinkler pump and tank shall not be situated in any space required to be protected by the sprinkler system. Spare sprinkler heads shall be provided for each section of sprinklers, to the satisfaction of the Administration.	PART B - regulation 14

[74] See the Guidance for precautions against freezing of fire mains, contained in recommendation 6 of attachment 3 to the Final Act of the International Conference on Safety of Fishing Vessels, 1993.

	Requirements only for IIIF method adopted (vessels L ≥ 60 m)	45 m ≤ L vessels L < 60 m	Regulations
Automatic fire alarm and fire detection	Automatic visible and audible alarm signal in section whenever any detector comes into operation. Operated by an abnormal air temperature, by an abnormal concentration of smoke or by other factors. Not less than two sources of power supply, one of which shall be an emergency source. Spare detector heads shall be provided for each section of detectors, to the satisfaction of the Administration.	If combustible constructions materials are used on the construction.	PART B - regulation 15 PART C - regulation 34

	vessels L ≥ 60 m	Regulations
Cargo spaces of high fire risk	Protected by a fixed gas fire-extinguishing system or by a fire-extinguishing system which gives equivalent protection, to the satisfaction of the Administration.	PART B - regulation 16

	vessels L ≥ 60 m	45 m ≤ L vessels L < 60 m	Regulations
Fire pumps	At least two fire pumps, independently driven power pumps. If L ≥ 75 m, a fixed emergency fire pump independently driven.	One power pump not dependent upon the main machinery for its motive power; or one power pump driven by main machinery. Additional fire-extinguishing means shall be fitted, to the satisfaction of the Administration. If fitted a fixed emergency fire pump shall be independently driven.	PART B - regulation 17 PART C - regulation 35

	Requirements	Regulations
Fire mains, hydrants,	All required hydrants shall be fitted with fire hoses having dual purpose nozzles.	PART B - regulation 18 to 19 PART C - regulation 36 to 37

	Requirements	Regulations
Fire extinguishers and portable fire extinguishers	Type-approved. Spare charges shall be provided to the satisfaction of the Administration. Fire extinguishers shall be periodically examined and subjected to such tests as the Administration may require.[75] If L ≥ 60 m, at least 5 portable fire extinguishers in control stations and accommodation spaces. If 45 m ≤ L vessels L < 60 m, at least 3 portable fire extinguishers in control stations and accommodation spaces.	PART B - regulation 20 to 21 PART C - regulation 38 to 39

[75] See the *Improved guidelines for marine portable fire extinguishers*, adopted by the Organization, which may be helpful, by resolution A.951(23), and the *Revised guidelines for the maintenance and inspection of fire protection systems and appliances* adopted by MSC.1/Circ.1432, amended by MSC.1/Circ.1516.

	Requirements	Regulations
Fixed fire-extinguishing appliances	Different fixed fire-extinguishing appliances in any machinery space are prescribed, to the satisfaction of the Administration. New installations of halogenated hydrocarbon systems used as fire-extinguishing media shall be prohibited on new and existing vessels.[76]	PART B - regulation 22 PART C - regulation 40

	vessels L ≥ 60 m	Regulations
International shore connection	At least one international shore connection, complying standard dimensions of flanges that are stated.	PART B - regulation 23

	Requirements	Regulations
Fireman´s outfit	If L ≥ 60 m, at least two fireman's outfits shall be carried to the satisfaction of the Administration. Stored in widely separated positions, easily accessible and ready for use. If 45 m ≤ L vessels L < 60 m, number of fireman's outfits and location to the satisfaction of the Administration.	PART B - regulation 24 PART C - regulation 41

	Requirements	Regulations
Fire control plan	Permanently exhibited and to the satisfaction of the Administration.[77] In small vessels, the Administration may dispense with this requirement.	PART B - regulation 25 PART C - regulation 42

76 Special considerations on the use of Halon in determinate States and their jurisdiction should be taken into account.

77 See resolution A.756(18) *Guidelines on information fire control plans*, resolution A.654(16) *Graphical symbols for fire control plans*, resolution A.952(23) *Graphical symbols for shipboard fire control plans*, and resolution A.1116(30) *Escape route signs and equipment location markings* which may be helpful.

APPENDIX 7

LIFE-SAVING APPLIANCES SUMMARY TABLE

New vessels only (Except regulation 13 and 14, applies to existing vessels over 45 metres in length (L) or 950 GT and above)

A summary of the provisions of chapter VII relating to life-saving appliances and arrangements has been provided for easier understanding.

<table>
<tr><th colspan="5">Survival craft, Rescue boats and Life rafts[78]</th></tr>
<tr><td rowspan="4">Number and types of survival craft</td><td colspan="3">At least 2 survival craft
on vessels L ≥ 75 m</td><td>At least 2 survival craft
on vessels L < 75 m</td></tr>
<tr><td>Sufficient aggregate capacity on each side of the vessel at least 100% persons on board.</td><td>If vessel complies with:
▪ subdivision requirements,
▪ damage stability criteria and criteria of increased structural fire protection,
▪ additional to those stipulated by regulation III/14 and by chapter V.</td><td>Sufficient aggregate capacity on each side of the vessel, at least 50% persons on board.</td><td>Sufficient aggregate capacity on each side of the vessel, at least 100% persons on board.</td></tr>
<tr><td colspan="4">In lieu of the above, free-fall lifeboat at stern and life rafts, both with a sufficient capacity for 100% persons on board</td></tr>
<tr><td colspan="3">And a rescue boat, unless the vessel is provided with a lifeboat.</td><td>And a rescue boat, unless the vessel is provided with a suitable survival craft.</td></tr>
</table>

[78] Fitted with retro-reflective material. See resolution MSC.481(102), *Revised recommendation on the use and fitting of retro-reflective material on life-saving appliances,* which may be helpful.

	Availability	Stowage	Embarkation[79]	Maintenance	Alternative
Availability and stowage	Readily available in case of emergency. Launched safely and rapidly. Rapid recovery (if also rescue boat). Life rafts shall float free from their stowage, inflate and break free from the vessel in the event of its sinking.	Embarkation rapidly and in good order. Prompt handling. Attached to a separate set of davits or approved launching appliance. Positioned close to accommodation and service spaces.	If distance from the embarkation deck to the waterline in the lightest operating condition exceeds 4.5 m. At least one ladder. Illumination. Arrangements for warning to abandon the vessel. Means for preventing discharge water.	Operational readiness. Shipboard instructions or maintenance programme. Falls turned and renewed periodically. Spares and repair equipment provided. Periodic servicing of inflatable survival craft and hydrostatic release units.	Administrations may accept relaxations, provided that the vessel is fitted with alternative launching and recovering arrangements. Administration may allow the extension of the service of inflatable survival craft and hydrostatic release units intervals to 24 months.

	Availability	Stowage	Requirements
Lifejackets	For every person. Fitted with retro-reflective material.	Readily accessible. Position plainly indicated.	Regulation 24

[79] Should comply with the requirements of regulation 32 for new vessels only.

	Availability	Stowage	Requirements	Alternative
Immersion suits[80]	If rescue boat, for every person assigned to crew it. For every person and of an appropriate size. Fitted with retro-reflective material.	In addition, at least 3 immersion suits for each lifeboat.	Regulation 25	Not required if totally enclosed lifeboats or a free-fall lifeboat, both with 100% capacity. Administration may exempt any vessels if constantly engaged in warm climates.
Thermal protective aids	In addition to the thermal protective aids of lifeboat. Equipment.		Regulation 26	

	Availability	Stowage	Requirements
Lifebuoys	At least 8 lifebuoys on vessels L ≥ 75 m At least 6 lifebuoys on vessels L < 75 m Fitted with retro-reflective material.	Readily accessible and not be permanently secured. Self-igniting light, at least half of the number of lifebuoys. Self-activating smoke signals, at least two lifebuoys. Buoyant lifeline, at least one lifebuoy without self-igniting light on each side of the vessel.	Regulation 27

	Availability	Requirements
Line-throwing appliances	1 line-throwing appliance.	Regulation 28

	Availability	Stowage	Requirements	Alternative
Distress signals	At least 12 rocket parachute flares.	Readily accessible. Position plainly indicated.	Regulation 29 For hand flares, see regulation 30 For buoyant smoke signals, see regulation 31	Effective distress signals by day and by night, to the satisfaction of the Administration.

[80] See MSC/Circ.1047, *Guidelines for shipboard maintenance* and MSC/Circ.1114 *Guidelines for periodic testing,* may be helpful.

	Availability	Stowage	Requirements	Alternative
Handheld (Two-way) GMDSS VHF radiotelephone apparatus	At least 3 handheld VHF transceivers including their emergency batteries (primary batteries normally of Lithium type).[81]	Located in a central and easily accessible position on the navigation bridge.[82]	Regulation 13 IMO performance standards	On board existing vessels, Administration may accept two-way GMDSS VHF radiotelephone apparatus that not complying with the performance standards adopted by the Organization

	Availability	Stowage	Requirements
Radar transponder	At least 1 SART.[83]	Visible location inside the navigation bridge, on each side and close to the outer doors.[84] Alternatively, one radar transponder shall be stowed in each survival craft.	Regulation 14 IMO performance standards

81 Primary batteries should be sealed for use only in emergency situations and marked by the supplier with battery expiry date. The battery should be fitted with a non-replaceable seal to indicate that it has not been used and should have sufficient capacity to ensure 8-hour operation at its highest rated power.

82 COMSAR/Circ.32/Rev.2 *Harmonization of GMDSS requirements for radio installations on board SOLAS ships* may be helpful.

83 SART includes Radar SART and AIS-SART.

84 One of these may be the radar transponder required by regulation IX/6(1)(c).