

**RESOLUTION MSC.554(108)**  
**(adopted on 23 May 2024)**

**AMENDMENTS TO THE INTERNATIONAL LIFE-SAVING APPLIANCE (LSA) CODE**

THE MARITIME SAFETY COMMITTEE,

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

RECALLING ALSO resolution MSC.48(66), by which it adopted the International Life-Saving Appliance (LSA) Code ("the LSA Code"), which has become mandatory under chapter III of the International Convention for the Safety of Life at Sea (SOLAS), 1974 ("the Convention"),

RECALLING FURTHER article VIII(b) and regulation III/3.10 of the Convention concerning the procedure for amending the LSA Code,

HAVING CONSIDERED, at its 108th session, amendments to the LSA Code proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the LSA Code, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 July 2025 unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet have notified the Secretary-General of their objections to the amendments;

3 INVITES Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2026 upon their acceptance in accordance with paragraph 2 above;

4 ALSO INVITES Contracting Governments to note the amendments in the annex are to be applied to life-saving appliances installed on or after 1 January 2026 where the expression "installed on or after 1 January 2026" means:

- (a) for ships for which the building contract is placed on or after 1 January 2026, or in the absence of the contract, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2026, all installations of the specified type on board those ships; or
- (b) for ships other than those ships specified in (a) above, all installations of the specified type, having a contractual delivery date for the equipment or, in the absence of a contractual delivery date to the ship, actually delivered to the ship on or after 1 January 2026;

5 REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

6 ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

**AMENDMENTS TO THE INTERNATIONAL LIFE-SAVING APPLIANCE (LSA) CODE**

**CHAPTER II  
PERSONAL LIFE-SAVING APPLIANCES**

**2.2 Lifejackets**

**2.2.1 General requirements for lifejackets**

1 Paragraph 2.2.1.6.2 is replaced by the following:

".2 turn the body of unconscious, face-down persons in the water to a face-up position where the nose and mouth are clear of the water in an average time not exceeding that of the RTD plus 1 s;"

**CHAPTER IV  
SURVIVAL CRAFT**

**4.4 General requirements for lifeboats**

**4.4.7 Lifeboat fittings**

2 Paragraph 4.4.7.6.8 is replaced by the following:

".8 to prevent an accidental release during recovery of the boat, the hook shall not be able to support any load unless the hook is completely reset. In the case of a hook which is capable of releasing the lifeboat or rescue boat with a load on the hook when it is not fully waterborne, the handle or safety pins shall not be able to be returned to the reset (closed) position, and any indicators shall not indicate the release mechanism is reset, unless the hook is completely reset. Additional danger signs shall be posted at each hook station to alert crew members to the proper method of resetting;"

3 Paragraph 4.4.7.6.17 is replaced by the following:

".17 where a single fall and hook system is used for launching a lifeboat or rescue boat in combination with a suitable painter, the requirements of paragraphs 4.4.7.6.7 and 4.4.7.6.15 need not be applicable; provided that the single fall and hook system does not have the capability to release the lifeboat or rescue boat with a load on the hook when it is not fully waterborne.

**CHAPTER VI  
LAUNCHING AND EMBARKATION APPLIANCES**

**6.1.2 Launching appliances using falls and a winch**

4 Paragraph 6.1.2.8 is replaced by the following:

"6.1.2.8 The speed at which the fully loaded survival craft or rescue boat is lowered to the water shall not be less than that obtained from the formula:

$$S = 0.4 + 0.02H, \text{ or } 1.0, \text{ whichever is less}$$

where:

$S$  is the lowering speed in metres per second and

$H$  is the height in metres from the davit head to the waterline with the ship at the lightest sea-going condition."

5 Paragraph 6.1.2.10 is replaced by the following:

"6.1.2.10 The maximum lowering speed of a fully loaded survival craft or rescue boat shall be 1.3 m/s. The Administration may accept a maximum lowering speed other than 1.3 m/s, having regard to the design of the survival craft or rescue boat, the protection of its occupants from excessive forces, and the strength of the launching arrangements taking into account inertia forces during an emergency stop. Means shall be incorporated in the appliance to ensure that this speed is not exceeded."