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ANY OTHER BUSINESS

Updated report of the group of interested parties to develop draft guidance to assist competent authorities in the implementation of the 2012 Cape Town Agreement

Submitted by Iceland, Spain and PEW

SUMMARY

<i>Executive summary:</i>	This document contains a brief summary on the progress made by the group of interested parties in developing draft guidance to assist competent authorities in implementing the 2012 Cape Town Agreement. This document also provides a revised version of the draft guidance to be considered by III 8.
<i>Strategic direction, if applicable:</i>	1
<i>Output:</i>	No related provisions
<i>Action to be taken:</i>	Paragraph 7
<i>Related documents:</i>	MSC 102/20/11, MSC 102/22/2, MSC 102/22/13, MSC 102/22/23 and MSC 102/24 (paragraphs 22.22 to 22.23); MSC 103/20/2 and MSC 103/21 (paragraph 20.14); MSC 104/15/27 and MSC 104/18 (paragraph 15.10); III 7/14, III 7/14/1, and III 7/14/4; A 31/D (paragraph 10.6); resolution A.1161 (32) and Circular Letter No.4387

Background

1 Document MSC 104/15/27 proposed a new output for the III Sub-Committee to develop guidance to assist competent authorities in the implementation of the 2012 Cape Town Agreement.

2 Owing to time constraints MSC 104 was not able to consider the remaining proposals for new outputs submitted to the session (see document MSC 104/WP.2) and agreed to postpone their consideration to MSC 105 (MSC 104/18, paragraph 15.10).

3 MSC 104 also noted the information on the progress made by a group of interested parties in developing draft guidance for its implementation and joint efforts to promote its entry into force, as provided in documents MSC 103/20/2 and MSC 103/20/11 (Iceland et al.) and encouraged interested Member States and international organizations to participate in the work of the aforementioned group to further develop the draft guidance (MSC 104/18, paragraph 17.16).

4 Resolution A.1161(32), adopted on 15 December 2021, on *Entry into force and implementation of the 2012 Cape Town Agreement* encourages Member States with technical and legal expertise on matters relating to fishing vessel safety to provide technical and legal assistance on the said matters to States that are seeking such assistance and requests the Maritime Safety Committee to continue reviewing the situation concerning entry into force of the 2012 Cape Town Agreement.

Progress made by the group of interested parties

5 Although MSC 104 was not able to consider the new output for the III Sub-Committee to develop guidance to assist competent authorities in the implementation of the 2012 Cape Town Agreement contained in document MSC 104/15/27, the group of interested parties have continued working intersessionally.

6 Views expressed at III 7 had been considered by the group when revising the guidance, in particular, the view that the scope of the guidance be limited to matters under the purview of the Organization, in order to support fully the entry into force of the 2012 Cape Town Agreement, and the call for the harmonization of inspection regimes under the respective instruments of FAO and IMO. Therefore, a revised version of the guidance is included in the annex to this document.

Action requested of the Sub-Committee

7 The Sub-Committee is invited to consider the information provided in paragraphs 1 to 6 and the revised guidance as attached in the annex, and take action, as appropriate.

ANNEX¹

DRAFT GUIDANCE TO ASSIST COMPETENT AUTHORITIES IN THE IMPLEMENTATION OF THE 2012 CAPE TOWN AGREEMENT (THE AGREEMENT)

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¹ This annex has not been translated into other working languages of the Organization, as it is subject to further modifications and formatting by the group of interested parties.

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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
FV / FVs	Fishing vessel / Fishing vessels
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
IUU Fishing	Illegal, Unreported and Unregulated Fishing
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
Torremolinos Protocol	Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977

PREFACE

Following several efforts over the past 4 decades, UN agencies, NGOs and States have worked together to adopt a legal framework to regulate safety and improve living conditions on board fishing vessels of 24 metres in length and over. Despite these efforts, there is not yet sufficient "quorum" for the entry into force of the 2012 Cape Town Agreement, but the qualifying number might be reached soon. During the last years, and especially since the celebration of Torremolinos Ministerial Conference, efforts have increased to get the Agreement adopted by the international community, and one of these endeavours has been directed to the drafting of this Guidance.

This Guidance to assist competent authorities in the implementation of the 2012 Cape Town Agreement (The Agreement) is intended for the attention of States, labour and fisheries agencies and any other relevant governmental stakeholders as and when it is decided to implement the provisions of the Agreement.

The Guidance seeks to raise awareness and offer support on a broad range of issues which must be addressed in an effective and holistic manner. In this regard, the cooperation and coordination between maritime industry stakeholders and maritime, labour and fisheries administrations are important, particularly where the responsibilities for safety of fishing vessels are divided under relevant Acts.

The adoption of the Agreement will consolidate a solid international legal framework, and together with the inspection capacity of States, ensure safety on board and the transparency of fishing operations, increase the likelihood of identification of IUU fishing practices, improve the working conditions of crews, while respecting and ensuring the sustainability of fish resources and the environment.

SECTION 1 GENERAL ASPECTS

1.1 Introduction

Fishing continues to be recognized as one of the most dangerous occupations in the world and despite efforts to tackle this problem there is currently no international binding instrument in force that addresses the design, construction and equipment of fishing vessels.

Under the auspices of IMO, the International Conference on the Safety of Fishing Vessels, held from 9 to 11 October 2012 in South Africa, adopted the Cape Town Agreement which updates and amends a number of provisions of the Torremolinos Protocol of 1993, including those on application, exemptions, surveys and certification.

The Ministerial Conference on Fishing Vessel Safety and Illegal, Unreported and Unregulated (IUU) Fishing, held in Torremolinos, Spain, from 21 to 23 October 2019, expressed its conviction that "the continuing and alarmingly high number of fishing vessel personnel fatalities and of fishing vessels reported lost every year could be reduced by global, uniform and effective implementation of the Agreement."

In the Torremolinos Declaration concluding the Ministerial Conference, more than 50 States have communicated their determination to take action in order to achieve the entry-into-force criteria of the Agreement by the target date of 11 October 2022, the tenth anniversary of its adoption.

There is currently no purpose-made guidance available for States that are considering implementing the Agreement. The Torremolinos Ministerial Conference requested IMO to consider continuing to provide States, particularly developing States, with the assistance they may need in acceding to and implementing the Agreement and to make adequate provision for that purpose within its Integrated Technical Cooperation Programme as well as developing further related technical assistance tools, as appropriate and in cooperation with relevant international organizations.

The fourth session of the Joint FAO/ILO/IMO Ad Hoc Working Group on Illegal, Unreported and Unregulated (IUU) Fishing and Related Matters (JWG 4), recommended that IMO considers developing guidance to assist competent authorities in the implementation of the Agreement, through the most appropriate process. The process of developing guidance should allow for further discussion on its content and scope and be informed by FAO, ILO, and other relevant organizations and stakeholders.

The Guidelines may be applied in recognition of the broader international duties and obligations of 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, as well as decent onboard working and living conditions for fishing vessel personnel. Flag States may, in this regard, be guided by the following instruments:

- *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

² https://www.ilo.org/sector/Resources/codes-of-practice-and-guidelines/WCMS_428592/lang--en/index.htm

³ <http://www.fao.org/3/i1900e/i1900e00.htm>

- *FAO Agreement on Port State Measures (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*;⁷ and
- *FAO Technical guidelines on best practices to improve safety at sea in the fisheries sector*.⁸

Chapters 2 and 3 of the *Implementation Guidelines on Part B of the Code, the Voluntary Guidelines and the Safety Recommendations* provide a set of administrative requirements and legal implications that should be considered to help competent authorities to build their own legislation and regulations or other measures for the safety of fishing vessels such as the Cape Town Agreement of 2012.

1.2 Purpose

States that are planning to deposit an instrument of ratification, acceptance, approval or accession by the above-mentioned target date would benefit from a set of guidance that addresses the issues related to the implementation of the Agreement.

The main purpose of the Implementation Guidelines is to assist competent authorities in the implementation of the provisions of the Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977. All taking into account the benefits of the ratification and the flexible mechanism established for its implementation, in particular on existing fishing vessels.

The guidance also provides useful information to stakeholders such as fishing vessels' owners, fishing vessels' personnel, shipyards and equipment manufacturers on how to comply with the requirements set forth in the Agreement. The human element would be addressed and the guiding principles of the III Code would be applied, as appropriate.

1.3 Scope

The Agreement offers a wide range of flexibility in terms of implementation and application. Therefore, the guidance is focused on providing information on available flexibility options for existing fishing vessels, in particular on those that are related to progressive implementation, and on exemptions, surveys and certification.

⁴ <http://www.fao.org/port-state-measures/en/>

⁵ <http://www.fao.org/iuu-fishing/international-framework/voluntary-guidelines-for-flag-state-performance/en/>

⁶ <http://www.fao.org/3/a-i3662e.pdf>

⁷ Part B of the Code of Safety may serve as a guide for those concerned with developing standards for fishing vessels of less than 45 m in length regarding machinery, fire safety, life-saving appliances and radiocommunication, as called for by Article 3(4) of the Torremolinos Protocol.

⁸ <http://www.fao.org/3/a-i4740e.pdf>

The guidance also provides a clear distinction between the technical requirements for new vessels and those for existing vessels considering this last segment of the fishing fleet would require the broadest consideration prior to ratification by interested Member States.

This Implementation Guidance covers areas such as:

- .1 Definitions, Interpretation and application of the 1993 Torremolinos Protocol, Application, Exemptions and equivalents, Surveys and certificates. There is a dedicated Annex dealing with the System of Survey and Certification, based on the structure of the HSSC, adopted by IMO resolution A.1156(32).
- .2 Other aspects under the technical sections, taking the human element into account where suitable, that are necessary to give effect to the provisions of the Agreement, by the Parties and other involved sectors: Watertight integrity, Stability, Safety, Firefighting, Radiocommunications, etc.
- .3 Other issues developed deriving from the benefit of the ratification, such as the reduction of accidents and collisions within jurisdictional waters, 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.
- .4 Additionally, to assist States and stakeholders, the Annexes develop various Guidelines to have, as appropriate, practical information on: inspections and reporting for flag States, examples of certificates and record of equipment, radiocommunications and shipborne navigational requirements summary tables.

SECTION 2 STATUS OF THE 2012 CAPE TOWN AGREEMENT

2.1 Situation on the entry into force of the Agreement

The 2012 Cape Town Agreement (CTA 2012) is one of a number of international instruments that aims to enhance the safety of fishing vessels and those working on board. The other related instruments are the FAO Agreement on Port State Measures to prevent, deter, and eliminate illegal, unreported, and unregulated fishing (PSMA), 2009, the ILO Work in Fishing Convention (C188), 2007, as well as the IMO's International Convention on Standard of Training, Certification, and Watchkeeping for Fishing Vessel Personnel (STCW-F), 1995.

The CTA 2012 applies to fishing vessels of 24 metres in length and over operating on the high seas. It contains provisions in relation to vessel stability, construction and design, life-saving appliances, emergency procedures, procedures to prevent fire from spreading, and radio communication.

To date, Belgium, Congo, Cook Islands, Croatia, Denmark, France, Germany, Iceland, Kenya, Netherlands, Norway, Peru, Saint Kitts and Nevis, Sao Tome and Principe, South Africa, Spain, and Finland have ratified the CTA 2012. These are 17 Contracting States with approximately 2,000 qualifying fishing vessels. In order to enter into force, the CTA 2012 needs an aggregate of 3,600 fishing vessels, and to date 5 more States to ratify it. Accordingly, a further 1,600⁹ qualifying fishing vessels is required.

Even though States are aware of the importance of the safety aspects of their fishing vessels, some may be reluctant to ratify the CTA 2012 particularly due to concern surrounding existing vessels where perhaps there is a perception that implementation is a more daunting task than it actually is in reality. Accordingly, this Guidance seeks to provide comfort and clarity in respect of these concerns as referenced in paragraph 1.3.

2.2 Interpretation and application of the 1993 Torremolinos Protocol

The CTA 2012 amends the Torremolinos Protocol of 1993 to ease countries in its implementation toward entry into force of the agreement, nevertheless for many developing countries parts of the CTA 2012 regulations such as General and Technical Provisions that mainly refer to the 1993 Torremolinos Protocol are difficult to be fulfilled.

I. General Provisions

a. Vessel

Vessels of the objective of the CTA 2102 are fishing vessels that capture fishes in high seas, including those vessels with fish processing equipment on board, fishing vessels with more than 24 meters length or more than 300 gross tonnage. Provisions of the CTA 2012 are not applicable to yachts or recreational boats/ships, research vessels, vessels for training purposes, and transporting/cargo vessels;

⁹ The number of fishing vessels is yet to be communicated by some Parties.

b. New Vessel

New vessels are vessels in which their construction contract enters into force on the date or after the date of entry into force of the CTA 2012, or, 3 years after the CTA 2012's entry into force if the construction contract was made before entry into force of the CTA 2012.

c. Exemption

The CTA 2012 provisions can be exempted:

- i. from fishing vessels applying new feature on board in which any implementation of the CTA 2012 provision may harm or disrupt the application of such feature whereas those fishing vessels applying new feature must always comply with the national safety standard;
- ii. if fishing vessels comply with the national safety standard and when considering the vessel's type, weather condition, and the absence of navigational alert the provision is considered inapplicable or irrational; and
- iii. if fishing vessels capture fishes within any common fishing zone upon agreement among adjacent countries, in the exclusive economic zone or within the 200 nautical miles from coast line, or within the jurisdiction of a country different from flag State.

In any situation and condition, fishing vessels must always comply with national safety standard.

d. Equivalents

Flag States regulating substances that are different to substances in the General Provision Regulation 3 of the CTA 2012 must conduct research in order to conclude their equivalencies and must immediately report to IMO.

e. Entry into Force

The CTA 2012 must enter into force within 12 months after 22 countries have ratified the CTA 2012 with a condition that actually there are 3.600 fishing vessels longer than 24 meters length operating in high seas.

- f. The implementation of CTA 2012 can be made gradually, maximum 10 years for Chapter IX and maximum 5 years for Chapters VII, VIII, and X when a flag State concludes that CTA 2012 provisions cannot be immediately implemented to its existing vessels.

II. Safety Provisions

The aspects of the safety of fishing vessels in the CTA 2012 covers construction and water tightness, stability and seaworthy, electricity and machine installation, protection from fire, safety of crew, safety equipment, emergency procedure, standardized radio communication, and navigation equipment.

- a. Inspection and Survey
 - i. Enforcement of the Chapter I General Provision Regulation 6 of CTA 2012 must be conducted by official inspectors or surveyors;
 - ii. Port State appoints inspectors and survey officers;
 - iii. Survey can be made periodically to validate the safety equipment, radio communication, structure, machines, and other installations;
 - iv. In a situation where an inspector or a survey officer finds irregularities or substandard vessel, the inspector or survey officer must ensure to recommend repair requirement or other necessary steps to force fishing vessel to comply with regulation and report to Port Authority; and
 - v. In a situation where fishing vessel does not take repair action or necessary steps to comply with the regulation, inspector or survey officer cancels the certification of the fishing vessel and ensures that the fishing vessel does not sail out of the port.
- b. Certification
 - i. Inspection or survey which results comply with the provision of CTA 2012 must be stated by issuing a certificate that states a fishing vessel fulfils safety standards; and
 - ii. Waiver can be authorized in certain condition as long as a fishing vessel complies with national safety standard.

2.3 Summary of benefits of the entry into force of the Agreement

It is considered in summary that the benefits of implementing the 2012 Cape Town Agreement are as follows:

- Protecting State rescue services from being called out unnecessarily to substandard fishing vessels;
- Saving lives in the fishing industry and improve working conditions;
- Helping create internationally-binding safety standards applicable to foreign registered fishing vessels, giving "Port State Control" ability to binding States to check fishing vessels for safety measures to prevent incidents. The Agreement has a "no more favourable treatment" clause which means that all vessels entering a port of a State that is a party to the Agreement would be subject to the same inspection standards – even if their flag State has not ratified or acceded to it. This allows States to control all vessels entering their ports, raising global safety standards.
- When in force, the Agreement is also expected to help deter illegal, unreported and unregulated (IUU) fishing by using "Port State Control" abilities to carry out IUU fishing inspections in conjunction with 2012 Cape Town Agreement inspections. This will also help protect Arctic State fishing sector markets from being flooded with illegally caught fish, which is widespread and a multibillion-dollar industry.

- Helping reduce the abundance of slavery on fishing vessels and other illegal activity; and
- Helping reduce plastic waste from fishing vessels ending up in the world's oceans, through implementation of the safety measures. In particular, abandoned, lost or otherwise discarded fishing gear accounts for up to 13-15% of total plastics in our oceans.

While it is acknowledged and understandable that some States may face hurdles in the legislative process limiting their ability to ratify the Agreement, the knowledge already acquired by States who have ratified the Agreement, or who are in the ratification process would be extremely valuable for those States, as well as being of great assistance for all States in terms of lessons learned. This guidance aims to highlight that experience.

SECTION 3 APPLICATION AND SURVEYS

3.1 Application, exemptions and equivalents (Regulations I/1-5)

Application: New and existing vessels of 24 m in length and over¹⁰

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)-(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)-(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 Summary

This chapter applies to new vessels, unless expressly provided otherwise. This section provides information on regulations I/1-5 that provide general provisions as well as definitions and exemptions. In particular, provision is made for equivalents, repairs, alterations and modifications. See section 4 for regulations I/6-17.

To view the full text of chapter I, [click here](#)

To view the full text of the Agreement, [click here](#)

¹⁰ or 300 GT and above if the Party avails itself to use gross tonnage (GT) in place of length (L) – see Tonnage/length equivalents in this section.

Guidance for Implementation

Regulation to Implement	Content	States	Standard of Implementation	Supportive tools
Regulation I/1	Application	Flag State	Part 1. Common areas 6.1	National standards developed for the implementation of SOLAS 1974 may be useful for these items
Regulation I/2	Definitions		Part 2. Implementation 15.1, 16.1, 22.1 to.2	
Regulation I/3	Exemptions			
Regulation I/4	Equivalents			
Regulation I/5	Repairs, alterations and modifications			

Additional Guidance

Tonnage/length equivalents (Regulation I/1(2)-(3))

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

1 The Agreement allows Administrations to use the 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 (Regulation I/1(4)-(5))

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

1 Where a Party to the Agreement 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 chapter IX over a period of no more than 10 years and the provisions of chapters VII, VIII and X over a period of no more than five years.

2 A "Party" is defined in the Agreement as a State for which the Agreement has entered into force (Article 2(2) 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.

3 Therefore, for a Party, which deposits an instrument of ratification, acceptance approval or accession 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.

4 Each Party which avails itself of this possibility shall in its first communication to the Organization, after the Agreement comes into force, provide the information that is specified in regulation I/1(5).

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	✓	✓	✓	✓	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	✗	✓	✗	✓ ⁴⁾	≤ 5 years
VIII	Emergency procedures	✓	✓	✓	✓	≤ 5 years
IX	Radio- communications	✗	✓	✗	✓	≤ 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/2(4)-(5)); and

The only requirements of chapter VII that apply to existing vessels concern hand-held VHFs and radar transponders (Regulations VII/1(2) and VII/13-14).

Exemptions (Regulation I/3)

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

1 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.

2 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 Administrations may exempt any vessel from any of the requirements of all chapters 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 that:

- (a) 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;
- (b) 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
- (c) the Administrations shall notify the Organization of the terms and conditions on which such exemption is granted.

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

Equivalents (Regulation I/4)

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, or that any particular provision shall be made, the Agreement permits the Administrations to allow equivalents if it is satisfied by trial thereof or otherwise that such equivalents 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)

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

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

3 Under repairs, alterations and modifications of a major character is understood, by way of examples:

- (a) any change that substantially alters the dimensions of a vessel.

Example:

- i. Lengthening by adding new mid-body.

- (b) any change that substantially increases the efficiency of a vessel and/or prolonging the vessel's service life.

Examples:

- i. Renewal of more than 50% of crew accommodations.
- ii. Renewal of propulsion machinery; renewal of wheelhouse.
- iii. Renewal of deck machinery and/or winch system.
- iv. Renewal of fish processing equipment.
- v. Renewal of refrigeration systems for the preservation of the catch.

2. Regulation I/5 provides further details on this.

3.2 Surveys and certificates (Regulations I/6-17)

Application: New and existing vessels of 24 m in length and over.¹¹

Notes:

1. The Administration may entrust the inspections and surveys either to surveyors nominated for the purpose or to organizations recognized by it. (Regulation I/6(1))
2. The Administration may exempt vessels from the annual surveys 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 Summary

This chapter applies to new vessels, unless expressly provided otherwise. This section provides information on regulations I/6-17-5 that provide provisions on inspections and surveys and the nomination of surveyors or recognizing organizations (ROs) by the Administration. Specifics are provided on how the surveys on the life-saving appliances and other equipment, including radio installations, structure, machinery and equipment shall be undertaken. The maintenance of the condition of the vessel and its equipment after surveys are specified and provision is made for certification and its accompanying privileges. See section 3 for regulations I/1-5.

To view the full text of chapter I, [click here](#)

To view the full text of the Agreement, [click here](#)

Guidance for Implementation

Regulation to Implement	Content	States	Standard of Implementation	Supportive tools
Regulation I/6	Inspection and survey	Flag State	Part 1. Common areas 6.1, 7.6-.7	National standards developed for the implementation of SOLAS 1974 may be useful for these items

¹¹ or 300 GT and above if the Party avails itself to use gross tonnage (GT) in place of length (L) – see Tonnage/length equivalents in section 3.

Regulation to Implement	Content	States	Standard of Implementation	Supportive tools
Regulation I/7 - 10	Surveys		Part 2. Implementation 15.1, 16.1, 18, 22.1	
Regulation I/11 - 15	Certificates			
Regulation I/16	Acceptance of certificates	Flag State, Port State	Part 1. Common areas 6.1, 7.6 Part 2. Implementation 15.1, 16.1, 22.1	
Regulation I/17	Privileges			

Additional Guidance

Inspection and survey (Regulation I/6)

1 The inspection and survey of vessels, so far as regards the enforcement of the provisions of the present regulations and the granting of exemptions therefrom, shall be carried out by officers of the Administration.

2 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:

- a. require repairs to a vessel; and
- b. carry out inspections and surveys if requested by the appropriate authorities of a port State.

3 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 (Regulation I/7 to 17)

1 The system of survey and certification of the Agreement is supported by the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2022¹². The system provides for a one-year standard interval between surveys, based on initial, annual, intermediate, periodical and renewal surveys, as appropriate.

2 However, 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.

3 The above-mentioned systems of survey and certification are further described in the Survey Guidelines under the System of Survey and Certification of the 2012 Cape Town Agreement, in annex 3.

¹² Issued through resolution A.1156(32).

4 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)¹³.

1 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.

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

SECTION 4 TECHNICAL REQUIREMENTS FOR NEW AND EXISTING VESSELS

4.1 Life-saving appliances and arrangements (Chapter VII, Regulations 13 and 14)

Application: New vessels of 45 m in length and over¹⁴, except for regulations VII/13 and 14 that also apply to existing vessels of 45 metres in length and over¹².

Notes:

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

This chapter consists out of three parts: Part A, Part B and Part C. Part B includes the only provisions for both existing and new vessels, on the number and types of radio life-saving appliances (regulation 13), and on radar transponders (regulation 14). Due AIS-SART appearance, regulation 14 has been addressed by considering both search and rescue locating devices (SART and AIS-SART).

To view the full text of Chapter IX, [click here](#)

To view the full text of the CTA, [click here](#)

¹³ See also: Exemptions (Regulation I/3) in Section 3.

¹⁴ or 950 GT and above if the Party avails itself to use gross tonnage (GT) in place of length (L) – see Tonnage/length equivalents in section 3.

Guidance for Implementation

Regulation to Implement	Content	States	Standard of Implementation	Supportive tools
Regulation 1 (2)	Application	Flag States	Part 2. Flag States Implementation Paragraph 15 and 16 Enforcement Paragraph 22 and 24	Article 3(4) of the Torremolinos Protocol of 1993
		Port States	Part 4. Port States Implementation Paragraph 52 to 56 Enforcement Paragraph 57	
Regulation 13 (1)	Radio life-saving appliances (number)	Flag States	Part 2. Flag States Implementation Paragraph 15 and 16 Enforcement Paragraph 22 and 24	
		Port States	Part 4. Port States Implementation Paragraph 52 to 56 Enforcement Paragraph 57	
Regulation 13 (2)	Radio life-saving appliances (performance standards)	Flag States	Part 2. Flag States Implementation Paragraph 15 and 16 Enforcement Paragraph 22 and 24	
Regulation 14	Search and rescue locating devices	Flag States	Part 2. Flag States Implementation Paragraph 15 and 16 Enforcement Paragraph 22 and 24	Manual for Use by the Maritime Mobile and Maritime Mobile-Satellite Services. Published in accordance with Article 20 of the ITU Radio Regulations.
		Port States	Part 4. Port States Implementation Paragraph 52 to 56 Enforcement Paragraph 57	

Additional Guidance

Radio life-saving appliances – Hand-held (Two-way) GMDSS VHF radiotelephone apparatus (Regulation VII/13)

Obligatory hand-held VHF transceivers including their emergency batteries (primary batteries normally of Lithium type) should be located in a central and easily accessible position on the navigation bridge. If such equipment is placed in a lockable cabinet, it should be possible to get easy access to the hand-held VHF transceivers without the use of tools¹⁵.

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.

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

Radio life-saving appliances – Search and rescue locating devices (Regulation VII/14)¹⁶

The search and rescue locating devices can be either radar SART (Search and Rescue Transponder) or AIS-SART (Automatic Identification System – Search and Rescue Transmitter). The intent is that the locating device is compatible with the equipment normally carried on a vessel¹⁷.

The search and rescue locating devices shall be carried on each side of every vessel. A visible location inside the navigation bridge, close to the outer doors, is recommended¹⁸. It should be easy to bring the transponders to any survival craft. Alternatively, one search and rescue locating device shall be stowed in each survival craft.

The search and rescue locating devices should have waterproof marking with operational instructions, battery expiry date and the vessel's name and call sign.

4.2 Emergency procedures, musters and drills (Chapter VIII)

Chapter VIII applies to both new and existing vessels of 24 m in length and over

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)-(3)).

¹⁵ COMSAR/Circ.32 Harmonization of GMDSS requirements for radio installations on board SOLAS ships.

¹⁶ Taking into account performance standards for SART and AIS-SART adopted by the Organization by resolution A.802(19), amended by resolution MSC.247 (83), and resolution MSC.246(83).

¹⁷ Manual for Use by the Maritime Mobile and Maritime Mobile-Satellite Services. Published in accordance with Article 20 of the ITU Radio Regulations.

¹⁸ One of these may be the search and rescue locating device required by regulation IX/6(1)(c).

2. Where a Party has concluded that it is not immediately possible to implement all of the measures provided for in this chapter 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)-(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 here highlighted, such as dispensing with the muster list due to the small number of crew members, or relaxation in the frequency of the drills for vessels of less than 45 m in length.

Chapter Summary

This chapter applies to new and existing vessels of 24 m in length and over. Some provisions apply only to vessels of 45 m in length and over. Regulation 2 deals with provisions for general emergency alarm systems, muster lists and emergency instructions. Regulation 3 sets out the details of abandon ship training and drills while regulation 4 includes specifics on training in emergency procedures.

To view the full text of Chapter VIII, [click here](#)

To view the full text of the CTA, [click here](#)

Guidance for Implementation

Regulation to implement	Content	States	Standard of implementation	Supportive tools
Regulation 1.	Application	Flag States	Part 2. Implementation Paragraphs 15, 16.1, 16.2, 16.3, 16.5, 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 States	Part 1. Improvement Paragraph 12 Part 2. - Enforcement Paragraphs 22.1, 22.2, 22.3, 22.4	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 States	Part 1. Improvement Paragraph 12 Part 4. Enforcement Paragraph 57	Summary table for abandon ship and fire drills contained in this Chapter

Additional Guidance

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

The general alarm signal shall be given by the vessel's whistle or siren. 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/17¹⁹, complying with the following requirements for this Chapter:
- (a) location outside the machinery spaces; and
 - (b) simultaneous service for a period of at least 3 h (internal communication equipment, fire detecting systems and signals which may be required in an emergency).

Emergency instructions (Regulation VIII/2 (2))

Each crew member shall be provided with clear instructions, to be followed in case of emergency. 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, Man Over Board (MOB), etc. Special attention should be given to the language used on board for communication, when the vessels are provided with the instructions.

Muster list (Regulation VIII/2(3)-(9))

Where it 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).

Which information it shall contain:

- description of the general alarm signal named in Regulation VIII/2(1);
- action to be taken by the crew when the alarm sounds;
- specification of the abandon order (i.e., signal given by the whistle or bell, exact words by the skipper using the public address or other means);
- duties assigned to each crew member for the specific emergency²⁰;
- specification of officers assigned to ensure that the life-saving and fire appliances are maintained in good condition and are ready for immediate use; and
- specification of substitutes for key persons.

When it shall be prepared: before the vessel proceeds to sea, and updated by the skipper, if necessary, because of relevant crew changes.

Abandon ship training and drills (Regulations VIII/3 (1-3))

¹⁹ Requirements from Chapter IV applies 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 CTA.

²⁰ In vessels of less than 45 m in length, the Administration may permit relaxation of these requirements if satisfied that, due to the small number of crew members, no muster list is necessary.

On board training in the use of vessel's life-saving appliances, including survival craft equipment²¹, shall be given as soon as possible. Instructions on how to use vessel's life-saving equipment and appliances and how to survive at sea shall be given at the same intervals as indicated for drills²². The following table provides a summary of the provisions contained in this Chapter for both abandon ship and fire drills.

	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				
Including⁹⁾	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 lifeboat⁴⁾: lowering, starting and operating the engine⁵⁾; 8. Supervision of an officer experienced in drills with the vessel making headway if 7. conducted in such way⁶⁾; 9. Launching liferafts: Operation of davits; 10. Testing of emergency lighting; and 11. Record of the drill in log-book⁸⁾		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 outfit⁷⁾, 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 log-book⁸⁾	

Table 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 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).

²¹ 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 Chapter VIII.

²² All the parts of the vessel's equipment and appliances shall be covered within two-months periods. Examples on 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. On-board training in the use of davit-launched liferafts at intervals of not more than four months (only on vessels fitted with them).

- 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 $L \geq 60$ m, and the number shall be to the satisfaction of the Administration for new vessels of $45\text{m} \geq L < 60$ m), the equipment shall be used in the drills and the drills shall be adjusted accordingly.
- 8) Such log-book may be prescribed by the Administration.

Training manual (Abandon ship training and drills) (Regulation VIII/3 (4))

It shall be in each crew mess room and recreation room or in each crew cabin, containing comprehensible instructions²³ and illustrations²⁴.

Audio-visual aids in lieu of the manual may be provided for any part²⁵.

Training in emergency procedures (Regulation VIII/4 (4))

Administration shall take such measures to ensure that crews are adequately trained in their duties in the event of emergencies. The training shall include the provisions of this regulation, considering actions to be taken in respect of different scenarios, main dangers, and also:

1. the importance of the awareness of training and drills;
2. different types of emergencies which may occur; and
3. the need to be ready for any.

4.3 Radiocommunications (Chapter IX)

Application: New and existing vessels of 45 m in length and over²⁶.

Notes:

1. Administrations may permit the existing radiocommunication system to continue to be used on board existing vessels, providing the Administration is satisfied that it is equivalent to the requirements of this chapter (Regulation IX/1(2)).
2. Administrations may grant partial or conditional exemptions to individual new or existing vessels from the requirements on radio equipment (Regulation IX/3).
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 Summary

This chapter deals with radiocommunications and consists out of two parts. Part A sets out the application provisions and provides additional definitions in regulation 2. Regulation 3 makes provision for exemptions. Regulation 4 sets out functional requirements to be met.

²³ See the Instructions for action in survival craft, adopted by the Organization by resolution A.657(16).

²⁴ Appropriate safety information shall be carried on board, but on vessels of less than 45 m in length, the Administration may permit relaxation of the requirements of subparagraph a) -Regulation VIII/3 (4))-.

²⁵ i.e. videos of the liferaft's manufacturer, showing the specific layout of the release hook, strong rope and point, painter line, shackle and weak link connector, how both hydrostatically and manually the liferaft shall be released, etc).

²⁶ or 950 GT and above if the Party avails itself to use gross tonnage (GT) in place of length (L) – see Tonnage/length equivalents in section 3.

Part B regulates ships requirements and makes specific provision for radio requirements in regulation 5. Regulations 6 – 10 deal with various requirements of radio equipment in the various sea areas. Regulation 11 sets out the specifics of how a continuous radio watch should be maintained while at sea. Regulation 12 includes specifics regarding sources of energy while a vessel is at sea. Regulation 13 deals with type approval and performance standards of equipment while regulation 14 sets out the maintenance requirements for equipment. Regulation 15 provides that every vessel shall carry personnel qualified for distress and safety radiocommunication while regulation 16 stipulates that radio records shall be kept.

To view the full text of chapter IX, [click here](#)

To view the full text of the Agreement, [click here](#)

Guidance for Implementation

Regulation to Implement	Content	States	Standard of Implementation	Supportive tools
Regulation 1 Regulation 3 Regulation 4	Application Existing radiocommunication system	Flag States	Part 2. Flag States Implementation Paragraph 15 and 16 Enforcement Paragraph 22 and 24	Article 3(4) of the 1993 Torremolinos Protocol Revised NAVTEX manual (MSC.1/Circ.1403) MSC.1/Circ.1287/Rev.1 Promulgation of maritime safety information
	Exemptions Functional requirements	Port States	Part 4. Port States Implementation Paragraph 52 to 56 Enforcement Paragraph 57	
Regulation 5 (1)	Radio installations	Flag States	Part 2. Flag States Implementation Paragraph 15 and 16 Enforcement Paragraph 22 and 24	COMSAR/Circ.32 Harmonization of GMDSS requirements for radio installations on board SOLAS ships
		Port States	Part 4. Port States Implementation Paragraph 52 to 56 Enforcement Paragraph 57	
Regulation 6 to 10	Radio equipment	Flag States	Part 2. Flag States Implementation Paragraph 15 and 16 Enforcement Paragraph 22 and 24	
		Port States	Part 4. Port States Implementation Paragraph 52 to 56 Enforcement Paragraph 57	
Regulation 11 (1)	Watches	Flag States	Part 2. Flag States Implementation Paragraph 15 and 16 Enforcement Paragraph 22 and 24	Resolution MSC.131(75) Maintenance of a continuous listening watch on VHF channel 16
		Coastal States	Part 3. Coastal States Implementation Paragraph 45 to 48	

Regulation to Implement	Content	States	Standard of Implementation	Supportive tools
		Port States	Part 4. Port States Implementation Paragraph 52 to 56 Enforcement Paragraph 57	
Regulation 12	Sources of energy	Flag States	Part 2. Flag States Implementation Paragraph 15 and 16 Enforcement Paragraph 22 and 24	COMSAR/Circ.16 Guidelines on the configuration of the reserve source or sources of energy used to supply radio installations on GMDSS ships
		Port States	Part 4. Port States Implementation Paragraph 52 to 56 Enforcement Paragraph 57	COMSAR/Circ.32 Harmonization of GMDSS requirements for radio installations on board SOLAS ships
Regulation 13 Regulation 14 (5)	Performance standards	Flag States	Part 2. Flag States Implementation Paragraph 15 and 16 Enforcement Paragraph 22 and 24	Performance standards establishes on IMO and MSC Resolutions
	Recommended performance standards	Port States	Part 4. Port States Implementation Paragraph 52 to 56 Enforcement Paragraph 57	
Regulation 14 (6) (7)	Maintenance requirements	Flag States	Part 2. Flag States Implementation Paragraph 15 and 16 Enforcement Paragraph 22 and 24	IMO resolution A.702(17) Radio maintenance guidelines for the Global Maritime Distress and Safety System (GMDSS) related to sea areas A3 and A4
		Port States	Part 4. Port States Implementation Paragraph 52 to 56 Enforcement Paragraph 57	Section B-IV/2 / STCW Code Part B / 2010 Manila Amendments Annex 5, IMO resolution A. 703(17) Training of radio personnel in the global maritime distress and safety system (GMDSS)
Regulation 14 (8)	Malfunction of the equipment for general radiocommunications	Port States	Part 4. Port States Implementation Paragraph 52 to 56 Enforcement Paragraph 57	
Regulation 15	Radio personnel	Flag States	Part 2. Flag States Implementation 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)
Regulation 16	Radio records	Flag States	Part 2. Flag States Implementation	

Regulation to Implement	Content	States	Standard of Implementation	Supportive tools
			Paragraph 15 and 16 Enforcement Paragraph 22 and 24	
		Port States	Part 4. Port States Implementation Paragraph 52 to 56 Enforcement Paragraph 57	

Additional Guidance

Application – tonnage/length and progressive implementation (Regulation IX/1(1))

As referred to in Regulation I/1 (Section 3 of this 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 of 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.

This Chapter shall apply to new and existing vessels of 45 m in length and over.

Application – existing radiocommunication system on board existing fishing vessels (Regulation IX/1(2))

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.

Exemptions (Regulation IX/3)

1. It is highly desirable not to deviate from the requirements of this chapter. Nevertheless, the Administration 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)). Administration may ensure that:

- a) such vessels comply with the functional requirements of regulation IX/4; and
- b) the Administration has taken into account the effect such exemptions may have upon the general efficiency of the service for the safety of all ships and vessels.

2. An exemption may be granted under paragraph (1) above only:

- a) if the conditions affecting safety are such as to render the full application of regulations IX/6 to IX/10 and IX/14(7) unreasonable or unnecessary; or
- b) in exceptional circumstances, for a single voyage outside the sea area or sea areas for which the vessel is equipped; or

- c) when the vessel will be taken permanently out of service within two years of the date of entry into force of the Agreement, for the application of a requirement of this chapter.

3. Each Administration shall submit to the Organization, as soon as possible after the first of January in each year, a report showing all exemptions granted under paragraphs (1) and (2) during the previous calendar year and giving the reasons for granting such exemptions.

Functional requirements (Regulation IX/4)

Basic principles on GMDSS requirements are prescribed in regulation IX/4. Regulation IX/4(3) provides further details on this.

It is of great safety importance that all requirements prescribed are fulfilled. The most important requirement is that "Every vessel, while at sea, 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 navigating.

Radio installations (Regulation IX/5)

Every radio installation shall²⁷:

- (a) be so located that no harmful interference of mechanical, electrical or other origin affects its proper use;
- (b) be so located as to ensure electromagnetic compatibility (EMC) and avoidance of harmful interaction with other equipment and systems;
- (c) be so located as to ensure the greatest possible degree of safety and operational availability;
- (d) be protected against harmful effects of water, extremes of temperature and other adverse environmental conditions;
- (e) be provided with emergency lighting, independent of the main and emergency sources of electrical power, for the illumination of the radio controls;
- (f) clearly marked with the ship's call sign, MMSI number and other identities as appropriate; and
- (g) be so located that no magnetic compass lies within the stated Compass Safe Distance of the equipment.

Control of the VHF radiotelephone channels, required for navigational safety, shall be immediately available on the navigation bridge convenient to the conning position and, where necessary, facilities should be available to permit radiocommunications from the wings of the navigation bridge. Portable VHF equipment may be used to meet the latter provision.

²⁷ COMSAR/Circ.32 Harmonization of GMDSS requirements for radio installations on board SOLAS ships.

Radio equipment – general and sea areas (Regulation IX/6-7-8-9-10 and VII/13(1)-14)

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

In Annex 9 of this guidance, radio equipment summary table is provided, taking into account updated performance standards and new recognized mobile satellite services, and including the radio life-saving appliances prescribed in Regulations VII, applied to new and existing vessels of 45 meters in length and over.

Further details are provided on mentioned Regulations.

Watches (Regulation IX/11)

Every vessel, while at sea, shall maintain a continuous watch:

- a) on VHF channel 16²⁸;
- b) on VHF DSC channel 70, by use of a DSC receiver;
- c) on MF DSC frequency 2,187.5 kHz, in vessels with MF requirements;
- d) on MF DSC frequency 2,187.5 kHz and on MF DSC frequencies 8,414.5 kHz and also on at least one of the distress and safety DSC frequencies 4,207.5 kHz, 6,312 kHz, 12,577 kHz or 16,804.5 kHz, in vessels with MF/HF requirements;
- e) for satellite shore-to-ship distress alerts, in vessels with a recognized mobile satellite service ship earth station (SES); and
- f) for broadcast of maritime safety information on NAVTEX, HF NBDP and/or EGC receivers.

Sources of energy (Regulation IX/12)

There shall be available at all times, 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.

Different sources of electrical power are following detailed²⁹:

1. Main source of electrical power
 - a) It is defined as the vessel's main.

²⁸ By Resolution MSC.131(75) Maintenance of a continuous listening watch on VHF channel 16 by SOLAS ships whilst at sea after 1 February 1999 and installation of VHF DSC facilities on non-SOLAS ships. This instrument could be revoked once new SOLAS Chapter IV entry into force.

²⁹ Further details on main and emergency sources of electrical power are provided on Regulations IV/16 and 17, mandatory requirements for new vessels only.

- b) All the basic and duplicated equipment should have an independent power supply from the vessel's mains.
- c) The battery charging arrangement used to charge any batteries associated with the reserve source of energy should also have an independent supply from the vessel's mains.

2. Emergency source of electrical power

- a) It is defined as the emergency supply and is taken either from a generator or an accumulator battery.
- b) It should be adequate to operate both the basic and duplicated equipment for a period of at least 3 hours.

3. Reserve source of energy

- a) It usually consists of rechargeable batteries and is used to supply radio installations in the event of failure of the vessel's main and emergency sources of electrical power, for the purpose of conducting distress and safety radiocommunications.
- b) The changeover from the vessel's main or emergency supply to the reserve source of energy should be done automatically and in such a manner that both the basic and duplicated communication equipment will be connected simultaneously.
- c) Supply should be provided for a period of at least:
 - a. On new vessels:
 - a. 3 hours; or
 - b. 1 hour, if the emergency source of electrical power complies fully with Regulation IV/17 and is capable of serving for a period of at least 6 hours.
 - b. On existing vessels:
 - i. 6 hours, if the emergency source of electrical power is not provided or does not comply fully with Regulation IV/17; or
 - ii. 3 hours, if the emergency source of electrical power complies fully with Regulation IV/17; or
 - iii. 1 hour, if the emergency source of electrical power complies fully with Regulation IV/17 and is capable of serving for a period of at least 6 hours.
- d) Where a reserve source of energy consists of a rechargeable accumulator battery or batteries:

- .1 a means of automatically charging such batteries shall be provided which shall be capable of recharging them to minimum capacity requirements within 10 hours; and
- .2 the capacity of the battery or batteries shall be checked, using an appropriate method, at intervals not exceeding 12 months, when the vessel is not at sea.

Navigational or other equipment providing to the radio installation an input of information, which is needed to ensure its proper performance, should be connected to the vessel's main and emergency supply and to the reserve source of energy to ensure an uninterruptable input of information³⁰.

Performance standards (Regulation IX/13)

All equipment shall be of a type approved by the Administration and shall conform to appropriate performance standards not inferior to those adopted by the Organization.

As referred to in Regulation IX/1, existing radiocommunication system may be exempted from full compliance with the appropriate performance standards at the discretion of the Administration.

List of updated performance standards is provided as Annex 11 of this guidance, for further detail.

Maintenance requirements (Regulation IX/14)

The Administration shall ensure that radio equipment required by this Chapter is maintained to provide the availability of the functional requirements specified in Regulation IX/4 and to meet the recommended performance standards of such equipment.

1 On vessels engaged on voyages sea areas A1 and A2, the availability shall be ensured by using at least one of the three specific maintenance methods.

2 On vessels engaged on voyages sea areas A3 and A4, the availability shall be ensured by using a combination of at least two methods.

However, the Administration may exempt a vessel from the requirement of using two methods and allow the use of one method, taking account of the type of vessel and its mode of operation.

3 Vessels are required to meet specific requirements as to maintenance methods for the radio equipment³¹:

a) Duplication of equipment:

On sea areas A3 and A4, following additional equipment should be installed:

a. VHF/DSC; and

³⁰ COMSAR/Circ. 16 Guidelines on the configuration of the reserve source or sources of energy used to supply radio installations on GMDSS ships.

³¹ Resolution IMO A.702(17) Radio maintenance guidelines for the Global Maritime Distress and Safety System (GMDSS) related to sea areas A3 and A4. This instrument could be revoked once new SOLAS Chapter IV entry into force.

- b. Recognized mobile satellite service SES or complete MF/HF with DSC and NBDP.

b) Shore-based maintenance:

The shipping company may have a written agreement with a marine electronic company or be able to present a written declaration/plan showing how shore-based maintenance is to be carried out.

c) At-sea electronic maintenance capability:

- i. Adequate additional technical documentation, tools, test equipment and spare parts should be consistent with the equipment installed and must be carried on board.
- ii. The person designated to perform functions for at-sea electronic maintenance should either hold an appropriate certificate³² or have equivalent at-sea electronic maintenance qualifications³³.

Radio personnel (Regulation IX/15)

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.

STCW-F Convention³⁴, further requires that all skippers and officers hold an appropriate certificate related to the GMDSS.

The following table provides a summary of the GMDSS operator's certificate specified in the ITU Radio Regulations³⁵:

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)		✓		✓

³² As specified by article 47 and table 47-1 ITU Radio Regulations, First-class radio electronic certificate or Second-class radio electronic certificate.

³³ Taking into account Section B-IV/2 / STCW Code Part B / 2010 Manila Amendments and Annex 5, IMO Resolution A. 703(17) Training of radio personnel in the global maritime distress and safety system (GMDSS).

³⁴ Chapter II / Annex / STCW-F, 1995 and Resolution 1 / STCW-F, 1995.

³⁵ Considering article 47 and 48 ITU Radio Regulations and Section B-IV/2 / STCW Code Part B / 2010 Manila Amendments.

Radio records (Regulation IX/16)

To the satisfaction of the Administration and as required by the ITU Radio Regulations³⁶, a radio log shall be kept and recorded the following, as they occur, together with the time of the occurrence:

- a) A summary of communications relating to distress, urgency and safety traffic; and
- b) A reference to important service incidents.

4.4 Shipborne navigational equipment and arrangements (Chapter X)

Application: New and existing vessels of 24 metres in length and over³⁷, except for regulation X/6(1) that only applies to new vessels of 45 metres in length and over³⁸.

Notes:

1. The Administration may exempt any vessel from any of the requirements of this chapter where it considers that the nature of the voyage or the vessel's proximity to land does not warrant such requirements (Regulation X/2).
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)-(5))

Chapter Summary

Unless expressly provided otherwise, this chapter shall apply to new and existing vessels. In terms of regulation 2 the Administration may exempt any vessel from any of the requirements of this chapter where it considers that the nature of the voyage or the vessel's proximity to land does not warrant such requirements. Regulation 3 stipulates the various shipborne navigational equipment that vessels of various lengths shall be fitted with. Regulation 4 stipulates that nautical instruments and publications shall be carried on board necessary for the intended voyage, to the satisfaction of the Administration. Regulation 5 makes provision for signalling equipment. Regulation 6 stipulates the navigation bridge visibility requirements that new vessels of 45 m in length and over shall meet, and it makes provision for existing vessels and vessels of unconventional design.

To view the full text of chapter X, [click here](#)

To view the full text of the Agreement, [click here](#)

³⁶ Article 51 and Appendix 16.

³⁷ or 300 GT and above if the Party avails itself to use gross tonnage (GT) in place of length (L) – see Tonnage/length equivalents in section 3.

³⁸ or 950 GT and above if the Party avails itself to use gross tonnage (GT) in place of length (L) – see Tonnage/length equivalents in section 3.

Guidance for Implementation

Regulation to implement	Content	States	Standard of implementation	Supportive tools
Regulation X/1	Application	Flag State	Part 1. Common areas 6.1	National standards developed for the implementation of Chapter V of SOLAS 1974 may be useful for these items
Regulation X/2	Exemptions		Part 2. Implementation 15.1, 16.1	
Regulation X/3	Shipborne navigational equipment	Flag State	Part 1. Common areas 6.1 Part 2. Implementation 15.1, 16.1, 22.1 to.2	
Regulation X/4	Nautical instruments and publications	Flag State	Part 1. Common Areas 6.1, 6.6	
Regulation X/5	Signalling equipment		Part 2. Implementation 15.1, 16.1, 22.1 to.2	
Regulation X/6	Navigation bridge visibility	Flag State	Part 1. Common areas 6.1 Part 2. Implementation 15.1, 16.1	

Additional Guidance

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

1. While all regulations of chapter X apply to new vessels, only regulations X/1 to 5 apply to existing vessels.
2. However, existing vessels of 45 m in length and over³⁹ shall, when practicable, meet the requirements of regulation X/6(1)(a) and (b). However, structural alterations or additional equipment need not be required.

Progressive implementation of the measures on existing vessels (Regulation I/1(4)-(5))

A Party, which has concluded that it is not immediately possible to implement all of the measures provided for on existing vessels, may, in accordance with a plan, progressively implement the provisions of chapter X over a period of no more than five years, measured 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 of the Agreement, whichever occurs later. Such Party shall in its first communication to the Organization provide information as specified in regulation I/1(5). (see also section 3).

³⁹ or 950 GT and above if the Party avails itself to use gross tonnage (GT) in place of length (L) – see Tonnage/length equivalents in section 3.

Exemptions (Regulation X/2)

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 1974

When preparing for the ratification and implementation of the Agreement, the flag Administration, when it is also a Party to SOLAS 1974, should identify provisions in the national legislation that need amendments to ensure that there are no conflicts between the national legislation and the legally binding international instruments concerning shipborne navigational equipment and arrangements.

SECTION 5 TECHNICAL REQUIREMENTS FOR NEW VESSELS ONLY

5.1 Construction, watertight integrity and equipment (Chapter II)

Application: New vessels of 24 m in length and over⁴⁰.

Notes:

1. The Administration may decide to use gross tonnage (GT) in place of length (L) as the basis for measurement (Regulation I/1(2)-(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 Summary

This chapter regulates elements concerning construction, watertight integrity and equipment. It concerns the strength of hull, superstructures and other structures and equipment, in order for the vessel to withstand all foreseeable conditions and to prevent water in passing through the structure and thereby threaten the overall safety of the vessel. This chapter is closely related to Chapter III on stability.

To view the full text of chapter II, [click here](#)

To view the full text of the Agreement, [click here](#)

Guidance for Implementation

Regulation to Implement	Content	States	Standard of Implementation	Supportive tools
Regulation II/1 - 15	Construction; Watertight doors; Hull integrity; Weathertight doors; Hatchways closed by wood covers; Hatchways closed by covers other than wood; Machinery	Flag State	Part 1. Common areas 6.1 Part 2. Implementation 15.1, 16.1 Enforcement 22.1	The following instruments may be useful for the implementation of this chapter: Footnotes to chapter II, of the 2012 Cape Town Agreement 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

⁴⁰ or 300 GT and above if the Party avails itself to use gross tonnage (GT) in place of length (L) – see Tonnage/length equivalents in section 3.

Regulation to Implement	Content	States	Standard of Implementation	Supportive tools
	space openings; Other deck openings; Ventilators; Air pipes; Sounding devices; Side scuttles and windows; Inlets and discharges; Freeing ports; and Anchor and mooring equipment	Port State	Part 4. Implementation Paragraph 52 to 56 Enforcement Paragraph 57	

Additional Guidance

Delegation of authority to nominated surveyors and recognized organizations.

The Administration 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.⁴¹

5.2 Stability and associated seaworthiness (Chapter III)

Application: New vessels of 24 m in length and over⁴².

Note:

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

Chapter Summary

This chapter sets out the stability criteria that vessels shall meet under all actual operating conditions.

Guidance for Implementation

Regulation to Implement	Content	States	Standard of Implementation	Supportive tools
Regulation III/1 - 14	General, Stability criteria; Flooding of fish holds; Particular fishing methods;	Flag State	Part 1. Common areas 6.1 Part 2. Implementation 15.1, 16.1, 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 2012 Cape Town Agreement

⁴¹ Refer to the *Inspection and survey* (Regulation I/6) in section 3.

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

Regulation to Implement	Content	States	Standard of Implementation	Supportive tools
	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			Recommendations 1-5 of the International Conference on Safety of Fishing Vessels, 1993, as reproduced in attachment 4 of the 2018 consolidated edition of the 2012 Cape Town Agreement National standards developed for the implementation of LL 1966 may also be useful

Additional Guidance

Determination of the light-ship displacement and centres of gravity

The light-ship displacement and centres of gravity of a new vessel should be determined as early as possible during the design process. The Administration should require preliminary stability calculations to be submitted, 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 should also be submitted for approval.⁴³

Other considerations to be taken into account

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.⁴⁴

Ice accretion

If the vessel is intended for operation in areas where ice accretion is known to occur, the icing allowance specified in regulation III/8⁴⁵ shall be made in the stability calculations.

⁴³ 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.

⁴⁴ 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.

⁴⁵ 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.

Inclining test

Upon completion of the vessel, its light-ship displacement and centres of gravity shall be determined by conducting an inclining test (regulation III/9) and stability calculations⁴⁶.

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.

Stability information

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.⁴⁷

A copy of the stability information shall be submitted to the Administration for approval.⁴⁸

Delegation of authority to nominated surveyors and recognized organizations

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.⁴⁹

5.3 Machinery and electrical installations and periodically unattended machinery spaces (Chapter IV)

Application: New vessels of 45 m in length and over⁵⁰.

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)-(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 Summary

This chapter applies to vessels of 45 m in length and over and consists of four parts. Part A deals with general provisions and includes an additional set of definitions. Regulation 3 provides for both machinery and electrical installations. It includes specifics on the design,

⁴⁶ 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.

⁴⁷ 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.

⁴⁸ 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.

⁴⁹ Refer to the *Inspection and survey* (Regulation I/6) in section 3.

⁵⁰ or 950 GT and above if the Party avails itself 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 meters or above (or a gross tonnage of $\geq 3,000$ equivalent to such length).

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. Part B includes further specifics on machinery installations, and further specifics on electrical installations are included in Part C. Part D regulates periodically unattended machinery spaces.

To view the full text of chapter IV, [click here](#)

To view the full text of the Agreement, [click here](#)

Guidance for Implementation

Regulation to implement	Content	States	Standard of implementation	Supportive tools
Part A. Regulation IV/1-3	Application, definitions, general	Flag States	Part 2. Implementation Paragraphs 15, 16.1, 16.2, 16.5.	MSC/Circ. 834, Guidelines for engine-room lay-out, design and arrangement
Part B. Regulation IV/4-15 Part C. Regulation IV/16-18 Part D. Regulation IV/19-24.	Further specifics on machinery and electrical installations.	Flag States	Part 2. Implementation Paragraphs 15, 16.1, 16.5. Part 2. Enforcement Paragraph 22.1	MSC.1/Circ.1467 of 24 June 2013, Unified Interpretation of SOLAS regulation II-1/26.3 International Electrotechnical Commission and, in particular, Publication 60092 IEC 60092 SER Series Electrical installations in ships - ALL PARTS
	Unattended machinery spaces	Port States	Part 1. Improvement Paragraph 13 Part 4. Enforcement Paragraph 57	MSC.1/Circ.1467 of 24 June 2013, Unified Interpretation of SOLAS regulation II-1/26.3

Additional Guidance

Machinery installations

They shall be in all aspects to the satisfaction of the Administration⁵¹.

Means to sustain or restore the operational capability shall be disposed even though one of the essential⁵² auxiliaries become inoperative.

⁵¹ The reference is included in SOLAS, but MSC/Circ. 834, *Guidelines for engine-room lay-out, design and arrangement* may be of assistance for fishing vessels as well.

⁵² Essential auxiliaries are those services that need to be in continuous operation for maintaining the vessel's maneuverability in regard to propulsion and steering.

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)⁵³. For those systems supplying fuel oil pressure for main propulsion machinery, leakages should be minimized⁵⁴. Fuel leakages are one of the main causes of machinery spaces 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.

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 (i.e., forty, fifty, sixty...).

Electrical installations

Their design and construction shall provide the "normal operations and habitable⁵⁵ conditions". The following systems and functions should maintain normally: propulsion machinery, steering gear, safe navigation, fire and flooding safety, internal and external communications and signals, means of escape, emergency boat winches, anchor winches and lighting necessary to perform normal operation and maintenance of the vessel. Additionally, designed comfortable conditions for habitability, including cooking, heating, domestic refrigeration, mechanical ventilation, sanitary and fresh water. All utility systems for the listed functions should be included.

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.

The Administration shall be satisfied that Part C regulations are uniformly implemented and applied⁵⁶.

Periodically unattended machinery spaces

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 the requirements of regulations V/22 and V/40.

In conjunction to those requirements, Part D indications for designing the alarm system, the bilge pumping arrangements to prevent from flooding, safety systems associated to the propulsion, communications, or the automatic control of boiler, machinery and electrical installations must be met to satisfy the periodically "Unattended Machinery Spaces" – UMS condition.

⁵³ SOLAS reference, but may be of assistance the MSC.1/Circ.146724 June 2013 *Unified Interpretation of SOLAS regulation II-1/26.3*.

⁵⁴ MSC/Circ.647 *Guidelines to minimize leakages from flammable liquid systems*.

⁵⁵ Refer to the definitions contained in the Regulation 2 of this Chapter.

⁵⁶ Refer to International Electrotechnical Commission and, in particular, Publication 60092 IEC 60092 SER Series Electrical installations in ships - ALL PARTS.

All fishing vessels intending to operate with these unmanned spaces, shall hold a documentary evidence. Such document shall need to satisfy the Administration as a proof of fitness to operate in a 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 m of length and over

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

- (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 and these circuits shall be as widely separated as possible,
- (part B, machinery installations, Reg. 14 Engineers' alarm) an engineers' alarm shall be provided, and clearly audible from engineers' accommodation,
- (part C, electrical installations, Reg. 18 Precautions) the hull return system of distribution shall not be used for power, heating or lighting,
- (part D, UMS, Reg. 19 Fire safety) immediate water delivery from the fire main system,
- (part D, UMS, Reg. 19 Fire safety) one of the two separate means of communication between the wheelhouse and machinery space shall be a reliable vocal communication. Other additional shall be provided between the wheelhouse and the engineers' accommodation.
- (part D, UMS Reg. 23. Special requirements for machinery, boiler and electrical installations), means to supply the main source of electrical power are set. Single-generator, or more than one-generation set must met the requirement to safely cover the case of loss of the generator in operation.

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

Application: New vessels of 45 m in length and over⁵⁷

Notes:

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

This chapter applies to new vessels of 45 m in length and over, unless expressly provided otherwise, and should be read together with regulation IV/19. It consists of three parts. Part A deals with general provisions and provides further definitions. Part B sets out the fire safety

⁵⁷ or 950 GT and above if the Party avails itself to use gross tonnage (GT) in place of length (L) – see Tonnage/length equivalents in section 3.

measures in vessels of 60 metres in length and over, while Part C sets out the fire safety measures in vessels of 45 metres in length and over but less than 60 metres.

To view the full text of chapter V, [click here](#)

To view the full text of the Agreement, [click here](#)

Guidance for Implementation

Regulation to Implement	Content	States	Standard of Implementation	Supportive tools
Regulation 1 Regulation 2	General Definitions	Flag States	Part 2. Flag States Implementation Paragraph 15 and 16 Enforcement Paragraph 22 and 24	Test procedures according to IMO International Code for application Fire Test Procedures (FTP Code), adopted by resolution MSC.61(67), and amendment by MSC. 101(73) and MSC.173(79) 2010 FTP Code, adopted by resolution MSC.307(88), and amendment by MSC.437(99)
		Port States	Part 4. Port States Implementation Paragraph 52 to 56 Enforcement Paragraph 57	
PART B Regulation 3 to Regulation 27	Fire safety measures	Flag States	Part 2. Flag States Implementation Paragraph 15 and 16 Enforcement Paragraph 22 and 24	International Code for Fire Safety Systems (FSS Code), adopted by resolution MSC.98(73), and amendment by MSC.457(101)
PART C Regulation 28 to Regulation 44		Port States	Part 4. Port States Implementation Paragraph 52 to 56 Enforcement Paragraph 57	

Additional Guidance

Method of protection (Regulation V/1)

The methods of protection on board spaces shall be adopted by Administrations according to states in Chapter V. Special attention on class division shall be taken in order to determinate test procedures and requirements for materials⁵⁸.

Fire Safety Measures

Fire safety measures are set out according to the length (L) of vessels and Administrations shall take into account requirements 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

⁵⁸ Resolution MSC. 307(88), International Code for application of Fire Test Procedures (FTP Code), amended by MSC. 437(99).

arrangement is specified, any other type of appliance, etc., may be allowed provided the Administration is satisfied that it is not less effective.

Fire-extinguishing appliances shall be kept in good order and available for immediate use at all times.

Structural fire protection (PART B - Regulation 3 to 8 / PART C - Regulation 28)

Materials, fire integrity on specific class division and others standards shall be satisfied according to length (L).

Hull, superstructure, structural bulkheads, decks and deckhouses shall be constructed of steel or other equivalent material.

Different standards can be addressed by Administrations

Ventilation system (PART B - Regulation 9 / PART C – Regulation 29)

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, and from a safe position, the means for closing the annular spaces around funnels.

Ventilation systems serving machinery spaces shall be independent of systems serving other spaces.

Heating installations (PART B - Regulation 10 / PART C – Regulation 30)

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.

Miscellaneous items⁵⁹ (PART B - Regulation 11 / PART C – Regulation 31)

Exposed surfaces in accommodation spaces shall have low flame-spread characteristics.⁶⁰

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.⁶¹

Machinery driving fuel oil transfer pumps and other similar fuel pumps shall be fitted with remote controls for stopped situated outside the space concerned.

Storage of gas cylinder (PART B - Regulation 12 / PART C – Regulation 32)

⁵⁹ 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.

⁶⁰ 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).

⁶¹ See the Recommendation on Fire test procedures for ignitability of primary deck coverings, adopted by the Organization by Resolution A.687(17).

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.

Means of escape (PART B - Regulation 13 / PART C - Regulation 33)

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.

Automatic sprinkler (PART B - Regulation 14)

- Requirements apply for IIF method adopted (vessels $L \geq 60$ m):

The system shall be of the wet pipe type and protected against freezing⁶².

Each section of sprinklers shall include means for giving a visible and audible alarm signal automatically whenever any sprinkler comes into operation. Isolation valve shall be installed on each section.

Suitable instructions for testing and maintenance shall be provided.

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.

Automatic fire alarm and fire detection (PART B - Regulation 15 / PART C - Regulation 34)

- Requirements apply for IIF method adopted (vessels $L \geq 60$ m):

Automatic visible and audible alarm signal in section whenever any detector comes into operation shall be installed.

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.

- Requirements apply for $45 \text{ m} \leq L < 60 \text{ m}$:

If combustible constructions materials are used on the construction.

Cargo spaces of high fire risk (PART B - Regulation 16)

⁶² 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 apply for vessels $L \geq 60$ m:

Protected by a fixed gas fire-extinguishing system or by a fire-extinguishing system which gives equivalent protection, to the satisfaction of the Administration.

Automatic fire alarm and fire detection (PART B - Regulation 17 / PART C - Regulation 35)

- Requirements apply for vessels $L \geq 60$ m:

At least two fire pumps, independently driven power pumps.

If $L \geq 75$ m, a fixed emergency fire pump independently driven.

- Requirements apply for $45 \text{ m} \leq L$ vessels $L < 60$ m:

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 should be fitted, to the satisfaction of the Administration.

If fitted a fixed emergency fire pump shall be independently driven.

Fire mains, hydrants, hoses (PART B - Regulation 18 - 19 / PART C - Regulation 36 - 37)

All required hydrants shall be fitted with fire hoses having dual purpose nozzles.

Fire extinguishers and portable fire extinguishers (PART B - Regulation 20 - 21 / PART C - Regulation 38 - 39)

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 require⁶³.

If $L \geq 60$ m, at least 5 portable fire extinguishers in control stations and accommodation spaces.

If $45 \text{ m} \leq L$ vessels $L < 60$ m, at least 3 portable fire extinguishers in control stations and accommodation spaces.

Fixed fire-extinguishing appliances (PART B - Regulation 22 / PART C – Regulation 40)

Different fixed fire-extinguishing appliances shall be provided 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 vessels⁶⁴.

⁶³ See the Improved Guidelines for marine portable fire extinguishers, adopted by the Organization by Resolution A.951(23), and the Revised guidelines adopted by Resolution A. MSC.1/Circular.1432, amended by MSC.1/Circular 1516.

⁶⁴ Special considerations on the use of Halon and others ozone-depleting substances in determinate States and their jurisdiction shall be considered.

International shore connection (PART B – Regulation 23)

- Requirements apply for vessels $L \geq 60$ m:

At least one international shore connection, complying standard dimensions of flanges that are stated.

Fireman's outfit (PART B - Regulation 24 / PART C – Regulation 41)

If $L \geq 60$ 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 $45 \text{ m} \leq L$ vessels $L < 60$ m, number of fireman's outfits and location to the satisfaction of the Administration.

Fire control plan (PART B - Regulation 25 / PART C – Regulation 42)

Permanently exhibited and to the satisfaction of the Administration⁶⁵.

In small vessels, the Administration may dispense with this requirement.

5.5 Protection of the crew (Chapter VI)

Application: New vessels of 24 m in length and over⁶⁶.

Notes:

1. There is a need to provide lifelines, coamings or sills, means to avoid slipping on deck, stairs and in working areas.
2. Due to the heavy weight of metallic doors and hatches there must 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 to set 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 Summary

Regulation 1 deals with general protection measures. Regulation 2 makes provision for deck openings while bulwarks, rails and guards are dealt with in regulation 3. Regulation 4 deals with stairways and ladders and stipulates that for the safety of the crew, stairways and ladders of adequate size and strength with handrails and non-slip treads shall be provided to the satisfaction of the Administration.

To view chapter VI, [click here](#)

To view the full text of the Agreement, [click here](#)

⁶⁵ See the 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.

⁶⁶ or 300 GT and above if the Party avails itself to use gross tonnage (GT) in place of length (L) – see Tonnage/length equivalents in section 3.

Guidance for implementation

Regulation to Implement	Content	States	Standard of Implementation	Supportive tools
Regulation VI/1	General Protection Measures	Flag State	Part 1. Common Areas 6.1, 6.4 Part 2. Implementation 15.1, 16.1, 22.1 to 3	National Standards developed for the implementation of the LL 1966 Convention may be useful for this particular
Regulation VI/2	Deck Openings	Flag State	Part 1. Common Areas 6.1, 6.4	National Standards developed for the implementation of the LL 1966 Convention may be useful for this particular
Regulation VI/3	Bulkheads, rails and guard	Flag State	Part 2. Implementation 15.1, 16.1, 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 6.1, 6.4	National/ International Industry Standards developed may be useful for this particular

Additional Guidance

- 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 sea water. Avoiding slipping by providing roughened surfaces to walk is key.
- Fall overboard is one of the most typical types of accidents on fishing vessels leading to fatalities in the industry.
- When considering this chapter flag State may establish a parallelism with the regulations contained in the LL 1966 Convention such as Regulation 25, in relation to protection for the crew or Regulation 17 in relation to sill heights.
- Particular areas where it is not easy to meet the regulations such as those of stern trawlers need to be specially considered. In case regulation cannot be met exemptions should be issued and other means for the protection of the crew such as lifelines and/or working lifejackets be provided.
- 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.

5.6 Life-saving appliances and arrangements (Chapter VII)

Application: New vessels of 45 m in length and over⁶⁷, except for regulations VII/13 and 14 that also apply to existing vessels of 45 metres in length and over¹².

Notes:

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

This chapter consists out of three parts. Part A consists out of general regulations and includes further definitions in regulation 2. Regulation 3 makes provision for the evaluation, testing and approval of life-saving appliances and arrangements. In addition to this the Administration shall, in accordance with regulation 4, require life-saving appliances to be subjected to such production tests as are necessary to ensure that the life-saving appliances are manufactured to the same standard as the approved prototype. Part B regulates vessel requirements and includes regulations on the number and types of survival craft and rescue boats (regulation 5), the availability and stowage of survival craft and rescue boats (regulation 6), embarkation into survival craft (regulation 7), lifejackets (regulation 8), immersion suits and thermal protective aids (regulation 9), lifebuoys (regulation 10), line-throwing appliances (regulation 11), distress signals (regulation 12), radio life-saving appliances (regulation 13), radar transponders (regulation 14), retro-reflective materials on life-saving appliances (regulation 15) and operational readiness, maintenance and inspections (regulation 16). Due AIS-SART appearance, regulation 14 has been addressed by considering both search and rescue locating devices (SART and AIS-SART). Finally, Part C sets out the requirements for life-saving appliances such as lifeboats, life rafts, rescue boats, lifejackets, immersion suits, thermal protective aids, lifebuoys, line-throwing appliances, flares and smoke signals and launching and embarkation appliances.

To view the full text of chapter VII, [click here](#)

To view the full text of the Agreement, [click here](#)

Guidance for Implementation

Regulation to Implement	Content	States	Standard of Implementation	Supportive tools
Regulation 1 (2)	Application	Flag States	Part 2. Flag States Implementation Paragraph 15 and 16 Enforcement Paragraph 22 and 24	

⁶⁷ or 950 GT and above if the Party avails itself to use gross tonnage (GT) in place of length (L) – see Tonnage/length equivalents in section 3.

Regulation to Implement	Content	States	Standard of Implementation	Supportive tools
		Port States	Part 4. Port States Implementation Paragraph 52 to 56 Enforcement Paragraph 57	
Regulation 3	Evaluation, testing and approval of life-saving appliances and arrangements	Flag States	Part 2. Flag States Implementation Paragraph 15 and 16 Enforcement Paragraph 22 and 24	National standards developed for approving and testing
Regulation 4	Production tests	Flag States	Part 2. Flag States Implementation Paragraph 15 and 16 Enforcement Paragraph 22 and 24	
PART B Regulation 5 to Regulation 16	Vessel requirements	Flag States	Part 2. Flag States Implementation Paragraph 15 and 16 Enforcement Paragraph 22 and 24	Resolution A.760(18) Symbols related to LSA and arrangements.
		Port States	Part 4. Port States Implementation Paragraph 52 to 56 Enforcement Paragraph 57	Resolution A. 1116(30) Escape route signs and equipment location markings.
PART C Regulation 17 to Regulation 32	Life-saving appliances requirements	Flag States	Part 2. Flag States Implementation Paragraph 15 and 16 Enforcement Paragraph 22 and 24	

Additional Guidance

Evaluation, testing and approval (Regulation VII/3 and 4)

On one side, the Administrations 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.

On the other, the Administrations shall approve life-saving appliances and arrangements and confirm that are tested and comply with the requirements of this chapter⁶⁸, in accordance with

⁶⁸ Requirements for life saving appliances are settled from Regulation 17 to Regulation 32.

the recommendations of the Organization⁶⁹ or have successfully undergone tests substantially equivalent to those recommendations.

Novel life-saving appliances and arrangements shall be ensured by Administrations that provide safety standards at least equivalent to the requirements of this chapter and have been evaluated and tested in accordance with the recommendations of the Organization⁷⁰ or have successfully undergone tests substantially equivalent to those recommendations.

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

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.

Survival crafts. Requirements, types, number and availability (Regulation VII/5 – 7, and 32)

Every vessel, according to their particulars, shall be provided with type and numbers of survival crafts as stated on Part B, and these shall be satisfied requirements set out.

Survival craft, Rescue boats and Life rafts⁷¹				
Number and types of survival craft	At least 2 survival crafts on vessels L ≥ 75 m			At least 2 survival craft on vessels L < 75 m
	Sufficient aggregate capacity on each side of the vessel at least 100% persons on board	▪ subdivision requirements, ▪ damage stability criteria and criteria of increased structural fire protection, ▪ additional to those stipulated by regulation III/14 and by chapter V	Sufficient aggregate capacity on each side of the vessel, at least 50% persons on board	Sufficient aggregate capacity on each side of the vessel, at least 100% persons on board
	In lieu of the above, free-fall lifeboat at stern and life rafts, both with a sufficient capacity for 100 % persons on board			
	And a rescue boat, unless the vessel is provided with a lifeboat			And a rescue boat, unless the vessel is provided with a suitable survival craft

⁶⁹ Revised Recommendation on testing of life-saving appliances, adopted by MSC.81(70) as amended.

⁷⁰ Code of practice for the evaluation, testing and acceptance of prototype novel life-saving appliances and arrangements, adopted by Resolution A. 520(13).

⁷¹ 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.

Availability and stowage	Availability	Stowage	Embarkation ⁷²	Maintenance	Alternative
	Readily available in case of emergency.	Embarkation rapidly and in good order.	If distance from the embarkation deck to the waterline in the lightest operating condition exceeds 4.5 m.	Operational readiness.	Administrations may accept relaxations, provided that the vessel is fitted with alternative launching and recovering arrangements.
	Launched safely and rapidly.	Prompt handling.	At least one ladder.	Shipboard instructions or maintenance programme.	
	Rapid recovery (if also rescue boat).	Attached to a separate set of davits or approved launching appliance.	Illumination.	Falls turned and renewed periodically.	Administration may allow the extension of the service of inflatable survival craft and hydrostatic release units intervals to 24 months.
	Life rafts shall float free from their stowage, inflate and break free from the vessel in the event of its sinking.	Positioned close to accommodation and service spaces.	Arrangements for warning to abandon the vessel. Means for preventing discharge water.	Spares and repair equipment provided. Periodic servicing of inflatable survival craft and hydrostatic release units.	

Lifejackets (Regulation 8 and 24)

Readily accessible and position plainly indicated.

Provided for every person and fitted with retro-reflective material.

Immersion suits⁷³ and thermal protective aids (Regulation 9, 25 and 26)

If rescue boat, immersion suits shall be provided for every person assigned to crew it. If survival craft, shall be provided for every person and of an appropriate size.

Fitted with retro-reflective material.

In addition, at least 3 immersion suits shall be provided for each lifeboat.

In addition to the thermal protective aids of lifeboats, vessels shall carry thermal protective aids.

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.

Lifebuoys (Regulation 10 and 27)

At least 8 lifebuoys on vessels $L \geq 75$ m.

⁷² Shall comply with the requirements of Regulation 32.

⁷³ See MSC/Circ.1047 Guidelines for shipboard maintenance and MSC/Circ.1114 Guidelines for periodic testing.

At least 6 lifebuoys on vessels $L < 75$ m.
Fitted with retro-reflective material.

Readily accessible and not shall 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.

Line-throwing appliances (Regulation 11 and 28)

Every vessel shall carry a line-throwing appliance.

Distress signals (Regulation 12, 29, 30 and 31)

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.

Distress signals shall be of type approval, readily accessible and position plainly indicated.

Hand-held (Two-way) GMDSS VHF radiotelephone apparatus (Regulation VII/13)

Obligatory hand-held VHF transceivers including their emergency batteries (primary batteries normally of Lithium type) should be located in a central and easily accessible position on the navigation bridge. If such equipment is placed in a lockable cabinet, it should be possible to get easy access to the hand-held VHF transceivers without the use of tools⁷⁴.

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.

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

Search and rescue locating devices (Regulation VII/14)⁷⁵

The search and rescue locating devices can be either radar SART (Search and Rescue Transponder) or AIS-SART (Automatic Identification System – Search and Rescue Transmitter). The intent is that the locating device is compatible with the equipment normally carried on a vessel⁷⁶.

⁷⁴ COMSAR/Circ.32 Harmonization of GMDSS requirements for radio installations on board SOLAS ships.

⁷⁵ Taking into account performance standards for SART and AIS-SART adopted by the Organization by Resolution A.802(19), amended by Resolution MSC.247 (83), and Resolution MSC.246(83).

⁷⁶ Manual for Use by the Maritime Mobile and Maritime Mobile-Satellite Services. Published in accordance with Article 20 of the ITU Radio Regulations.

The search and rescue locating devices shall be carried on each side of every vessel. A visible location inside the navigation bridge, close to the outer doors, is recommended⁷⁷. It should be easy to bring the transponders to any survival craft. Alternatively, one search and rescue locating device shall be stowed in each survival craft.

The search and rescue locating devices should have waterproof marking with operational instructions, battery expiry date and the vessel's name and call sign.

⁷⁷ One of these may be the search and rescue locating device required by Regulation IX/6(1)(c).

SECTION 6 PORT STATE CONTROL

Article 4 of the 1993 Torremolinos Protocol⁷⁸ is applicable to all fishing vessels under the Agreement calling on Ports of Parties which are Parties to the Agreement.

Notes:

1. Every vessel required to hold an International Fishing Vessel Safety 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 that Party in so far as this control is directed towards verifying that the certificate issued under the provisions of the relevant regulations is valid.
2. 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

Currently PSC MoUs do not require inspections of fishing vessels (FVs), however the port State control legal provisions in the Agreement, in accordance with Article 4 of the 1993 Torremolinos Protocol, may be applied, as deemed appropriate, by each national Maritime Administration. PSC is a powerful tool to prevent substandard fishing vessels which will be very useful to all parties, even if they do not have an important fishing vessel fleet under their flag.

To view the full text of article 4, [click here](#)

To view the full text of the Agreement, [click here](#)

Guidance for Implementation

Regulation to Implement	Content	States	Standard of Implementation	Supportive tools
Article 4 of the 1993 Torremolinos Protocol	Port State Control	Port State	Part 4. Port States. Implementation Paragraphs 52 to 56 Enforcement. Paragraphs 57 to 62 Evaluation and Review Paragraph 63	A.1155(32)
		Flag States	Part 2. Flag States Enforcement Paragraph 25	
Chapter I. Regulation 6	Condition of the vessel	Flag State, as requested by Port State	Part 2. Flag States Enforcement Paragraph 22 and 24	

Additional Guidance

6.1 Port State Control under the Cape Town Agreement of 2012 and the 1993 Torremolinos Protocol

The PSC inspection will commence with the revision of the International Fishing Vessel Safety Certificate, should clear grounds be established the inspection will be more detailed. In case of intervention the PSCO will inform the flag Administration.

⁷⁸ The Agreement and the 1993 Torremolinos Protocol shall be considered one single instrument.

Fishing vessels may be allowed to proceed to the next port of call provided flag Administration is informed and other conditions are met (see 6.5.6).

Should the fishing vessel's flag not being a party to the Agreement no more favourable treatment will be applied.

Port State Control guidance, similar to the one provided by resolution A.1155(32) Procedures for Port State Control, 2021, may be used, with due caution, until specific procedures are developed at IMO level, regional level, including MoUs, or national level.

Until a PSC regime is developed under MoUs it is recommended to carry out PSC inspections considering the achievable inspection effort. Once this it is done it is recommended to develop a risk profile considering parameters such as the fishing vessels subtype, age, last time the fishing vessel was inspected.

In case 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.

6.2 Vessels of non-Parties

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 flag not being a party to the Agreement, in order to ensure that equivalent surveys and inspections are conducted and an equivalent level of safety is ensured.

As vessels of non-Parties are not provided with the International Fishing Vessel Safety Certificate, the port State control officer (PSCO), taking into account 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 necessary to obtain a comparable level of safety.

6.3 Authorized Officer for Port State Control

Port State control should be carried out only by authorized and qualified PSCOs who fulfil the qualifications and training. When this requirement cannot be provided or a training programme has not been developed by the port State, the PSCO may be assisted by any person with the required expertise, as acceptable to the port State⁷⁹.

The PSCO should be an experienced officer qualified as flag State surveyor and should be able to communicate in English with the key crew members.

Training should be provided for PSCOs to give the necessary knowledge of the provisions of the Agreement and the 1993 Torremolinos Protocol, taking into account the procedure for Port State Control adopted by resolution A.1155(32). Periodic seminars should be held also in order to update their knowledge.

⁷⁹ All of them shall be free from any commercial, financial, and other pressures and have no commercial interest in either the port of inspection, the vessel inspected, the repair facilities, any support services, etc. Nor should PSCOs be employed by or undertake work on behalf of ROs or classification societies.

PSCOs carrying out inspections of operational requirements should be qualified as a master or chief engineer and have appropriate seagoing experience; or have qualifications from an institution recognized by the Administration in a maritime-related field and have specialized training to ensure adequate competence and skill; or be a qualified officer of the Administration with an equivalent level of experience and training, for performing inspections of the relevant operational requirements.

6.4 Port State inspections in accordance with Article 4 of the 1993 Torremolinos Protocol

In accordance with the provisions of the Article 4 of the 1993 Torremolinos Protocol, Parties may conduct inspections by PSCOs of foreign vessels in their ports.

Parties should be aware that, although surveys and inspections of national vessels may be entrusted to either nominated inspectors or to ROs, foreign ships calling their ports and subject to PSC must be boarded, inspected, and if appropriate, detained, only by officers duly authorized by the port State (see 6.3 above).

This control is stated to verify that the International Fishing Vessel Safety Certificate International⁸⁰ is valid and the vessel complies with the provisions of the Agreement.

International Fishing Vessel Safety Certificate 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 Agreement.

Also, where a certificate has expired or ceased to be valid, PSCO carrying out the control shall take steps to ensure that the vessel shall not sail until it can proceed to sea or leave the port for the purpose of proceeding to the appropriate repair yard without danger to the vessel or persons on board.

6.4.1 Initial Inspections

Inspections may be undertaken on the initiative of the Party; at the request of, or on the basis of information regarding a vessel provided by, another Party; or on the basis of information regarding a vessel provided by a member of the crew, a professional body, an association, a trade union or any other individual with an interest in the safety of the vessel, its crew or the protection of the marine environment.

Before boarding, PSCO may proceed to the vessel and, gain, from its appearance in the water, a first impression of its standard of maintenance from such items as the condition of its paintwork, corrosion or pitting or unrepaired damage. At the earliest possible opportunity, the PSCO should ascertain the type of fishing vessel, year of build and size of the vessel for the purpose of determining which provisions of the Agreement are applicable⁸¹.

On boarding and after introduction to the skipper or the responsible vessel's officer, the PSCO should examine the International Safety Fishing Vessel Certificate, vessel's relevant documents.

⁸⁰ PSCOs should note that certificates may be in hard copy or electronic form.

⁸¹ PSCO should consider the different application of the provisions of the Agreement, considering length or gross tonnage, if she is a new or existing vessel, progressive implementation, etc. (TABLE 1 inserted in Section 3: APPLICATION – SUMMARY could be consulted).

After the certificate and documents checking, the PSCO should check the overall condition of the vessel, including its equipment, navigational bridge, forecastle, working decks, fish holds, engine room, and verify that any outstanding deficiency from the previous PSC inspection has been rectified⁸².

If the International Fishing Vessel Safety Certificate is valid and the PSCO's general impression and visual observations on board confirm a good standard of maintenance, the PSCO should generally confine the inspection to reported or observed deficiencies, if any.

If, however, the PSCO from general impressions or observations on board has clear grounds for believing that the vessel, its equipment or its crew do not substantially meet the requirements of the Agreement, the PSCO should proceed to a more detailed inspection.

6.4.2 Clear grounds for a more detailed inspection

Clear grounds to conduct a more detailed inspection include but are not limited to⁸³:

- .1 the absence of principal equipment or arrangements required by the Agreement, taking into account exemptions and equivalents provisions of Chapter I;
- .2 evidence from a review of the International Fishing Vessel Safety Certificate is invalid;
- .3 evidence that the International Fishing Vessel Safety Certificate is not on board, incomplete, not maintained or are falsely maintained;
- .4 evidence from the PSCO's general impressions and observations that serious hull or structural deterioration or deficiencies exist that may place at risk the structural, watertight or weathertight integrity of the vessel;
- .5 evidence from the PSCO's general impressions or observations that serious deficiencies exist in the safety or navigational equipment;
- .6 information or evidence that the skipper or crew is not familiar with essential vessel board operations relating to the safety of vessels, or that operation have not been carried out;
- .7 indications that key crew members may not be able to communicate with each other or with other persons on board;
- .8 the emission of false distress alerts not followed by proper cancellation procedures; and
- .9 receipt of a report or complaint containing information that a vessel appears to be substandard.

⁸² Must be considered that currently Memorandum of Understandings on Port State Control do not require inspections of fishing vessels.

⁸³ If these evidences are found, a more detailed inspection must be conducted in the specific or specifics areas that do not substantially meet the requirements of the Agreement, if applicable.

6.5 Contravention and detention

Until a specific Port State Control regime of inspection on fishing vessels is developed under the Memorandum of Understanding (MoUs), port State inspections and procedures may be carried out considering IMO resolution A.1155(32).

6.5.1 Identification of a substandard vessel

There is not a definition in the Agreement of what a "substandard fishing vessel" is, but checking the IMO resolution A.1155(32) may be useful to identify such vessel "whose hull, machinery, equipment or operational safety is substantially below the standards" required by the Agreement⁸⁴.

Regardless holding a valid International Fishing Vessel Safety Certificate (IFVSC), being below the Agreement standards may be caused by:

- the absence of principal equipment or arrangements, or non-compliance with the provisions of the relevant regulations⁸⁵;
- while the equipment and arrangements are present, but they have suffered a deterioration that is considered as not admissible; and
- a serious lack of familiarisation of the crew with emergency procedures⁸⁶.

If these evident factors as a whole or individually pose a danger to the FV 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".

6.5.2 Submission of information concerning deficiencies

An individual or a body with an interest in the safety of the FV or the crew on board may submit information or a report alleging deficiencies. The seriousness of the deficiencies may indicate that the vessel appears to be a "substandard fishing vessel".

Until specific procedures for FVs PSC are established, Administrations may consider that a written form is more appropriate than oral allegations and additionally, which are the relevant authorities which should receive such information. The PSCO on board may help, if necessary, with the written submission of the allegations, as part of the PSC report.

6.5.3 Port State action in response to alleged substandard vessels

The response when a port State receives information on alleged risk for the safety of the FV or crew on board, may be similar to the port State action considered in the Agreement after preventing a vessel to sail because it has been deemed a danger.

⁸⁴ Several FAO, ILO and IMO researches highlight the link between substandard fishing vessels and illegal, unreported and unregulated (IUU) fishing. IMO, ILO and FAO efforts must be highlighted.

⁸⁵ The PSCO should be aware that the Agreement offers several possibilities to Administrations to exempt vessels, allow equivalents* and approve alternative design and arrangements. See Section 3 of this Guidance.

⁸⁶ 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 11 – Emergency procedures, musters and drills (Chapter VIII) of the Guidance. Chapter VIII applies to both new and existing vessels of 24 m in length and over.

The port State authorities should inform the consul, or in her/his absence, the nearest maritime, consular and/or diplomatic representative of the flag State and request them to initiate or cooperate with investigations. Nominated surveyors or recognized organizations responsible for the issue of the IFVSC should also be notified.

6.5.4 Guidance for the detention of fishing vessels

The Agreement states that the officer carrying out the control shall take steps to ensure that a vessel under certain circumstances shall not sail until it can proceed to sea or leave the port for the purpose of proceeding to the appropriate repair yard without danger to the vessel or persons on board.

Such specific circumstances, in the form of deficiencies and clear grounds for detention may be established. Until specific procedures are developed at different level, the following gives guidance on grounds for detention but it should not be used as a check list. The PSCO should use her/his professional judgment when deciding whether to detain the FV or not.

Main criteria:

When non-compliance with the Agreement is found, the PSCO may assess whether:

- the vessel is unsafe to proceed to sea; and
- non-compliances are serious enough to merit a re-inspection before it leaves the port.

Application of main criteria:

The seriousness of the non-compliance which may provoke a detention, may be assessed considering whether:

- the vessel has a valid IFVSC; and
- the vessel has the crew specified in the muster list, if required.

During the inspection, the judgment of the PSCO will further determine whether the vessel and/or the crew, during the whole next voyage, is able to:

- .1 navigate safely;
- .2 maintain adequate stability under all actual operating conditions;
- .3 operate the engine-room safely;
- .4 maintain proper propulsion and steering;
- .5 fight fires effectively in any part of the vessel if necessary;
- .6 abandon vessel speedily and safely and effect rescue if necessary;
- .7 maintain adequate watertight integrity;
- .8 communicate in distress situations if necessary;

- .9 provide the maximum of information in case of accident (as provided by the voyage data recorder); and
- .10 provide safe protection of the crew on board.

If the result of any of these assessments is negative, taking into account all deficiencies found, the vessel may be strongly considered for detention.

Detainable deficiencies:

Notwithstanding the difficulty to give a list as a guidance, the following is intended to assist the PSCO⁸⁷ to consider findings of such serious nature that may warrant the detention of the FV:

1. Lack of a valid International Fishing Vessel Safety Certificate (IFVSC)⁸⁸;
2. Failure of proper operation of propulsion and other essential machinery, as well as electrical installations;
3. Insufficient cleanliness of engine-room, excess amount of oily-water mixture in bilges, insulation of piping including exhaust pipes in engine-room contaminated by oil, and improper operation of bilge pumping arrangements;
4. Failure of the proper operation of emergency generator, lighting, batteries and switches.
5. Failure of proper operation of the main and auxiliary steering gear;
6. Absence, failure, insufficient capacity or serious deterioration of personal life-saving appliances, survival craft and launching and recovery arrangements;
7. Absence, non-compliance or substantial deterioration to the extent that it cannot comply with its intended use of fire detection system, fire alarms, fire-fighting equipment, fixed fire-extinguishing installation, ventilation valves, fire dampers and quick-closing devices;
8. Absence, non-compliance or serious deterioration of lights, shapes or sound signals;
9. Absence or failure of the proper operation of the radio equipment for distress and safety communication;
10. Absence or failure of the proper operation of navigation equipment;
11. Absence of corrected navigational charts, and/or all other relevant nautical publications necessary for the intended voyage, taking into account that electronic charts may be used as a substitute for the charts;

⁸⁷ When using the list as an assistance, the PSCO should consider the different application of the provisions of the Agreement, considering length (or gross tonnage), if the vessel is existing (progressive implementation may be allowed) or new, etc. In this regard, it may be useful to consult the application at the beginning of each section (Chapter) and specially the TABLE 1 inserted in Section 3: APPLICATION – SUMMARY.

⁸⁸ The PSCO may consult the Section 3 of the Guidance, SURVEYS AND CERTIFICATES (REGULATIONS I/6-17), which may assist to determine whether the IFVSC, if found on board, is valid or not.

12. Serious deficiency in the operational requirements of the Chapter VIII;
13. Absence or failure of a voyage data recorder (VDR), when its use is compulsory;
14. A recognized case of insufficient stability;
15. Absence of suitable stability information to the skipper under various operating conditions;
16. Absence, substantial deterioration or defective closing devices, hatch closing arrangements and watertight/weathertight doors; and
17. Freeing ports not in satisfactory or operational condition.

Since detention of a vessel involves many issues, the PSCO may consider in her/his interest to act together with other interested parties. Owner's representatives may be requested to provide proposals for correcting the situation. Regarding such proposed corrective actions, cooperation and consultation with the flag State, or the RO nominated to issue the Certificate may be also of interest for the PSCO.

All possible efforts shall be made to avoid a vessel being unduly detained or delayed. If a vessel is thereby unduly detained or delayed, it shall be entitled to compensation for any loss or damage suffered.

6.5.5 Suspension of inspection

During a control, a vessel which obviously corresponds to the "substandard fishing vessel" identified in the subparagraph 6.5.1 may be found. A specific procedure on how to act on such cases may be considered.

The PSCO may suspend the inspection, after recording detainable deficiencies, only in exceptional circumstances, and the port State authority should inform the responsible parties. The suspension will continue until that authority has been informed that the ship complies with all relevant requirements.

6.5.6 Procedures for rectification of deficiencies and release

If the scenario described in 6.5.4 has occurred, and the main criteria for detention is met, the port State authority may consider to release the vessel only when the hazard to the vessel or persons on board has disappeared.

The PSCO should try to be satisfied with the rectification of all the deficiencies before the vessel leaves the port. If the deficiencies cannot be remedied in the port of inspection, the vessel may be allowed to proceed to the next port of call. This may be chosen by the skipper and agreed to by that authority, provided that the conditions agreed between the port State authority and the flag State are complied with. The port State authority concerned shall notify all relevant information about the vessel to the flag State, to the RO, where appropriate and to the authorities of the next port of call and any other authority as appropriate.

If a vessel does not call at the nominated repair port, the port State authority of the repair port may immediately alert the flag State and detaining port State, which may take appropriate action.

6.6 Reporting requirements

It is advisable that, port State authorities at the conclusion of an inspection, provide the skipper of the FV with a document showing the results of the inspection, details of any action taken by the PSCO, and a list of any corrective action to be initiated by the skipper and/or company.

In the case of a detention, a notification should be made to the flag State Administration and to the nominated surveyor or RO which has issued the FVSC on its behalf. Main particulars of the vessel, copies of the document of the report named above, time of detention and copies of any detention order may be provided. At the time of the release, same notification may be made, including then the time and date.

The facts concerning an intervention such the detention shall be reported to the Organization by the Port State⁸⁹.

⁸⁹ Or a regional PSC regime, where the Agreement is included as a relevant instrument.

SECTION 7 HUMAN ELEMENT ON FISHERY

Notes:

1. It is often said that over 80% of all accidents are caused by "human error".
2. Human error is not always as a result solely of the actions of the fishermen alone, but may be as a result, in whole or in part, of poor design leading to excessive vibration, heat and noise levels, of poor ergonomic design, of inappropriate equipment, inappropriate working practices, lack of maintenance, fatigue and manning levels, of lack of appropriate training and preventive measures, of lack of awareness, etc.
3. Parties to the Cape Town Agreement of 2012 should consider whatever may lead to human errors when setting standards in design, construction and equipment of fishing vessels, approving plans, setting manning levels and introducing codes of safe practices and safety legislation, training standards and safety awareness campaigns.
4. The safety of the fishing vessel itself is perhaps the most important consideration for the safety and health of the crew.
5. The standards for training on a fishing vessel designed in accordance to the Cape Town Agreement of 2012 are provided for in the STCW-F convention as amended [and its Code].

Section Summary

This section considers the human element in an Agreement that contains substantial technical provisions related to the design of industrial fishing vessels. A ship designed and constructed in accordance to the 2012 Cape Town Agreement is the platform where fishermen will operate and sail, therefore fishermen must be capable to understand many of its technical requirements to also help to reduce accidents related to human failure and bridge the gap with the STCW-F Convention.

To view the full text of the Agreement, [click here](#)

Guidance on Implementation

Instrument to Implement	Content	States	Standard of Implementation	Supportive tools
<i>FAO/IMO/ILO Implementation Guidelines on Part B of the Code, the Voluntary Guidelines and the Safety Recommendations</i>	<i>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.</i>	Common Areas	Part 1.Paragraphs 6.2, 12.1	STCW-F Convention
		Flag State	Part 2. Paragraph 16.3	STCW-F Convention

Additional Guidelines

- Fishermen may not be as well trained as other seafarers worldwide and their level of training differs among regions.
- One of the most important points to enhance safety and enhance the importance of fishermen is the proper development of the safety culture at the level by Parties to the 2012 Cape Town Agreement.

- It is desirable that the STCW-F is ratified by parties to the 2012 Cape Town Agreement and conversely.
- The way in which fishing vessels are designed and built, and even equipped, depends on a variety of factors. The result can be the design and construction of a vessel that takes into account, to the greatest extent possible, the safety and comfort of the crew or, conversely, results in a vessel that may be less habitable and designed and equipped in a manner that unintentionally leads to fatigue, accidents and even illness.
- One of the most obvious considerations is the stability of the vessel. A vessel with poor stability may lead to capsize. On the other hand, a vessel that is unnecessarily "stiff" will be extremely uncomfortable. Another consideration is noise and vibration.
- Lack of attention to these issues in the design of the vessel and in the selection and installation of equipment can seriously interfere with sleep, thus leading to fatigue, musculo-skeletal problems, loss of hearing and accidents.
- Failure to consider the 2012 Cape Town Agreement may also make it difficult to re-register the vessel under other flags. The competent authority must ensure that all involved in vessel design and construction are provided with copies of this instrument. A copy of the Agreement should also be provided on board.

SECTION 8 CASUALTIES TO FISHING VESSELS

This article is applicable to all fishing vessels under the Agreement⁹⁰.

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

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 need to develop capacity to investigate accidents has varied from country to country. The CTA 2012 requires that investigation of casualties is carried out in order to improve safety at sea.

To view Article 7, [click here](#)

To view the full text of the Agreement, [click here](#)

⁹⁰ The Agreement and the 1993 Torremolinos Protocol shall be considered one single instrument.

Guidance for implementation

Regulation to Implement	Content	States	Standard of Implementation	Supportive tools
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. Flag State investigation. Paragraphs 38 to 41	Res. 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	Res. A.1075(28)

Additional Guidance

Article 7 mimics regulation I/21 of the SOLAS 1974 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, though non-mandatory for fishing vessels under the scope of the CTA 2012 and its guidelines may be followed.

The body 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.

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

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.

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),

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

Fishing vessels remain by far the activity with largest records in terms of casualties at sea. In addition, one of the main consequences of casualties is the loss of the fishing vessel, which exceeds by far the index when compared to merchant ships. This may limit the possible investigation however this should not preclude them.

More than half of the accidents on industrial 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 events during accidents industrial fishing vessels, particularly between 24 to 45 m in length, collision, grounding and fire/explosions are the other main contributors.

The oversimplification of considering "human error" as a cause of casualties should be avoided. However the human action on board either at shipboard operation (e.g. personnel and manning, crew resource, social environment, work place conditions, tools and equipment, maintenance or stress), shore management (e.g. operations management, safety and environment management, regulatory activities, design, emergency preparedness, organisation and management, personnel management, occupational health, maintenance policies) or due to the external environment (e.g. weather) needs careful consideration.

At the level of fishermen, it is important that casualty investigation helps them to have a clear understanding of how to manage safety to reduce accidents and 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.

Developing a safety culture and inviting all stakeholders to contribute to the diminution of accidents will provide transparency to achieve the objective to reduce casualties and incidents.

Parties to the 2012 Cape Town Agreement are encouraged to provide data in GISIS to mitigate underreporting.

SECTION 9 IMPLEMENTATION OF THE AGREEMENT AND FISHING INDUSTRY

Notes:

1. The need to address fishing vessel safety was recognized as early as the 1950s by the Food and Agriculture Organization of the United Nations (FAO) and as a result of calls by naval architects, the marine community and fishermen.
2. Commercial fishing vessels exist to provide food while having an economic profit. Therefore, economy is the starting point to cater for the social and environmental pillars of the sustainability in the sector.
3. At international level IUU Fishing has become one of the main drivers to achieve sustainable fisheries and the Port State Measures Agreement (PSMA) together with the Cape Town Agreement of 2012, the ILO 188 Work in fishing Convention of 2007, the STCW-F of 1995 and MARPOL fisheries industries may improve sustainability from a holistic point of view.
4. Consideration needs to be given to the difficulties that may be encountered by the fishing industry when proposing new measures such as the Cape Town Agreement.
5. Fishing vessels should be registered and the requirement to do so should be in the national primary legislation. The licence to fish should contain the same information as required for the registration of a fishing vessel in relation to its particulars and ownership. In this regard the IMO number is key.
6. Parties to the Agreement should ensure that appropriate arrangements are in place to adequately service the need to measure and register a fishing vessel. In this regard, it is noted that often the larger fishing vessels fall under the registrar of ships, while the task for small vessels lies with a fisheries management administration.

Section Summary

Safety is not achievable on fishing vessels if this is considered in isolation. This section guides regulators to introduce and enhance the safety level when measures design for merchant ships may not be practicable on fishing vessels.

To view the full text of the Agreement, [click here](#)

Guidance on Implementation

Instrument to Implement	Content	States	Standard of Implementation	Supportive tools
FAO/IMO/ILO Implementation Guidelines on Part B of the Code, the Voluntary Guidelines and the Safety Recommendations	<i>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.</i>	Common Areas	Part 1.	
		Flag State	Part 2	
		Coastal State	Part 3	
		Port State	Part 4	

Additional Guidelines

- The implementation of the 2012 Cape Town Agreement is different to 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,

- Since the 2012 Cape Town Agreement includes measures applicable to existing vessels, it is important and essential for the competent authority to communicate with all stakeholders in the industry on all issues before deciding on measures to implement the provisions of the instruments.
- Sometimes the responsibility on fishing vessel safety may not fall under the Ministry of Transport but under the Ministry of Fisheries, which might also have the responsibility for the training of fishermen, health and labour conditions on board in addition to dealing with fisheries as an economic resource.
- A key agreement in relation to fisheries is the FAO PSMA and the regime of PSC inspections in relation to fisheries may be very useful to set clear grounds on foreign flag fishing vessels calling the port of a Party to the 2012 Cape Town Agreement. Conversely the Agreement could be useful for port States and coastal States in combating illegal, unreported and unregulated (IUU) fishing and preventing marine pollution.
- Very often fishing vessels involved in IUU Fishing are unsafe.
- A good national strategy on fisheries is extremely important to decide whether the fishing vessels of a member state will be new or existing (coming from the second-hand market). This has to be linked with the way to issue fishing vessel licences, determine the fishing zones and EEZs and identify the needs of the fleet and capacity building needs.
- It is very important to develop a solid database with the FV characteristics, to know what they are designed for and particularly to the need of all maritime authorities to come together to safeguard the stocks and human life. In order to do this, it is recommended to link the fishing vessel licences to the fishing zones within the EEZ.
- Connecting licenses with competency, safety certificates and vessel seaworthiness may provide a good system of checks and balances for a longstanding problem. Incorporating safety-oriented measures into other management procedures such as permitting variations on partnering and quota allocations, could introduce valuable safety practices that makes fishing in small vessels more practical. It is recommended to request fishing vessels operating in a Member Government EEZ to comply safety provisions and the Cape Town Agreement.
- Since Industrial fishing vessels are operating further out, and going from one ocean to another the FAO's Global Record as a tool to build up and verify compliance. The access to the databases needs to be provided at national level.

SECTION 10 PROMOTION OF TECHNICAL COOPERATION AND PROVISION OF TECHNICAL ASSISTANCE

Notes:

1. Assembly of the International Maritime Organization (the Organization) adopted resolution A.998(25) on Need for capacity-building for the development and implementation of new, and amendments to existing, instruments;
2. The entry into force and implementation of the Agreement will make a significant contribution to the safety of ships in general and the safety of fishing vessels in particular; and
3. Global cooperation is important to promote the effective implementation of the Agreement by as many States as possible, particularly developing countries.

Section Summary

This section refers to the need to provide technical cooperation by IMO Member States, in particular those which are Contracting Governments to the 2012 Cape Town Agreement. The provision of technical cooperation may be provided through the IMO Integrated Technical Co-operation Programme (ITCP) since some IMO Member States might not have enough expertise to ratify or to implement the Agreement.

To view the full text of the Agreement, [click here](#)

Guidance on Implementation

Resolution to Implement	Content	States	Standard of Implementation	Supportive tools
Cape Town Conference Resolution 3	Promotion of technical co-operation and provision of technical a (link to resolution)	Common Areas	Part 1.	A.998(25)
		Flag State	Part 2	A.998(25)
		Coastal State	Part 3	A.998(25)
		Port State	Part 4	A.998(25)

Additional Guidelines

10.1 Technical cooperation and assistance

- 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.
- The Organization has intensified its efforts to provide States with the assistance they may need in implementing the Agreement and to make adequate provision for that purpose within its ITCP.
- The provision of technical assistance has proven key to increase ratifications by IMO MS. 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,
- When providing technical cooperation Member States need to be aware that some of the following circumstances may happen:

1. stringent parliamentary process to be observed in order to ratify the Agreement and sometime a possible lack of political will to ratify the Agreement;
 2. an acute shortage of specialist maritime lawyers in each state, 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; and
 3. the need for a consistent legal framework a shortage in 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 to derail the ratification of the Agreement due to the workload needed and the financial and administrative burdens that the Convention can impose on some stakeholders.
- It is important that interested Member Governments willing to ratify the Agreement bring this instrument to the knowledge of ship owners and other stakeholders in the region.
 - In order to provide technical cooperation, it is important also to engage with regional organizations that may have proper expertise in the region to assist countries with limited capacity to provide advice/guidance and actual assistance in drafting domestic legislations/regulations to enable harmonization in the regional maritime legal regime within a reasonable the frame.
 - 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 boatbuilding 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.
 - 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 each other.
 - At regional level, since Article 3(5) allows to develop regional standards for fishing vessels below 45 m L it is important to consider how neighbour IMO 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

The most recent measures adopted by IMO to promote the ratification of the agreement are as follows:

1. Resolution A.1161(32) that urges Governments that have not yet become parties to the Agreement to consider doing so by 11 October 2022; and invites Governments which experience difficulties in the process of becoming Parties to the Agreement to inform the Organization of the circumstances thereof, so that consideration can be given to

taking appropriate action in this respect, including providing necessary technical and legal assistance.

2. Resolution A.1107(29)⁹¹ that urges Governments to consider accepting the Agreement at the earliest possible opportunity; and-invoke Governments experiencing difficulties to becoming Parties to the Agreement to inform IMO so that consideration can be given to taking appropriate action in this respect, including providing necessary technical assistance.
3. Torremolinos Declaration⁹² that indicates the determination of Member States to ratify the Agreement by the target date of 11 October 2022 (tenth anniversary of the adoption of the Agreement) by signing the, which was open for further signatures until 21 October 2020 and ended up with 51 signatures in total.

10.3 Supportive tools to facilitate the entry into force

There are diverse tools which may be used when implementing the Agreement. In developing the Guidance, a methodology based on the guiding principles of the IMO Instruments Implementation (III) Code has been included where some areas of implementation are addressed by using a matrix that both identifies the regulation of the Agreement to be implemented together with its related implementation regulation in the III Code and shows examples of supportive tools to facilitate the implementation process.

⁹¹ [https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/AssemblyDocuments/A.1107\(29\).pdf](https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/AssemblyDocuments/A.1107(29).pdf)

⁹² <https://wwwcdn.imo.org/localresources/en/About/Events/Documents/Torremolinos%20fishing%20conf/TORREMOLINOS%20DECLARATION.pdf>

ANNEXES

ANNEX 1 GUIDELINES FOR FLAG STATES

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ANNEX 1 GENERAL PROVISIONS OF CONTROL ON FLAG STATE IN ACCORDANCE WITH THE 2012 CAPE TOWN AGREEMENT AND 1993 TORREMOLINOS PROTOCOL

1.1 Implementation of the Agreement

The provisions of the Agreement need to be implemented to national legislation according to the process established in each 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.

A process of reviewing, amending existing legislation or preparing new legislation on the basis of the provisions of the Agreement should be carried out by the competent authority and would consult with appropriate administrations or agencies and apportion responsibilities for the implementation. There should be a coordinated approach to setting standards and policies and the implementation of the Agreement, to be promulgated on the basis of the domestic laws.

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, in order that this strategy can be monitored and evaluated on a periodical basis with the aim of maintaining continuous improvement in the organizational capacity of the State.

Thus, implementation of the Agreement requires States to develop policies, by enacting legislation to help to implement and enforce the provisions of the Agreement, and by assigning 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.

An assessment of the fleet should be carried out and would 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.

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

Finally, it is important and essential for the competent authority 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, fishermen's cooperatives, fishermen, vessel owners, fishermen's federations, etc.

1.2 Registration and identification of fishing vessels

The purpose of a scheme on the registering of fishing vessels is to enhance maritime safety providing to competent authorities a record of fishing vessels that fly its flag and to which the Agreement applies to. It should be incorporated in a principal legislation as a requirement, and should be combined or linked with a database of the vessels license to fish.

The competent authority should ensure that appropriate arrangements are in place and Administrations liaised, to adequately service the need to register a fishing vessel. The

international formulae for vessel dimensions and tonnage measurements, and the unified interpretations on how these formulae should be used, it could be considered.

Also, identification and marking of fishing vessels during the register scheme should be considered by competent authorities as a relevant issue, taking into account the benefits of a global record to deter and eliminate illegal, unregulated and unreported (IUU) fishing activities, within the framework of legal instruments available. IMO Ship identification Number Scheme, adopted by Resolution A.1117(30), enable the IMO Number to be used as the Unique Vessel identifier in FAO's Global Record for fishing vessels⁹³.

2. INSPECTION, SURVEY AND CERTIFICATION MANAGEMENT SYSTEM ON FLAG STATE AUTHORITY UNDER THE 2012 CAPE TOWN AGREEMENT

2.1 Inspection, survey and certification management system

In accordance with survey and certification provisions of the Agreement and the Survey Guidelines proposed in Annex 2 of this Guidance, every vessel is subject to scheduled surveys by the Flag to inspect specified items to ensure that they are in a satisfactory condition and fit for the service for which the vessel is intended. With the aim to due International Fishing Vessel Safety Certificate be issue or endorsement.

Inspection activity may be initiated at the initiative of Administration. It could be when there is well-founded knowledge of facts that may endanger maritime safety and the integrity of the marine environment; by reasoned request from other administrative bodies, organizations or other public administrations which, having knowledge of conduct or facts that could justify the initiation of inspection activities, do not have competence in this area; or by due complaint from any person who informs of the existence of a specific fact presumably constituting an infringement in the field of maritime safety.

In contrast, surveys provided for in the Agreement may be initiated at the request of an interested party. It shall be carried out during the vessel's period in service, and specifically the scheduled surveys. Surveys to be carried out during the construction, conversion, alteration or repair of the vessel shall be initiated at the request of the shipyards or workshops responsible for carrying out the work or of the shipowners of the vessel.

In the event that flag State authorizes ROs to act on its behalf for inspections, surveys and issuance of certificates, it should regulate such authorization in accordance with the Agreement.

2.2 Survey and certification procedure

It would be useful for flag State to maintain a quality management system for the inspection, survey and certification processes, in order to standardize all processes relating to these obligations and to be able to follow them through the various stages that may exist in the life of the vessels.

⁹³ FAO's Global Record of Fishing Vessels, Refrigerated Transport Vessels and Supply Vessels: <http://www.fao.org/global-record/en/>

Flag State should periodically evaluate its performance in terms of the implementation of administrative processes and the use of procedures and resources necessary to fulfil its obligations under the Agreement⁹⁴.

The results of inspections and surveys, casualty statistics, etc. should be considered as evaluable parameters.

3. AUTHORIZED SURVEYOR FOR FLAG STATE

3.1 Professional profile of flag State surveyor

On the basis of the above mentioned assessments, the Administration should review its minimum requirements to carry out inspections and surveys and to plan a strategy for the recruitment and training needs, bearing in mind the need for: equipment, stability and associated seaworthiness, machinery and electrical installations, fire protection and firefighting, protection of the crew, life-saving appliances, emergency procedures and safety training, radiocommunications, navigational equipment, and minimum safe manning.

The actions, responsibilities, authority and interrelationship of all personnel who manage, perform and verify the performance of tasks affecting the safety of fishing vessels covered by the Agreement, and in particular those personnel who are responsible for or carry out surveys and inspections on vessels, should be identified and documented and should have at least one of the following requirements:

- appropriate qualifications obtained from a nautical or maritime institution;
- held a valid management level certificate of competency and having maintained their technical knowledge of ships and their operation; or a degree or equivalent from a tertiary institution within a relevant field of engineering or science, recognized by the flag State; or accreditation as a surveyor accreditation as a surveyor through a formalized training programme that leads to the same standard of experience and competence as the above; and
- appropriate practical and theoretical knowledge of fishing vessels and their operation, and the provisions of the Agreement and relevant national and international instruments necessary to perform their duties as Flag State surveyors obtained through documented training programmes.

3.2 Qualification and training requirements of flag State surveyors

Flag State should implement a documented system for the qualification of personnel and the continuous updating of their skills, depending on the tasks they are authorised to perform. Depending on the functions to be performed, the qualifications should encompass:

- knowledge of applicable, international and national, rules and regulations for fishing vessels and their operations, their crew, the sustainable fisheries and the eradication of illegal, unregulated and unreported (IUU) fishing;

⁹⁴ IMO Member State Audit Scheme (IMSAS). Although there is still no regulation to this effect in this area derived from the Agreement, the IMO's international instruments have been amended so that each State Party can be assessed and the full compliance with the responsibilities and obligations undertaken can be verified.

- knowledge of the procedures to be applied in survey, certification, control, and oversight functions;
- understanding of the goals and objectives of the international and national instruments dealing with maritime safety and protection of the marine environment, and of related programmes;
- understanding of the processes both on board and ashore, internal as well as external;
- possession of professional competency necessary to perform the given tasks effectively and efficiently;
- full safety awareness in all circumstances, also for one's own safety; and
- training or experience in the various tasks to be performed and preferably also in the functions to be assessed.

Flag State should issue an identification document for the surveyor to carry when performing his/her tasks.

ANNEX 2 SURVEY GUIDELINES UNDER THE SYSTEM OF SURVEY AND CERTIFICATION OF THE 2012 CAPE TOWN AGREEMENT

(The structure of these Guidelines is based on the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2021, issued through resolution A.1156(32))

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GENERAL

1 INTRODUCTION

1.1 Description of the system of survey and certification used in the Guidelines

1.1.1 The system of survey and certification of the 2012 Cape Town Agreement (hereinafter referred to as the Agreement) is the SOLAS 74/88 Harmonized System of Survey and Certification (HSSC), but with additional flexibility.

1.1.2 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.

1.1.3 The Agreement allows also for an alternative system, where the Administration uses the HSSC but exempts the vessel from the annual surveys and expands 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)).

1.1.4 A diagrammatic arrangement of these two systems is given in the appendix.

1.2 Application of the Guidelines to existing vessels

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 24 m in length. Furthermore, 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;
IX/1 to 16	Radiocommunications;
X/1 to 5	Shipborne navigational equipment, nautical instruments and publications; and signalling equipment ; and
X/6(1)(a) and (b)	Navigation bridge visibility (where practicable).

The survey items related to these regulations are highlighted in section 6.

2 TYPES OF SURVEY

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

- (I) 2.1 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) 2.2 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) 2.3 A renewal survey is the same as a periodical survey but also leads to the issue of a new certificate.
- (In) 2.4 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) 2.5 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) 2.6 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) 2.7 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.
- 2.8 List of types of survey in the Agreement
- (I) 2.8.1 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) 2.8.2 Periodical surveys

- Regulations I/7(1)(c)⁹⁵ and 7(2)(b)
- Regulations I/8(1)(c)¹ and 8(2)(b)
- (R) 2.8.3 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) 2.8.4 Intermediate surveys
 - Regulations I/9(1)(c)¹ and 9(2)(c)
- (A) 2.8.5 Annual surveys
 - Regulation I/1(6)¹
 - Regulations I/7(1)(d), 7(2)(c), and 9(1)(d) and 9(2)(d)
- (B) 2.8.6 Inspection of the outside of the vessel's bottom
 - Regulations I/9(1)(e) and 9(2)(e)
- (Ad) 2.8.7 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 types and 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 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 size (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, 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;

⁹⁵ 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).

(R) for the radio installations;

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 shall 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;
- .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.

4 DESCRIPTION OF THE VARIOUS TYPES OF SURVEY

(I) 4.1 Initial surveys

4.1.1 Frequency

The initial survey, as required by the relevant regulations (see 2.8.1), should be held before the vessel is put in service, and the certificate is issued for the first time.

4.1.2 General

4.1.2.1 The initial survey 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.

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 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 documentation specified in the requirements have been placed on board the vessel.

4.1.3 Examination of plans and designs

An application for an initial survey should be accompanied by plans and designs 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*

The annual survey, as required by the relevant regulations (see 2.8.5) and as shown diagrammatically in the appendix, should be held within three months before or after each anniversary date of the certificate.

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.

4.2.3 Where an annual survey has not been carried out within the due dates, reference should be made to 5.4.

(In) 4.3 Intermediate surveys

4.3.1 Frequency

The intermediate survey, as required by the relevant regulations (see 2.8.4) and as shown diagrammatically in the 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.

4.3.2 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 5.4.

(P) 4.4 Periodical surveys

4.4.1 Frequency

The periodical survey, as required by the relevant regulations (see 2.8.2) and as shown diagrammatically in the 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.

4.4.2 General

4.4.2.1 The periodical survey should consist of an inspection, with tests when necessary, of the equipment to ensure that requirements 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 documentation specified in the requirements 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 5.4.

(R) 4.5 Renewal surveys

4.5.1 Frequency

The renewal survey, as required by the relevant regulations (see 2.8.3) and as shown diagrammatically in the 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 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 documentation specified in the requirements 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

4.6.1 *Frequency*

There should be a minimum of two inspections of the outside of the vessel's bottom during any five-year period (see 5.5), 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.⁹⁶

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 5.4.

(Ad) 4.7 Additional surveys

4.7.1 *Frequency*

The additional survey, as required by the relevant regulations (see 2.8.7), should be held:

- .1 when required after an investigation; or
- .2 whenever any important repairs or renewals are made.

4.7.2 *General*

⁹⁶ Refer to 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).

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.

4.8 *Completion of surveys*

4.8.1 If a survey shows that the condition of the vessel or its equipment does not correspond substantially with the particulars of the certificate or 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, 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. 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.

4.8.2 If a survey shows 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 unreasonable threat of harm to the environment, but deficiencies exist that 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, with relevant information being 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

Reference: Regulation I/9(2)(e).

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

Reference: Regulation I/13(3).

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 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

Reference: Regulation I/9(1)(e).

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, no extension should be permitted on the period of 36 months between any two such inspections. 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 Revalidation of certificates

Reference: Regulation I/13(8)(a).

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 or article. 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.

5.5 Meaning of "any five-year period"

Reference: Regulation I/9(1)(e).

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

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

The certificate ceases to be valid when a vessel transfers to the flag of another State and it is required that 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 so requested, the Government of the State whose flag the vessel was formerly entitled to fly is obliged to forward, as soon as possible, to the new Administration 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. When fully satisfied by an inspection that the vessel is being properly maintained and that there have been no unauthorized changes, in order 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.

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

5.7.1 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 should 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 it is to be surveyed, be entitled by virtue of such extension to leave that port without having a new certificate.

5.7.2 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 relevant certificate(s) 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 relevant certificate(s);
- .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 relevant statutory certificate(s) should not exceed the period of validity of the certificate which may be issued to document compliance with the structural, mechanical and electrical requirements of the recognized classification society.

5.8 Survey of radio installations

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 THE LIFE-SAVING APPLIANCES AND OTHER EQUIPMENT

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

(EI) 1.1.1 For the life-saving appliances and the other equipment of fishing vessels 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 and 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 (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 the machinery spaces (regs. V/22 and 40);

(EI) 1.1.1.5 checking the provision of an automatic sprinkler and fire alarm and fire detection system for machinery spaces including periodically unattended machinery 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 the survival craft and rescue boats (regs. VII/3 and 5 to 7);

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

(EI) 1.1.1.11 examining the design of the 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 the line-throwing appliances (regs. VII/11 and 12);

(EI) 1.1.1.14 examining the provision, specification and stowage of the lifebuoys, lifejackets and immersion suits (regs. VII/8 to 10, 24, 25 and 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, the navigation lights, shapes and sound signalling equipment (COLREG 1972, rules 20 to 24, 27 to 30 and 33);

- | | | |
|------|----------|--|
| (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, (reg. X/3 and 5); |
| (EI) | 1.1.2 | For the life-saving appliances and the other equipment of fishing vessels the survey during construction and after installation should consist of: |
| (EI) | 1.1.2.1 | examining the fire pumps and fire main and the disposition of the 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 the fire extinguishers (regs. V/20, 21, 38 and 39); |
| (EI) | 1.1.2.3 | examining the fireman's outfits (reg. V/24 and 41); |
| (EI) | 1.1.2.4 | checking the operational readiness and maintenance of fire-extinguishing appliances (reg. V/22 and 40); |
| (EI) | 1.1.2.5 | examining any fixed fire detection and alarm system and any automatic sprinkler, fire detection and fire alarm system (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 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)); |
| (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 the distress flares and the 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, the navigation lights, shapes and sound signalling equipment (COLREG 1972, rules 20 to 24, 27 to 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, (reg. 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 the survival craft and rescue boats (regs. VII/3 and 5 to 7);
(EI)	1.1.2.19	checking the provision and stowage of the lifebuoys, lifejackets and immersion suits (regs. VII/8 to 10, 24, 25 and 27);
(EI)	1.1.2.20	checking the general emergency alarm system (reg. VIII/2(1));
(EI)	1.1.3	For the life-saving appliances and the other equipment of fishing vessels 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)	1.2.3.4	confirming that 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);
(EI)	1.1.3.7	checking that the International Code of Signals has been provided (reg. X/5(2));

(EI)	1.1.4	For the life-saving appliances and the other equipment of fishing vessels the completion of the initial survey should consist of:
(EI)	1.1.4.1	after a satisfactory survey the International Fishing Vessel Safety Certificate and its associated Record of Equipment should be issued.
(EA)	1.2	Annual surveys – see part "General" section 4.2.
(EA)	1.2.1	For the life-saving appliances and the other equipment of fishing vessels 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. V14(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;
(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);

(EA)	1.2.1.13	checking that the International Code of Signals has been provided (reg. X/5(2));
(EA)	1.2.2	For the life-saving appliances and the other equipment of fishing vessels 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 (reg. 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 hand-held 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);

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| (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 (reg. 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, 27 to 30 and 33); |
| (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, (reg. X/3 and 5); |
| (EA) | 1.2.3 | For the life-saving appliances and the other equipment of fishing vessels 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 the life-saving appliances and the other equipment of fishing vessels 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 the life-saving appliances and the other equipment of fishing vessels 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 (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); |

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- (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 the life-saving appliances and the other equipment of fishing vessels 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 the life-saving appliances and the other equipment of fishing vessels 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 the life-saving appliances and the other equipment of fishing vessels the renewal survey should consist of:
- (ER) 1.4.2.1 the provisions of (EP) 1.3.2; and
- (ER) 1.4.3 For the life-saving appliances and the other equipment of fishing vessels the completion of the renewal survey should consist of:
- (ER) 1.4.3.1 after a satisfactory survey, the International Fishing Vessel Safety Certificate should be issued.
- (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 of fishing vessels 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 (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);
- (CI) 2.1.1.7 examining the plans for the means of escape (reg. V/13 and 33);
- (CI) 2.1.2 For the 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) 2.1.2.4 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) 2.1.2.5 examining the scantlings of the portable fish hold divisions, if fitted (reg. III/11); and
- (CI) 2.1.2.6 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 (reg. III/2 to 10 and 12 to 14).
- (CI) 2.1.3 For the hull, machinery and equipment of fishing vessels the survey during construction and after installation should consist of:
 - (CI) 2.1.3.1 confirming that the subdivision bulkheads are constructed and tested as watertight up to the working deck and that the collision bulkhead is watertight up to the next deck above the working deck, if applicable; that the valves fitted on the pipes piercing the collision bulkhead are operable from above the freeboard deck and that there are no doors, manholes, ventilation ducts or any other openings (reg. II/(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 (reg. 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 the electric power circuits and steering gear control systems, together with their associated components, cables and pipes, are separated, as far as practicable, throughout their length (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 on the navigating bridge (reg. IV/13(4));
- (CI) 2.1.3.10 confirming, as appropriate, that the means of communication between the bridge and the emergency steering gear is operating satisfactorily and that other 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 (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 navigation bridge 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/9(1)(b)(ii) and (2) to (5), 11(8), 29(1) 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 (reg. V/13(1));
- (CI) 2.1.3.30 confirming that two widely separated means of escape are provided from each machinery space of Category A (reg. V/13(2));
- (CI) 2.1.4 For the 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 and 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 side scuttles 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);

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| (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); |
| (CI) | 2.1.4.10 | witnessing the inclining test or lightweight survey (reg. III/9); |
| (CI) | 2.1.5 | For the 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 of fishing vessels the completion of the initial survey should consist of: |
| (CI) | 2.1.6.1 | after a satisfactory survey, the International Fishing Vessel Safety Certificate should be issued. |
| (CA) | 2.2 | Annual surveys – see part "General", section 4.2. |
| (CA) | 2.2.1 | For the hull, machinery and equipment of fishing vessels 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; |
| (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 of fishing vessels 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 (reg. IV/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 navigation bridge 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 (reg. 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 (reg. 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));
- (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));

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| (CA) | 2.2.3 | For the 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; |
| (CA) | 2.2.3.4 | checking that the stability information is available (III/10); |
| (CA) | 2.2.4 | For the 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 (reg. 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 side scuttles 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) |
| (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 of fishing vessels 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 of fishing vessels the examination of current certificates and other records should consist of: |
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- (CIn) 2.3.1.1 the provisions of (CA) 2.2.1.
- (CIn) 2.3.2 For the hull, machinery and equipment of fishing vessels 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 of fishing vessels 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 of fishing vessels 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 of fishing vessels 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 the stability and associated seaworthiness the examination of current certificates and other records should consist of:
 - (CR) 2.4.3.1 the provisions of (CA) 2.2.1, except for the validity of the International Fishing Vessel Safety Certificate.
- (CR) 2.4.4 For the stability and associated seaworthiness the renewal survey should consist of:
 - (CR) 2.4.4.1 the provisions of (CA) 2.2.2;
 - (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).
 - (CR) 2.4.4.3 After a satisfactory survey, the International Fishing Vessel Safety Certificate should be issued.
- (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 of fishing vessels 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 of fishing vessels 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 the radio installations, including those used in life-saving appliances, of fishing vessels 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 IMO (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 (reg. VII/13 and 14).
(RI)	4.1.2	For the radio installations, including radio life-saving appliances, of fishing vessels 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);
(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;
(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);
(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;
(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;
(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 radio telex 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;
(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 program;
(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);
(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);

- (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);
 - (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;
 - (RI) 4.1.2.13.2 running the self-test program 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;
 - (RI) 4.1.2.14.2 running the self-test program 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;
 - (RI) 4.1.2.15.2 running the self-test program if provided;
- (RI) 4.1.2.16 examining the 406 MHz satellite 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);
- (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;
 - (RI) 4.1.2.17.4 where appropriate, checking any fixed installation provided in a survival craft;
- (RI) 4.1.2.18 examining the search and rescue locating devices (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;
 - (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 the 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 24);
 - (RI) 4.1.3.2 checking the radio operator's certificates of competence (reg. IX/15 and ITU RR Article 56);
 - (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 the radio installations, including those used in life-saving appliances, of fishing vessels the completion of the initial survey should consist of:
(RI)	4.1.4.1	the surveyor preparing and forwarding a survey report, indicating clearly the organization he or she represents, to the relevant authorities, 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, on fishing vessels 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;
(RP)	4.2.1.8	checking that the annual test has been carried out for the Satellite EPIRB and, if applicable, shore-based maintenance has been carried out at intervals not exceeding five years (reg. IX/14); and
(RP)	4.2.2	For radio installations, including radio life-saving appliances, of fishing vessels 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, of fishing vessels 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

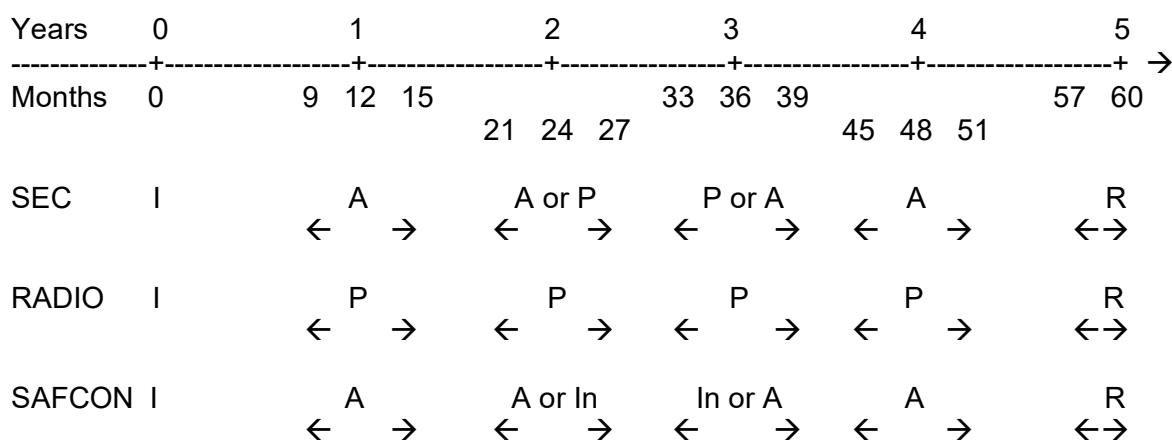
(RR)	4.3.1	For the radio installations, including those used in life-saving appliances, of fishing vessels the examination of current certificates and other records should consist of:
(RR)	4.3.1.1	the provisions of (RP) 4.2.1, except for the validity of the International Fishing Vessel Safety Certificate.
(RR)	4.3.2	For the radio installations, including those used in radio life-saving appliances, of fishing vessels the renewal survey should consist of:
(RR)	4.3.2.1	the provisions of (RI) 4.1.2.
(RR)	4.3.3	For the radio installations, including those used in radio life-saving appliances, of fishing vessels 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.

Appendix

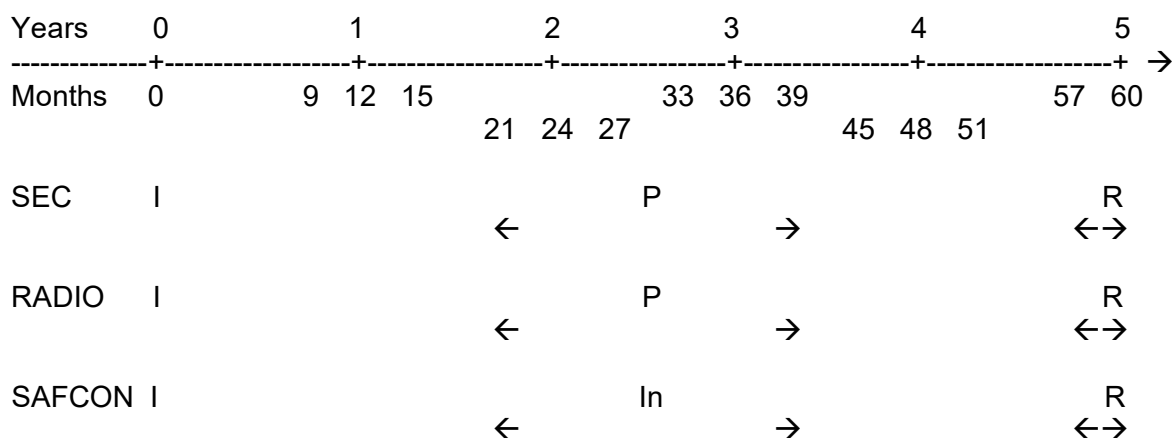
Diagrammatic arrangement of the two systems of survey and certification provided for in the 2012 Cape Town Agreement (the Agreement)

The system of survey and certification in the Agreement is the same as the one specified in SOLAS 74/88. 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:



Notes:

SEC: Survey for the life-saving appliances and other equipment.
 RADIO: Survey for the radio installations.
 SAFCON: Survey for the structure, machinery and equipment.

ANNEX 3 RADIO EQUIPMENT SUMMARY TABLE

Radio equipment (Chapter IX and IMO Resolution A.702(17))	Sea area ¹⁾				
	A1	A2	A3		A4
			SES ⁶⁾ option	HF option	
VHF/DSC	X	X	X	X	X
MF/DSC		X	X		
Recognized mobile satellite SES			X		
MF/HF DSC + NBDP				X	X
Duplicated VHF/DSC			X	X	X
Duplicated Recognized mobile satellite SES			X	Either	
Duplicated MF/HF DSC + NBDP					X
NAVTEX 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
Hand held (Two-way) GMDSS VHF radiotelephone app. ⁵⁾	X	X	X	X	X
SART 9 Ghz or AIS-SART ²⁾	X	X	X	X	X

Notes:

- 1) As defined in Regulation IX/2.
- 2) Resolution MSC.246(83) Performance standards for survival craft AIS search and rescue transmitters (AIS-SART) for use in search and rescue operations.
At least one search and rescue locating devices shall be carried on each side of every vessel. Alternatively, one search and rescue locating devices 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) MSC/Circ.1171 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 hand held (two-way) GMDSS VHF radiotelephone apparatus.
- 6) Resolution A.1001(25) Criteria for the provision of mobile satellite communication systems in the Global Maritime Distress and Safety System (GMDSS)

ANNEX 4 SHIPBORNE NAVIGATIONAL EQUIPMENT SUMMARY TABLE

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 shall 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 gyrocompass 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:
 - (a) the master gyro-compass or a gyro-repeater shall be clearly readable by the helmsman at the main steering position.
 - (b) 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.

ANNEX 5 RADIO EQUIPMENT PERFORMANCE STANDARDS⁹⁷

- General requirements for shipborne radio equipment forming part of the Global Maritime Distress and Safety System (GMDSS) and for electronic navigational aids (Resolution A.694(17)).
- Performance standards for shipborne VHF radio installations capable of voice communication and digital selective calling (Resolution A.803(19), amended by Resolution MSC. 68(68) Annex 1) (if fitted on or after 1 January 2000).
- Performance standards for survival craft two-way VHF radiotelephone apparatus (Resolution A. 809 (19) (if fitted before 1 January 2005)⁹⁸.
- System performance standard for the promulgation and coordination of maritime safety information using high-frequency narrow-band direct printing (Resolution A.699(17))⁹⁹.
- Performance standards for narrow-band direct-printing telegraph equipment for the reception of navigational and meteorological warnings and urgent information to ships (NAVTEX) (Resolution A.525 (13), amended by Resolution MSC.148(77)) (if fitted on or after 1 July 2005)¹⁰⁰.
- Performance standards for shipborne MF radio installations capable of voice communication and digital selective calling (Resolution A.804(19), amended by Resolution MSC. 68 (68) Annex 2) (if fitted on or after 1 January 2000).
- Performance standards for shipborne MF/HF radio installations capable of voice communication, narrow-band direct-printing and digital selective calling (Resolution A.806(19), amended by Resolution MSC. 68 (68) annex 3) (if fitted on or after 1 January 2000).
- Type approval of ship earth stations (Resolution A.570(14)).
- Performance standards for Inmarsat-C ship earth stations capable of transmitting and receiving direct- printing communications (Resolution A.807(19), amended by Resolution MSC.68(68), annex 3) (if fitted on or after 1 January 2000).
- Performance standards for Inmarsat ship earth stations capable of two-way communication (Resolution A.808(19)) (if fitted on or after 23 November 1996 and before 1 February 1999);

⁹⁷ Due revision of SOLAS Chapter IV, some performance standards could be revoked or revisioned once its entry into force.

⁹⁸ Resolution MSC.149(77) (if fitted on or after 1 January 2005).

⁹⁹ Resolution A.700(17): Performance standards for narrow-band direct-printing telegraph equipment for the reception of navigational and meteorological warnings and urgent information to ships (MSI) by HF.

¹⁰⁰ Resolution MSC.430(98) (if fitted on or after 1 July 2019).

Performance standards for Inmarsat ship earth stations capable of two-way communication (Resolution MSC.130(75)) (if fitted on or after 1 February 1999)¹⁰¹.

- Revised performance standards for Enhanced Group Call (EGC) equipment (Resolution MSC.306(87)) (if fitted on or after 01 July 2012)¹⁰².
- Performance standards for a shipborne integrated radiocommunication system (IRCS) when used in the GMDSS (Resolution A.811(19)).
- Recommendation on performance standards for float-free release and activation arrangements for emergency radio equipment (Resolution A.662(16)).
- Type approval of satellite emergency position-indicating radio beacons (EPIRBs) operating in the COSPAS–SARSAT system (Resolution A.696(17)).
- Performance standards for float-free satellite position-indicating radio beacons (EPIRBs) operating on 406 MHz (Resolution A.810(19), amended by Resolution MSC.56(66) and Resolution MSC.120(74)) (if fitted before 1 July 2022)¹⁰³.
- Performance standards for survival craft radar transponders for use in search and rescue operations (Resolution A.802(19), amended by Resolution MSC.247 (83))¹⁰⁴.
- Performance standards for float-free VHF emergency position-indicating radio beacons (Resolution A.805(19)).
- Performance standards for on-scene (aeronautical) two-way portable VHF radiotelephone apparatus (Resolution MSC.80(70), annex 1).

ANNEX 6 RADIONAVIGATIONAL EQUIPMENT PERFORMANCE STANDARDS

- Unification of performance standards for navigational equipment (Resolution A.575(14)).
- General requirements for shipborne radio equipment forming part of the Global Maritime Distress and Safety System (GMDSS) and for electronic navigational aids (Resolution A.694(17)).
- Recommendation on methods of measuring noise levels at listening posts (Resolution A.343(IX)).
- World-wide radionavigation system (Resolution A.666(16))¹⁰⁵.

¹⁰¹ Performance standards for a ship earth station for use in the GMDSS (Resolution MSC.434(98) (if designed to operate in a mobile satellite service recognized on or after 01 January 2021, complies with the relevant requirements of Resolution A.1001(25)).

¹⁰² Resolution MSC.431(98) (if fitted on or after 01 July 2019).

¹⁰³ Resolution MSC.471(101) (if fitted on or after 1 July 2022).

¹⁰⁴ Performance standards for survival craft AIS search and rescue transmitters (AIS-SART) for use in search and rescue operations (Resolution MSC.246(83)).

¹⁰⁵ Revoked by Resolution A.1046(27).

- Resolution A.529(13): Recommendation on accuracy standards for navigation¹⁰⁶.
- Performance standards for gyro-compasses (Resolution A.424(XI)).
- Performance standard for radar equipment (Resolution MSC.64(67), Annex 4) (if fitted before 1 July 2008); and Revised performance standard for radar equipment (Resolution MSC.192(79)) (if fitted on or after 1 July 2008).
- Performance standards for Automatic Radar Plotting Aids (ARPAs) (Resolution A.823(19)).
- Performance standards for electronic chart display and information systems (ECDIS) (Resolution A.817(19)) (if fitted before 1 January 1999); (Resolution MSC.64(67), Annex 5) (if fitted on or after 1 January 1999 and before 1 January 2000); (Resolution MSC.86(70), Annex 4) (if fitted on or after 1 January 2000)¹⁰⁷.
- Performance standards for shipborne LORAN-C and Chayka receivers (Resolution A.818(19)).
- Performance standards for Shipborne GLONASS Receiver Equipment (Resolution MSC.53(66), Annex) (if fitted before 1 July 2003); and Revised performance standards for Shipborne GLONASS Receiver Equipment (Resolution MSC.113(73)) (if fitted on or after 1 July 2003).
- Performance standards for Shipborne Global Positioning System (GPS) Receiver Equipment (Resolution A.819(19)) (if fitted before 1 July 2003)¹⁰⁸.
- Performance standards for Shipborne Combined GPS/GLONASS Receiver Equipment (Resolution MSC.74(69), Annex 1) (if fitted before 1 July 2003); and Revised Performance standards for Shipborne Combined GPS/GLONASS Receiver Equipment (Resolution MSC.115(73)) (if fitted on or after 1 July 2003).
- Performance standards for Shipborne DGPS and DGLONASS Maritime Radio Beacon Receiver Equipment (Resolution MSC.64(67), Annex 2) (if fitted on or after 1 January 1999 and before 1 July 2003); and Revised performance standards for Shipborne DGPS and DGLONASS Maritime Radio Beacon Receiver Equipment (Resolution MSC.114(73)) (if fitted on or after 1 July 2003).
- Performance standards for Heading Control Systems (Resolution MSC.64(67), Annex 3).
- Performance standards for Track Control Systems (Resolution MSC.74(69), Annex 2).

¹⁰⁶ Revoked by Resolution A.1046(27).

¹⁰⁷ Resolution MSC.232(82) (if fitted on or after 1 January 2009).

¹⁰⁸ Resolution MSC.112(73) (if fitted on or after 1 July 2003).

- Performance standards for a Universal Shipborne Automatic Identification System (AIS) (Resolution MSC.74(69), Annex 3); Guidelines on annual testing of the Automatic Identification System (AIS) (MSC.1/Circ.1252)¹⁰⁹.
- Performance standards for echo-sounding equipment (Resolution A.224(VII)); and Revised performance standards for echo-sounding equipment (Resolution MSC.74(69), Annex 4).
- Performance standards for devices to indicate speed and distance (Resolution A.824(19)) (if fitted on or after 1 January 1997 and before 1 July 2002); (Resolution MSC.96(72) (if fitted on or after 1 July 2002)¹¹⁰.
- Performance standards for Rate-of-turn indicators (Resolution A.526(13)).
- Performance standards for radar reflectors (Resolution A.384(X)) (if fitted before 1 July 2005); and (Resolution MSC.164(78)) (if fitted on or after 1 July 2005).
- Performance standards for magnetic compasses (Resolution A.382(X))¹¹¹.
- Performance standards for daylight signalling lamps (Resolution MSC.95(72)).
- Performance standards for sound reception systems (Resolution MSC.86(70), Annex 1).
- Performance standards for marine transmitting magnetic heading devices (TMHD's) (Resolution MSC.86(70), Annex 2) (if fitted before 1 July 2002); (Resolution MSC.116(73)) (if fitted on or after 1 July 2002)¹¹².
- Performance standards for shipborne Voyage Data Recorders (VDRs) (Resolution A.861(20)) (if fitted before 1 July 2014)¹¹³.

¹⁰⁹ Revised guidelines for onboard operational use of shipborne Automatic Identification System (AIS) (Resolution A.1106(29)).

¹¹⁰ Resolution MSC.334(90) (if fitted on or after 1 July 2004).

¹¹¹ Resolution MSC.302(87) (only when magnetic compass transmits an electronic alert).

¹¹² Application of performance standards for transmitting heading devices (THDs) to marine transmitting magnetic heading devices (TMHDs) (Resolution MSC.166(78)) (Annex 2 to Resolution MSC.86(70) is superseded by resolution MSC.116(73) for future applications).

¹¹³ Resolution MSC.214(81) (if fitted before 1 July 2014); Resolution MSC.333(90) (if fitted on or after 1 July 2014).
Performance standards for shipborne Simplified Voyage Data Recorders (S-VDRs) should be considering.