

**ANNEX 2**

**RESOLUTION MSC.308(88)  
(adopted on 3 December 2010)**

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR  
THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

THE MARITIME SAFETY COMMITTEE,

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

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as "the Convention"), concerning the amendment procedure applicable to the Annex to the Convention, other than to the provisions of chapter I thereof,

HAVING CONSIDERED, at its eighty-eighth session, amendments to the Convention, proposed and circulated in accordance with article VIII(b)(i) thereof,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 January 2012, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
3. INVITES SOLAS Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2012 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

**AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY  
OF LIFE AT SEA, 1974, AS AMENDED**

**CHAPTER II-1  
CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY  
AND ELECTRICAL INSTALLATIONS**

**Part D  
Electrical installations**

**Regulation 41 – Main source of electrical power and lighting systems**

1 In paragraph 6, the words "constructed on or after 1 July 2010" are inserted after the words "In passenger ships".

**CHAPTER II-2  
CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION**

**Part A  
General**

**Regulation 1 – Application**

2 In paragraph 1.1, the date "1 July 2002" is replaced by the date "1 July 2012".

3 In paragraph 1.2.2, the date "1 July 2002" is replaced by the date "1 July 2012".

4 The existing paragraph 2.1 is replaced by the following:

"2.1 Unless expressly provided otherwise, for ships constructed before 1 July 2012, the Administration shall ensure that the requirements which are applicable under chapter II-2 of the International Convention for the Safety of Life at Sea, 1974, as amended by resolutions MSC.1(XLV), MSC.6(48), MSC.13(57), MSC.22(59), MSC.24(60), MSC.27(61), MSC.31(63), MSC.57(67), MSC.99(73), MSC.134(76), MSC.194(80), MSC.201(81), MSC.216(82), MSC.256(84), MSC.269(85) and MSC.291(87) are complied with."

5 In paragraph 3.1, the date "1 July 2002" is replaced by the date "1 July 2012".

6 In paragraph 3.2, the date "1 July 2002" is replaced by the date "1 July 2012".

**Regulation 3 – Definitions**

7 The existing paragraph 23 is replaced by the following:

"23 *Fire Test Procedures Code* means the International Code for Application of Fire Test Procedures, 2010 (2010 FTP Code) as adopted by the Maritime Safety Committee of the Organization by resolution MSC.307(88), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I."

**Part C**  
**Suppression of fire**

**Regulation 7 – Detection and alarm**

8 In paragraph 4.1, at the end of subparagraph .1, the word "and" is deleted; at the end of subparagraph .2.2, the period "." is replaced by the word "; and"; and the following new subparagraph .3 is added after the existing subparagraph .2.2:

"3 enclosed spaces containing incinerators".

**CHAPTER V**  
**SAFETY OF NAVIGATION**

**Regulation 18 – Approval, surveys and performance standards of navigation systems and equipment and voyage data recorder**

9 The following new paragraph 9 is added after the existing paragraph 8:

"9 The automatic identification system (AIS) shall be subjected to an annual test. The test shall be conducted by an approved surveyor or an approved testing or servicing facility. The test shall verify the correct programming of the ship static information, correct data exchange with connected sensors as well as verifying the radio performance by radio frequency measurement and on-air test using, e.g., a Vessel Traffic Service (VTS). A copy of the test report shall be retained on board the ship."

**Regulation 23 – Pilot transfer arrangements**

10 The existing text of regulation 23 is replaced by the following:

**"1 Application**

1.1 Ships engaged on voyages in the course of which pilots may be employed shall be provided with pilot transfer arrangements.

1.2 Equipment and arrangements for pilot transfer which are installed<sup>1</sup> on or after 1 July 2012 shall comply with the requirements of this regulation, and due regard shall be paid to the standards adopted by the Organization<sup>2</sup>.

1.3 Except as provided otherwise, equipment and arrangements for pilot transfer which are provided on ships before 1 July 2012 shall at least comply with the requirements of regulation 17<sup>3</sup> or 23, as applicable, of the International Convention for the Safety of Life at Sea, 1974, in force prior to that date, and due regard shall be paid to the standards adopted by the Organization prior to that date.

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<sup>1</sup> Refer to the Unified interpretation of SOLAS regulation V/23 (MSC.1/Circ.1375).

<sup>2</sup> Refer to the Assembly resolution on Pilot transfer arrangements, to be adopted by the Organization.

<sup>3</sup> Refer to resolution MSC.99(73), renumbering previous regulation 17 as regulation 23, which entered into force on 1 July 2002.

1.4 Equipment and arrangements installed on or after 1 July 2012, which are a replacement of equipment and arrangements provided on ships before 1 July 2012, shall, in so far as is reasonable and practicable, comply with the requirements of this regulation.

1.5 With respect to ships constructed before 1 January 1994, paragraph 5 shall apply not later than the first survey<sup>4</sup> on or after 1 July 2012.

1.6 Paragraph 6 applies to all ships.

## **2 General**

2.1 All arrangements used for pilot transfer shall efficiently fulfil their purpose of enabling pilots to embark and disembark safely. The appliances shall be kept clean, properly maintained and stowed and shall be regularly inspected to ensure that they are safe to use. They shall be used solely for the embarkation and disembarkation of personnel.

2.2 The rigging of the pilot transfer arrangements and the embarkation of a pilot shall be supervised by a responsible officer having means of communication with the navigation bridge and who shall also arrange for the escort of the pilot by a safe route to and from the navigation bridge. Personnel engaged in rigging and operating any mechanical equipment shall be instructed in the safe procedures to be adopted and the equipment shall be tested prior to use.

2.3 A pilot ladder shall be certified by the manufacturer as complying with this regulation or with an international standard acceptable to the Organization<sup>5</sup>. Ladders shall be inspected in accordance with regulations I/6, 7 and 8.

2.4 All pilot ladders used for pilot transfer shall be clearly identified with tags or other permanent marking so as to enable identification of each appliance for the purposes of survey, inspection and record keeping. A record shall be kept on the ship as to the date the identified ladder is placed into service and any repairs effected.

2.5 Reference in this regulation to an accommodation ladder includes a sloping ladder used as part of the pilot transfer arrangements.

## **3 Transfer arrangements**

3.1 Arrangements shall be provided to enable the pilot to embark and disembark safely on either side of the ship.

3.2 In all ships, where the distance from sea level to the point of access to, or egress from, the ship exceeds 9 m, and when it is intended to embark and disembark pilots by means of the accommodation ladder<sup>6</sup>, or other equally safe and convenient means in conjunction with a pilot ladder, the ship shall carry such

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<sup>4</sup> Refer to the Unified interpretation of the term "first survey" referred to in SOLAS regulations (MSC.1/Circ.1290).

<sup>5</sup> Refer to the recommendations by the International Organization for Standardization, in particular publication ISO 799:2004, *Ships and marine technology – Pilot ladders*.

<sup>6</sup> Refer to regulation II-1/3-9 on Means of embarkation on and disembarkation from ships, adopted by resolution MSC.256(84), together with the associated Guidelines (MSC.1/Circ.1331).

equipment on each side, unless the equipment is capable of being transferred for use on either side.

3.3 Safe and convenient access to, and egress from, the ship shall be provided by either:

- .1 a pilot ladder requiring a climb of not less than 1.5 m and not more than 9 m above the surface of the water so positioned and secured that:
  - .1 it is clear of any possible discharges from the ship;
  - .2 it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship;
  - .3 each step rests firmly against the ship's side; where constructional features, such as rubbing bands, would prevent the implementation of this provision, special arrangements shall, to the satisfaction of the Administration, be made to ensure that persons are able to embark and disembark safely;
  - .4 the single length of pilot ladder is capable of reaching the water from the point of access to, or egress from, the ship and due allowance is made for all conditions of loading and trim of the ship, and for an adverse list of 15°; the securing strong point, shackles and securing ropes shall be at least as strong as the side ropes; or
- .2 an accommodation ladder in conjunction with the pilot ladder (i.e. a combination arrangement), or other equally safe and convenient means, whenever the distance from the surface of the water to the point of access to the ship is more than 9 m. The accommodation ladder shall be sited leading aft. When in use, means shall be provided to secure the lower platform of the accommodation ladder to the ship's side, so as to ensure that the lower end of the accommodation ladder and the lower platform are held firmly against the ship's side within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length and clear of all discharges.
  - .1 when a combination arrangement is used for pilot access, means shall be provided to secure the pilot ladder and manropes to the ship's side at a point of nominally 1.5 m above the bottom platform of the accommodation ladder. In the case of a combination arrangement using an accommodation ladder with a trapdoor in the bottom platform (i.e. embarkation platform), the pilot ladder and man ropes shall be rigged through the trapdoor extending above the platform to the height of the handrail.

#### **4 Access to the ship's deck**

Means shall be provided to ensure safe, convenient and unobstructed passage for any person embarking on, or disembarking from, the ship between the head of the pilot ladder, or of any accommodation ladder or other appliance, and the ship's deck. Where such passage is by means of:

- .1 a gateway in the rails or bulwark, adequate handholds shall be provided;
- .2 a bulwark ladder, two handhold stanchions rigidly secured to the ship's structure at or near their bases and at higher points shall be fitted. The bulwark ladder shall be securely attached to the ship to prevent overturning.

#### **5 Shipside doors**

Shipside doors used for pilot transfer shall not open outwards.

#### **6 Mechanical pilot hoists**

Mechanical pilot hoists shall not be used.

#### **7 Associated equipment**

7.1 The following associated equipment shall be kept at hand ready for immediate use when persons are being transferred:

- .1 two man-ropes of not less than 28 mm and not more than 32 mm in diameter properly secured to the ship if required by the pilot; man-ropes shall be fixed at the rope end to the ring plate fixed on deck and shall be ready for use when the pilot disembarks, or upon request from a pilot approaching to board (the manropes shall reach the height of the stanchions or bulwarks at the point of access to the deck before terminating at the ring plate on deck);
- .2 a lifebuoy equipped with a self-igniting light;
- .3 a heaving line.

7.2 When required by paragraph 4 above, stanchions and bulwark ladders shall be provided.

#### **8 Lighting**

Adequate lighting shall be provided to illuminate the transfer arrangements overside and the position on deck where a person embarks or disembarks."

## APPENDIX CERTIFICATES

### Form of Safety Certificate for Passenger Ships

11 The following new paragraphs 2.10 and 2.11 are added after the existing paragraph 2.9:

"2.10 the ship was/was not<sup>1</sup> subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38<sup>1</sup> of the Convention;

2.11 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliances and arrangements<sup>1</sup> is/is not<sup>1</sup> appended to this Certificate.

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<sup>1</sup> Delete as appropriate."

### Form of Safety Construction Certificate for Cargo Ships

12 The following new paragraphs 4 and 5 are added after the existing paragraph 3:

"4 That the ship was/was not<sup>4</sup> subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17<sup>4</sup> of the Convention.

5 That a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection<sup>4</sup> is/is not<sup>4</sup> appended to this Certificate.

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<sup>4</sup> Delete as appropriate."

### Form of Safety Equipment Certificate for Cargo Ships

13 The following new paragraphs 2.7 and 2.8 are added after the existing paragraph 2.6:

"2.7 the ship was/was not<sup>4</sup> subjected to an alternative design and arrangements in pursuance of regulation(s) II-2/17 / III/38<sup>4</sup> of the Convention;

2.8 a Document of approval of alternative design and arrangements for fire protection/life-saving appliances and arrangements<sup>4</sup> is/is not<sup>4</sup> appended to this Certificate.

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<sup>4</sup> Delete as appropriate."

### Form of Nuclear Passenger Ship Safety Certificate

14 The existing paragraphs 2.11 and 2.12 are replaced by the following:

"2.11 the ship was/was not<sup>1</sup> subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38<sup>1</sup> of the Convention;

2.12 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliances and arrangements<sup>1</sup> is/is not<sup>1</sup> appended to this Certificate.

<sup>1</sup> Delete as appropriate."

### **Form of Nuclear Cargo Ship Safety Certificate**

15 The existing paragraphs 2.10 and 2.11 are replaced by the following:

"2.10 the ship was/was not<sup>3</sup> subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38/<sup>3</sup> of the Convention;

2.11 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliances and arrangements<sup>3</sup> is/is not<sup>3</sup> appended to this Certificate.

<sup>3</sup> Delete as appropriate."

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