INTERNATIONAL MARITIME ORGANIZATION
4 ALBERT EMBANKMENT
LONDON SE1 7SR

Telephone: 020 7735 7611
Fax: 020 7587 3210

IMO

E

Ref. T3/1.01

Circular letter No.2876
21 May 2008

To: All IMO Members
Contracting Governments to the International Convention for the Safety of Life at Sea, 1974

Subject: **Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended**

Amendments to the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (INF Code), as amended

Amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code), as amended

Amendments to the International Life-Saving Appliance Code (LSA Code), as amended

Amendments to the International Safety Management Code (ISM Code), as amended

1 The Maritime Safety Committee, at its eighty-third session (3 to 12 October 2007) and its eighty-fourth session (7 to 16 May 2008), approved the draft amendments to:

.1 chapters II-1, II-2, VI, VII, IX, XI-2 and XII of the International Convention for the Safety of Life at Sea, 1974, as amended, set out in annex 1;

.2 the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (INF Code), as amended, set out in annex 2;

.3 the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code), as amended, set out in annex 3;

.4 the International Life-Saving Appliance Code (LSA Code), as amended, set out in annex 4; and

.5 the International Safety Management Code (ISM Code), as amended, set out in annex 5,

for circulation with a view to adoption at its eighty-fifth session (26 November to 5 December 2008).

2 The Secretary-General has the honour to transmit herewith, in accordance with article VIII(b)(i) of the International Convention for the Safety of Life at Sea, 1974, the text of the aforementioned proposed amendments to the Convention, the INF Code, the 2000 HSC Code, the LSA Code and the ISM Code, given in annexes 1 to 5 respectively, for consideration with the view to adoption by the Committee at its eighty-fifth session, in accordance with article VIII(b)(iv) of the Convention.

***

ANNEX 1

DRAFT 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 A
General

Regulation 2 – Definitions

1 The following new paragraph 27 is added after the existing paragraph 26:

"27 *Intact Stability Code, 2008 (2008 IS Code)* means the International Code on Intact Stability, 2008, consisting of an introduction, part A (the provisions of which shall be treated as mandatory) and part B (the provisions of which shall be treated as recommendatory), as adopted by resolution MSC.…(...), provided that:

.1 amendments to the introduction and part A of the Code are adopted, brought into force and take effect in accordance with article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I; and

.2 amendments to part B of the Code are adopted by the Maritime Safety Committee in accordance with its Rules of Procedure."

Part A-1
Structure of ships

Regulation 3-3 – Safe access to tanker bows

2 In paragraph 1, the references "VII/8.2" and "VII/11.2" are replaced by the references "VII/13.2" and "VII/16.2", respectively.

Part B-1
Stability

Regulation 5 – Intact stability information

3 In the existing title of the regulation, the word "information" is deleted.

4 In paragraph 1, the following new sentence is added after the existing sentence:

"In addition to any other applicable requirements of the present regulations, ships having a length of 24 m and upwards constructed on or after [*date to be determined*] shall as a minimum comply with the requirements of part A of the 2008 IS Code."

Regulation 5-1 – Stability information to be supplied to the master

5 Subparagraph .1 of paragraph 2 is replaced by the following:

".1 curves or tables of minimum operational metacentric height (GM) versus draught which assures compliance with the intact stability requirements according to the requirements of part A of the 2008 IS Code and relevant damage stability requirements, alternatively corresponding curves or tables of the maximum allowable vertical centre of gravity (KG) versus draught, or with the equivalents of either of these curves;"

6 Subparagraph .3 of paragraph 2 is replaced by the following:

".3 all other data and aids which might be necessary to maintain the required intact stability according to the requirements of part A of the 2008 IS Code and stability after damage."

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

Part A
General

Regulation 1 – Application

7 The following new paragraph 2.3 is added:

"2.3 The following ships, with cargo spaces intended for the carriage of packaged dangerous goods, shall comply with regulation 19.3, except when carrying dangerous goods specified as classes 6.2 and 7 and dangerous goods in limited quantities* and excepted quantities** in accordance with tables 19.1 and 19.3 not later than the date of the first renewal survey on or after the [*date of entry into force*]:

.1 passenger ships and cargo ships of 500 gross tonnage and upwards constructed on or after 1 September 1984 but before [*date of entry into force*]; and

.2 cargo ships of less than 500 gross tonnage constructed on or after 1 February 1992 but before [*date of entry into force*].

Notwithstanding these provisions:

.3 passenger ships and cargo ships of 500 gross tonnage and upwards constructed on or after 1 September 1984 but before 1 July 1986 need not comply with regulation 19.3.3 provided that they comply with regulation 54.2.3 as adopted by resolution MSC.1(XLV);

.4 passenger ships and cargo ships of 500 gross tonnage and upwards constructed on or after 1 July 1986 but before 1 February 1992 need not comply with regulation 19.3.3 provided that they comply with regulation 54.2.3 as adopted by resolution MSC.6(48);

.5 passenger ships and cargo ships of 500 gross tonnage and upwards constructed on or after 1 September 1984 but before 1 July 1998 need not comply with regulations 19.3.10.1 and 19.3.10.2; and

.6 cargo ships of less than 500 gross tonnage constructed on or after 1 February 1992 but before 1 July 1998 need not comply with regulations 19.3.10.1 and 19.3.10.2.

---

* Refer to chapter 3.4 of the IMDG Code.

** Refer to chapter 3.5 of the IMDG Code."

8 In paragraph 6.2, the references "VII/8.1" and "VII/11.1" are replaced by the references "VII/13.1" and "VII/16.1", respectively.

Regulation 3 – Definitions

9 In paragraph 11, the reference "VII/8.1" is replaced by the reference "VII/13.1".

10 In paragraph 25, the reference "VII/11.1" is replaced by the reference "VII/16.1".

Part C
Suppression of fire

Regulation 9 – Containment of fire

11 The last sentence of paragraph 4.1.1.2 is moved to a new separate paragraph 4.1.1.3 and the existing following paragraphs are renumbered accordingly.

12 The following text is added at the end of paragraph 4.1.1.2:

"Doors approved without the sill being part of the frame, which are installed on or after [*date of entry into force*], shall be installed such that the gap under the door does not exceed 12 mm. A non-combustible sill shall be installed under the door such that floor coverings do not extend beneath the closed door."

13 The following text is added at the end of paragraph 4.1.2.1:

"Doors approved without the sill being part of the frame, which are installed on or after [*date of entry into force*], shall be installed such that the gap under the door does not exceed 25 mm."

14 In paragraph 4.2.1, the following text is added after the first sentence:

"Doors approved as "A" class without the sill being part of the frame, which are installed on or after [*date of entry into force*], shall be installed such that the gap under the door does not exceed 12 mm and a non-combustible sill shall be installed under the door such that floor coverings do not extend beneath the closed door. Doors approved as "B" class without the sill being part of the frame shall be installed such that the gap under the door does not exceed 25 mm."

15 In paragraph 7.1.1, in the first and second sentences, the words "non-combustible" are replaced by the words "steel or equivalent".

16 At the beginning of paragraph 7.1.1.1, the words "subject to paragraph 7.1.1.2" are added and the word "a" before the word "material" is replaced by the word "any".

17 The following new paragraph 7.1.1.2 is added after the existing paragraph 7.1.1.1 and the existing subsequent paragraphs are renumbered accordingly:

".2 on ships constructed on or after [*date of entry into force*], the ducts shall be made of heat resisting non-combustible material, which may be faced internally and externally with membranes having low flame-spread characteristics and, in each case, a calorific value[**] not exceeding 45 MJ/m^2 of their surface area for the thickness used;

[**] Refer to the recommendations published by the International Organization for Standardization, in particular publication ISO 1716:2002, *Determination of calorific potential.*"

18 In paragraph 7.4.4.2, the words "non-combustible" are replaced by the words "steel or equivalent".

19 In paragraph 7.4.4.3, the words "non-combustible" are replaced by the words "steel or equivalent".

20 At the beginning of paragraph 7.4.4.3.1, the words "subject to paragraph 7.4.4.3.2" are added and the word "a" before the word "material" is replaced by the word "any".

21 The following new paragraph 7.4.4.3.2 is added after the existing paragraph 7.4.4.3.1 and the existing subsequent paragraphs are renumbered accordingly:

".3.2 on ships constructed on or after [*date of entry into force*], the ducts shall be made of heat resisting non-combustible material, which may be faced internally and externally with membranes having low flame-spread characteristics and, in each case, a calorific value[*] not exceeding 45 MJ/m^2 of their surface area for the thickness used;"

[*] Refer to the recommendations published by the International Organization for Standardization, in particular publication ISO 1716:2002, *Determination of calorific potential.*"

22 At the end of paragraph 7.5.2.1.2, the words "and, in addition, a fire damper in the upper end of the duct" are added.

Regulation 10 – Fire fighting

23 The following new paragraph 10.2.6 is inserted after the existing paragraph 10.2.5:

"10.2.6 Passenger ships carrying more than 36 passengers constructed on or after [*date of entry into force*] shall be fitted with a suitably located means for fully recharging breathing air cylinders, free from contamination. The means for recharging shall be either:

.1 breathing air compressors supplied from the main and emergency switchboard, or independently driven, with a minimum capacity of 60 *l*/min per required breathing apparatus, not to exceed 420 *l*/min; or

.2 self-contained high-pressure storage systems of suitable pressure to recharge the breathing apparatus used on board, with a capacity of at least 1,200 *l* per required breathing apparatus, not to exceed 50,000 *l* of free air."

Part G
Special requirements

Regulation 19 – Carriage of dangerous goods

24 The existing note 1 to table 19.1 is replaced by the following:

"[1] For classes 4 and 5.1 solids not applicable to closed freight containers. For classes 2, 3, 6.1 and 8 when carried in closed freight containers the ventilation rate may be reduced to not less than two air changes per hour. For classes 4 and 5.1 liquids when carried in closed freight containers, the ventilation rate may be reduced to not less than two air changes per hour. For the purpose of this requirement a portable tank is a closed freight container."

25 In note 10 to table 19.2, the words "the Code of Safe Practice for Solid Bulk Cargoes, adopted by resolution A.434(XI)" are replaced by the words "the International Maritime Solid Bulk Cargoes (IMSBC) Code, as adopted by resolution MSC.…(…)".

26 The existing table 19.3 is replaced by the following table:

"**Table 19.3 – Application of the requirements to different classes of dangerous goods except solid dangerous goods in bulk**

Regulation 19 \ Class	1.1 to 1.6	1.4S	2.1	2.2	*2.3 flammable*	*2.3 non-flammable*	3 FP[15] < 23°C	3 FP[15] ≥ 23°C to ≤ 60°C	4.1	4.2	*4.3 liquids*	*4.3 solids*	5.1	5.2[16]	6.1 liquids FP[15] < 23°C	6.1 liquids FP[15] ≥ 23°C to ≤ 60°C	*6.1 liquids*	6.1 solids	8 liquids FP[15] < 23°C	8 liquids FP[15] ≥ 23°C to ≤ 60°C	*8 liquids*	8 solids	9
3.1.1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3.1.2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	-
3.1.3	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3.1.4	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3.2	X	-	X	-	X	-	X	-	-	-	X[18]	-	-	-	X	-	-	-	X	-	-	-	X[17]
3.3	X	X	X	X	-	X	X	X	X	X	X	X	X	-	X	X	X	X	X	X	X	X	-
3.4.1	-	-	X	-	-	X	X	-	X[11]	X[11]	X	X	X[11]	-	X	X	-	X[11]	X	X	-	-	X[11]
3.4.2	-	-	X	-	-	-	X	-	-	-	-	-	-	-	X	-	-	-	X	-	-	-	X[17]
3.5	-	-	-	-	-	-	X	-	-	-	-	-	-	-	X	X	X	-	X	X[19]	X[19]	-	-
3.6	-	-	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X[14]
3.7	-	-	-	-	-	-	X	X	X	X	X	X	X	-	X	X	-	-	X	X	-	-	-
3.8	X[12]	-	X	X	X	X	X	X	X	X	X	X	X[13]	X	X	X	-	-	X	X	-	-	-
3.9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3.10.1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3.10.2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

[11] When "mechanically-ventilated spaces" are required by the IMDG Code, as amended.

[12] Stow 3 m horizontally away from the machinery space boundaries in all cases.

[13] Refer to the IMDG Code, as amended.

[14] As appropriate for the goods to be carried.

[15] FP means flashpoint.

[16] Under the provisions of the IMDG Code, as amended, stowage of class 5.2 dangerous goods under deck or in enclosed ro-ro spaces is prohibited.

[17] Only applicable to dangerous goods evolving flammable vapour listed in the IMDG Code.

[18] Only applicable to dangerous goods having a flashpoint less than 23ºC listed in the IMDG Code.

[19] Only applicable to dangerous goods having a subsidiary risk class 6.1."

27 In paragraph 2.1, the words "and excepted quantities" with the following footnote are added after the text "except when carrying dangerous goods in limited quantities":

"Refer to chapter 3.5 of the IMDG Code."

28 In paragraph 3.4, the existing title is replaced as follows:

"3.4 *Ventilation arrangement*".

29 The following text is added at the end of the first sentence of paragraph 3.6.1:

"and shall be selected taking into account the hazards associated with the chemicals being transported and the standards developed by the Organization according to the class and physical state[*].

[*] For solid bulk cargoes, the protective clothing should satisfy the equipment provisions specified in the respective schedules of the IMSBC Code for the individual substances. For packaged goods, the protective clothing should satisfy the equipment provisions specified in emergency procedures (EmS) of the Supplement to the IMDG Code for the individual substances."

30 At the end of paragraph 4, the words "and excepted quantities" are added.

CHAPTER VI
CARRIAGE OF CARGOES

Part A
General provisions

31 The following new regulation 1 is added before the existing regulation 1 and the subsequent regulations are renumbered accordingly:

"**Regulation 1**
Definitions

For the purpose of this chapter, unless expressly provided otherwise:

IMSBC Code means the International Maritime Solid Bulk Cargoes Code adopted by the Maritime Safety Committee of the Organization by resolution MSC.…(…), 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; and

Solid bulk cargo means any cargo, other than liquid or gas, consisting of a combination of particles, granules or any larger pieces of material generally uniform in composition, which is loaded directly into the cargo spaces of a ship without any intermediate form of containment."

Regulation 2 – Cargo Information

32 The existing paragraph 2.2 is replaced by the following:

".2 in the case of solid bulk cargo, information as required by section 4 of the IMSBC Code."

33 The existing paragraph 2.3 is deleted.

34 The following new regulation 3 is added before the existing regulation 3 and the subsequent regulations are renumbered accordingly:

"**Regulation 3**
Requirements for the carriage of solid bulk cargoes other than grain

The carriage of solid bulk cargoes other than grain shall be in compliance with the relevant provisions of the IMSBC Code."

Regulation 3 – Oxygen analysis and gas detection equipment

35 In paragraph 1, the word "solid" is inserted in the first sentence, after the words "When transporting a".

Part B
Special provisions for bulk cargoes other than grain

36 The title of part B is replaced as follows:

"**Part B**
Special provisions for solid bulk cargoes"

Regulation 6 – Acceptability for shipment

37 In existing paragraph 1, the word "solid" is inserted in the first sentence after the words "Prior to loading a".

38 The existing paragraphs 2 and 3 are deleted.

Regulation 7 – Loading, unloading and stowage of bulk cargoes

39 In the heading of the regulation, the word "solid" is inserted after the words "stowage of".

40 The existing paragraphs 4 and 5 are deleted and the subsequent paragraphs are renumbered accordingly.

CHAPTER VII
CARRIAGE OF DANGEROUS GOODS

41 Parts A-1 to D are re-lettered as Parts B to E

42 Regulations 7-1, 7-2, 7-3 and 7-4 are renumbered as regulations 8, 10, 11 and 12, respectively, and the remaining regulations are renumbered accordingly.

43 In the existing regulation 7-1.3, the words "detailed instructions on the safe carriage of dangerous goods in solid form in bulk which shall include" are deleted.

44 The following new regulation 9 is added after renumbered regulation 8.

"**Regulation 9**
Requirements for the carriage of dangerous goods in solid form in bulk

The carriage of dangerous goods in solid form in bulk shall be in compliance with the relevant provisions of the IMSBC Code, as defined in regulation VI/1.1."

CHAPTER IX
MANAGEMENT FOR THE SAFE OPERATION OF SHIPS

Regulation 1 – Definitions

45 In paragraph 4, the reference "VII/8.2" is replaced by the reference "VII/13.2".

46 In paragraph 5, the reference "VII/11.2" is replaced by the reference "VII/16.2".

CHAPTER XI-2
SPECIAL MEASURES TO ENHANCE MARITIME SECURITY

Regulation 1 – Definitions

47 In paragraph 1.2, the reference "VII/8.2" is replaced by the reference "VII/13.2".

48 In paragraph 1.3, the reference "VII/11.2" is replaced by the reference "VII/16.2".

CHAPTER XII
ADDITIONAL SAFETY MEASURES FOR BULK CARRIERS

Regulation 8 – Information on compliance with requirements for bulk carriers

49 In paragraph 1, the reference "VI/7.2" is replaced by the reference "VI/9.2".

Regulation 10 – Solid bulk cargo density declaration

50 In paragraph 1, the reference “VI/2” is replaced by the reference “VI/4”.

***

ANNEX 2

DRAFT AMENDMENTS TO THE INTERNATIONAL CODE FOR THE SAFE CARRIAGE OF PACKAGED IRRADIATED NUCLEAR FUEL, PLUTONIUM AND HIGH-LEVEL RADIOACTIVE WASTES ON BOARD SHIPS (INF CODE)

Chapter 1 – General

1 In regulation 1.1.1.8, the reference "VII/8.1" is replaced by the reference "VII/13.1".

2 In regulation 1.2.1, the reference "VII/15" is replaced by the reference "VII/20".

Chapter 11 – Notification in the event of an incident involving INF cargo

3 In regulation 11.1, the reference "VII/7-1" is replaced by the reference "VII/8".

***

ANNEX 3

DRAFT AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 2000 (2000 HSC CODE)

CHAPTER 7
FIRE SAFETY

1 The existing note 1 to table 7.17-1 is replaced by the following:

"[1] For classes 4 and 5.1 solids not applicable to closed freight containers. For classes 2, 3, 6.1 and 8 when carried in closed freight containers the ventilation rate may be reduced to not less than two air changes per hour. For classes 4 and 5.1 liquids when carried in closed freight containers, the ventilation rate may be reduced to not less than two air changes per hour. For the purpose of this requirement a portable tank is a closed freight container."

2 The existing table 7.17-3 is replaced by the following:

"**Table 7.17-3**

Application of the requirements of section 7.17.3 to different classes of dangerous goods except solid dangerous goods in bulk

Section \ Class	1.1 to 1.6	1.4S	2.1	2.2	*2.3 flammable*	*2.3 non-flammable*	3 FP[12] < *23°C*	3 FP[12] ≥ *23°C* to ≤ *60°C*	4.1	4.2	*4.3 liquids*	*4.3 solids*	5.1	5.2[13]	6.1 liquids FP[12] < *23°C*	6.1 liquids FP[12] ≥ *23°C* to ≤ *60°C*	*6.1 liquids*	6.1 solids	8 liquids FP[12] < *23°C*	8 liquids FP[12] ≥ *23°C* to ≤ *60°C*	*8 liquids*	8 solids	9
7.17.3.1.1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
7.17.3.1.2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	-
7.17.3.1.3	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.17.3.1.4	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.17.3.2	X	-	X	-	X	-	X	-	-	-	X[15]	-	-	-	X	-	-	-	X	-	-	-	X[14]
7.17.3.3	X	X	X	X	-	X	X	X	X	X	X	X	X	-	X	X	X	X	X	X	X	X	-
7.17.3.4.1	-	-	X	-	-	X	X	-	X[8]	X[8]	X	X	X[8]	-	X	X	-	X[8]	X	X	-	-	X[8]
7.17.3.4.2	-	-	X	-	-	-	X	-	-	-	-	-	-	-	X	-	-	-	X	-	-	-	X[14]
7.17.3.5	-	-	-	-	-	-	X	-	-	-	-	-	-	-	X	X	X	-	X	X[16]	X[16]	-	-
7.17.3.6	-	-	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X[11]
7.17.3.7	-	-	-	-	-	-	X	X	X	X	X	X	X	-	X	X	-	-	X	X	-	-	-
7.17.3.8	X[9]	X	X	X	X	X	X	X	X	X	X	X	X[10]	X	X	X	X	X	X	X	X	X	X
7.17.3.9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
7.17.3.10	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

[8] When "mechanically-ventilated spaces" are required by the IMDG Code, as amended.

[9] Stow 3 m horizontally away from the machinery space boundaries in all cases.

[10] Refer to the IMDG Code, as amended.

[11] As appropriate for the goods to be carried.

[12] FP means flashpoint.

[13] Under the provisions of the IMDG Code, stowage of class 5.2 dangerous goods under deck or in enclosed ro-ro spaces is prohibited.

[14] Only applicable to dangerous goods evolving flammable vapour listed in the IMDG Code.

[15] Only applicable to dangerous goods having a flashpoint less than 23ºC listed in the IMDG Code.

[16] Only applicable to dangerous goods having a subsidiary risk class 6.1."

3 In paragraph 7.17.1, the words "and excepted quantities" with the following footnote are added after the text "except when carrying dangerous goods in limited quantities":

"Refer to chapter 3.5 of the IMDG Code."

4 The following text is added at the end of the first sentence of paragraph 7.17.3.6.1:

"and shall be selected taking into account the hazards associated with the chemicals being transported and the standards developed by the Organization according to the class and physical state*.

* For solid bulk cargoes, the protective clothing should satisfy the equipment provisions specified in the respective schedules of the IMSBC Code for the individual substances. For packaged goods, the protective clothing should satisfy the equipment provisions specified in emergency procedures (EmS) of the Supplement to the IMDG Code for the individual substances."

***

ANNEX 4

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

CHAPTER IV
SURVIVAL CRAFT

4.4 General requirements for lifeboats

1 In subparagraph .1 of paragraph 4.4.2.2, the words "(for a lifeboat intended for a passenger ship) or 82.5 kg (for a lifeboat intended for a cargo ship)" are inserted after the words "75 kg".

2 The existing paragraph 4.4.9.1 is replaced by the following:

"4.4.9.1 The number(s) of persons for which the lifeboat is approved, for passenger ships and/or cargo ships, as applicable, shall be clearly marked on it in clear permanent characters."

4.7 Free-fall lifeboats

3 The existing paragraph 4.7.2 is replaced by the following:

"**4.7.2** *Carrying capacity of a free-fall lifeboat*

4.7.2.1 The carrying capacity of a free-fall lifeboat is the number of persons having an average mass of 82.5 kg that can be provided with a seat without interfering with the means of propulsion or the operation of any of the lifeboat's equipment. The seating surface shall be smooth and shaped and provided with cushioning of at least 10 mm over all contact areas to provide support for the back and pelvis and flexible lateral side support for the head. The seats shall be of the non-folding type, permanently secured to the lifeboat and arranged so that any deflection of the hull or canopy during launching will not cause injury to the occupants. The location and structure of the seat shall be arranged to preclude the potential for injury during launch if the seat is narrower than the occupant's shoulders. The passage between the seats shall have a clear width of at least 480 mm from the deck to the top of the seats, be free of any obstruction and provided with an anti-slip surface with suitable foot holds to allow safe embarkation in the ready-to-launch position. Each seat shall be provided with a suitable locking harness capable of quick release under tension to restrain the body of the occupant during launching.

4.7.2.2 The angle between the seat pan and the seat back shall be at least 90^{o}. The width of the seat pan shall be at least 480 mm. Free clearance in front of the backrest (buttock to knee length) shall be at least 650 mm measured at an angle of 90^{o} to the backrest. The backrest shall extend at least 1,075 mm above the seat pan. The seat shall provide for shoulder height, measured along the seat back, of at least 760 mm. The foot rest shall be oriented at not less than half of the angle of the seat pan and shall have a foot length of at least 330 mm (see figure 2).

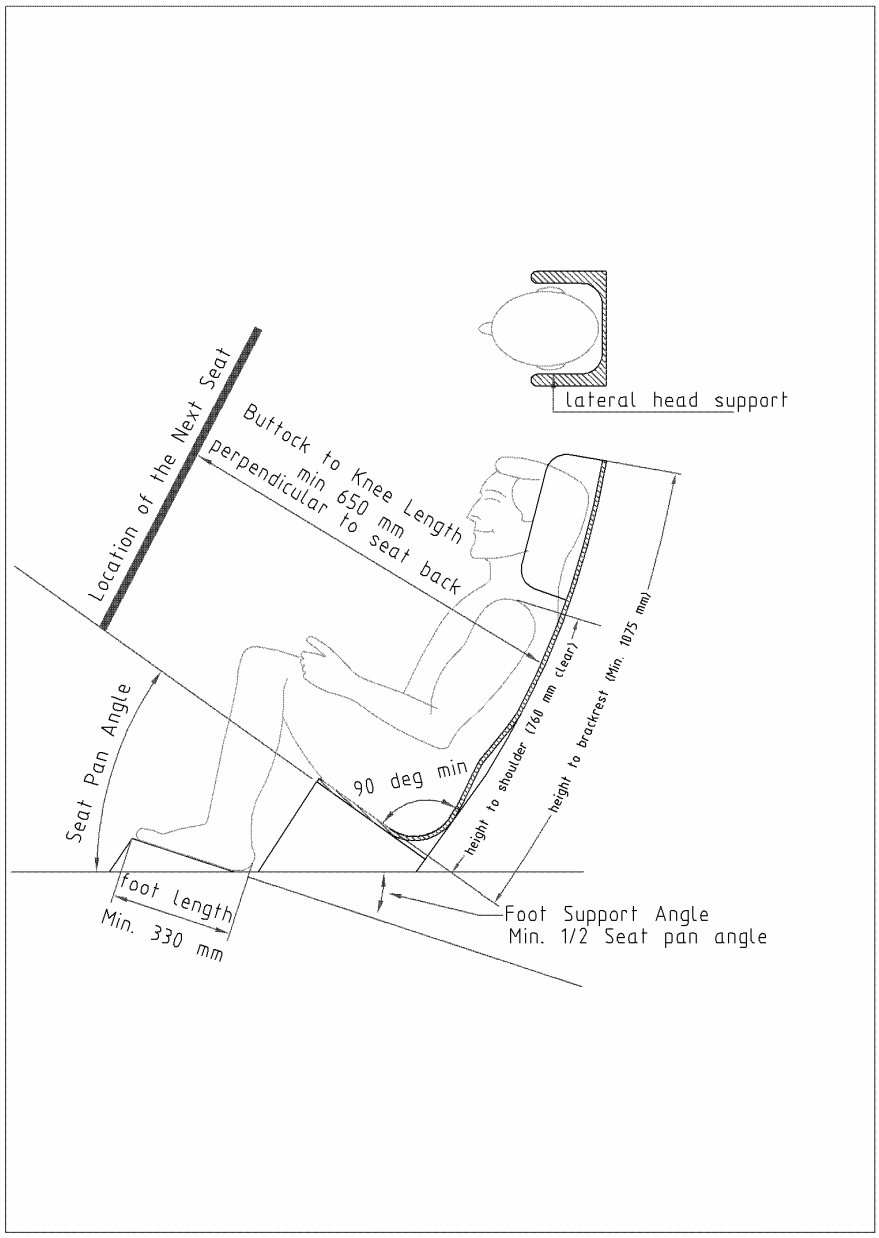

Figure 2"

CHAPTER V
RESCUE BOATS

5.1 Rescue boats

4 In the first sentence of paragraph 5.1.1.1, the words ", except that, for all rescue boats, an average mass of 82.5 kg shall apply to paragraph 4.4.2.2.1" are added after the reference to "4.4.9".

5 In the second sentence of paragraph 5.1.3.5, the words "75 kg" are replaced by the words "82.5 kg".

***

ANNEX 5

DRAFT AMENDMENTS TO THE INTERNATIONAL SAFETY MANAGEMENT CODE (ISM CODE)

1 GENERAL

Section 1.1 Definitions

1 In paragraph 1.1.10 the words "and includes" are replaced by the word "or".

Section 1.2 Objectives

2 The existing paragraph 1.2.2.2 is replaced by the following:

".2 assess all identified risks to its ships, personnel and the environment and establish appropriate safeguards; and"

5 MASTER'S RESPONSIBILITY AND AUTHORITY

3 The word "periodically" is added at the beginning of paragraph 5.1.5.

7 DEVELOPMENT OF PLANS FOR SHIPBOARD OPERATIONS

4 The existing section 7 is replaced by the following:

"**7 SHIPBOARD OPERATIONS**

The Company should establish procedures, plans and instructions, including checklists as appropriate, for key shipboard operations concerning the safety of the personnel, ship and protection of the environment. The various tasks should be defined and assigned to qualified personnel."

8 EMERGENCY PREPAREDNESS

5 The existing paragraph 8.1 is replaced by the following:

"8.1 The Company should identify potential emergency shipboard situations, and establish procedures to respond to them."

9 REPORTS AND ANALYSIS OF NON-CONFORMITIES, ACCIDENTS AND HAZARDOUS OCCURRENCES

6 The existing paragraph 9.2 is replaced by the following:

"9.2 The Company should establish procedures for the implementation of corrective action, including measures intended to prevent recurrence."

10 MAINTENANCE OF THE SHIP AND EQUIPMENT

7 In paragraph 10.3, the words “establish procedures in its safety management system to” are deleted.

12 COMPANY VERIFICATION, REVIEW AND EVALUATION

8 In paragraph 12.1 the words “[on board and ashore at least annually]” are inserted after the words “internal audits”.

9 In paragraph 12.2 the words “efficiency of and, when needed, review” are replaced by the words “effectiveness of”.

13 CERTIFICATION AND PERIODICALLY VERIFICATION

10 The following new paragraphs 13.12, 13.13 and 13.14 are added after the existing paragraph 13.11:

> “13.12 When the renewal verification is completed after the expiry date of the existing Safety Management Certificate, the new Safety Management Certificate shall be valid from the date of completion of the renewal verification to a date not exceeding five years from the date of expiry of the existing Safety Management Certificate.
>
> 13.13 If a renewal verification has been completed and a new Safety Management Certificate cannot be issued or placed on board the ship before the expiry date of the existing certificate, the Administration or organization recognized by the Administration may endorse the existing certificate and such a certificate shall be accepted as valid for a further period which shall not exceed five months from the expiry date.
>
> 13.14 If a ship at the time when a Safety Management Certificate expires is not in a port in which it is to be verified, the Administration may extend the period of validity of the Safety Management Certificate but this extension shall be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be verified, and then only in cases where it appears proper and reasonable to do so. No Safety Management Certificate shall be extended for a period of longer than three months, and the ship to which an extension is granted shall not, on its arrival in the port in which it is to be verified, be entitled by virtue of such extension to leave that port without having a new Safety Management Certificate. When the renewal verification is completed, the new Safety Management Certificate shall be valid to a date not exceeding five years from the expiry date of the existing Safety Management Certificate before the extension was granted.”

14 INTERIM CERTIFICATION

11 In paragraph 14.4.3 the word “internal” is inserted after the words “planned the”.

Appendix

Forms of the Document of Compliance, the Safety Management Certificate, the Interim Document of Compliance and the Interim Safety Management Certificate

SAFETY MANAGEMENT CERTIFICATE

12 The following new form is added after existing form of "ENDORSEMENT FOR INTERMEDIATE VERIFICATION AND ADDITIONAL VERIFICATION (IF REQUIRED)":

"**Certificate No.**

ENDORSEMENT WHERE THE RENEWAL VERIFICATION HAS BEEN COMPLETED AND PART B 13.13 OF THE ISM CODE APPLIES

The ship complies with the relevant provisions of part B of the ISM Code, and the Certificate shall, in accordance with part B 13.13 of the ISM Code, be accepted as valid until…….

Signed …….
(Signature of authorized official)
Place ……
Date …….

(Seal or stamp of the authority, as appropriate)

ENDORSEMENT TO EXTEND THE VALIDITY OF THE CERTIFICATE UNTIL REACHING THE PORT OF VERIFICATION WHERE PART B 13.12 OF THE ISM CODE APPLIES OR FOR A PERIOD OF GRACE WHERE PART B 13.14 OF THE ISM CODE APPLIES

This Certificate shall, in accordance with part B 13.12 or part B 13.14 of the ISM Code, be accepted as valid until ……

Signed …….
(Signature of authorized official)
Place ……
Date …….

(Seal or stamp of the authority, as appropriate)"