



Treaty Series No. 7 (1998)

1994 Amendments to the International Convention for the Safety of Life at Sea, 1974 (Annex 1)

Adopted at the Sixty-Third Session of the Maritime Safety Committee (MSC.31(63))
of the International Maritime Organization at London on 23 May 1994

[The Amendments at Annex 1 entered into force on 1 January 1996]

*Presented to Parliament
by the Secretary of State for Foreign and Commonwealth Affairs
by Command of Her Majesty
January 1998*

RESOLUTION MSC.31(63)
adopted on 23 May 1994

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

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 procedures for amending the Annex to the Convention, other than the provisions of Chapter I,

HAVING CONSIDERED, at its sixty-third 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, the amendments to the Convention, the text of which is set out in the Annexes to the present resolution;
2. **DETERMINES**, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that:
 - (a) the amendments set out in Annex 1 shall be deemed to have been accepted on 1 July 1995; and

unless, prior to these dates, more than one third of the Contracting Governments to the Convention, or Contracting Governments the combined merchant fleets of which constitute not less than fifty per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3. **INVITES** Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention:
 - (a) the amendments set out in Annex 1 shall enter into force on 1 January 1996; and

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 Annexes to all Contracting Governments to the Convention;
5. **FURTHER REQUESTS** the Secretary-General to transmit copies of the resolution and its Annexes to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX 1

1994 AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974¹

(RESOLUTION MSC.31(63), adopted on 23 May 1994)

Regulation V/8-1—Ship reporting systems

1. The following new regulation V/8-1 is added:

“REGULATION 8-1

Ship reporting systems

- (a) Ship reporting systems contribute to safety of life at sea, safety and efficiency of navigation, and protection of the marine environment. A ship reporting system, when adopted and implemented in accordance with the guidelines and criteria developed by the Organization pursuant to this regulation, shall be used by all ships, or certain categories of ships or ships carrying certain cargoes, in accordance with the provisions of each system so adopted.
- (b) The Organization is recognized as the only international body for developing guidelines, criteria and regulations on an international level for ship reporting systems. Contracting Governments shall refer proposals for the adoption of ship reporting systems to the Organization. The organization will collate and disseminate to Contracting Governments all relevant information with regard to any adopted ship reporting system.
- (c) This regulation and its associated guidelines and criteria do not apply to any warship, naval auxiliary or other vessel owned or operated by a Contracting Government and used, for the time being, only on government non-commercial service; however, such ships are encouraged to participate in ship reporting systems that have been adopted in accordance with this regulation.
- (d) The initiation of action for establishing a ship reporting system is the responsibility of the Government or Governments concerned. In developing such systems, provisions of the guidelines and criteria developed by the Organization shall be taken into account.
- (e) Ship reporting systems not submitted to the Organization for adoption do not necessarily need to comply with this regulation. However, Governments implementing such systems are encouraged to follow, wherever possible, the guidelines and criteria developed by the Organization. Contracting Governments may submit such systems to the Organization for recognition.
- (f) Where two or more Governments have a common interest in a particular area, they should formulate proposals for a co-ordinated ship reporting system on the basis of agreement between them. Before proceeding with a proposal for adoption of a ship reporting system, the Organization shall disseminate details of the proposal to those Governments which have a common interest in the area covered by the proposed system. Where a co-ordinated ship reporting system is adopted and established, it shall have uniform procedures and operations.
- (g) After adoption of a ship reporting system in accordance with this regulation, the Government or Governments concerned shall take all measures necessary for the promulgation of any information needed for the efficient and effective use of the system. Any adopted ship reporting system shall have the capability of interaction and the ability to assist ships with information when necessary. Such systems shall be operated in accordance with the guidelines and criteria developed by the Organization pursuant to this regulation.

¹Treaty Series No. 46 (1980), Cmnd. 7874.

- (h) The master of a ship shall comply with the requirements of adopted ship reporting systems and report to the appropriate authority all information required in accordance with the provisions of each such system.
- (i) All adopted ship reporting systems and actions taken to enforce compliance with those systems shall be consistent with international law, including the relevant provisions of the United Nations Convention on the Law of the Sea.
- (j) Nothing in this regulation or in its associated guidelines and criteria shall prejudice the right and duties of Governments under international law, or the legal regime of international straits.
- (k) The participation of ships in accordance with the provisions of adopted ship reporting systems shall be free of charge to the ships concerned.
- (l) The Organization shall ensure that adopted ship reporting systems are reviewed under the guidelines and criteria developed by the Organization.”

Regulation V/15-1—Emergency towing arrangements on tankers

2. The following new regulation V/15-1 is added:

“REGULATION 15-1

Emergency towing arrangements on tankers

- (a) For the purpose of this regulation, tankers include oil tankers as defined in regulation II-1/2.12, chemical tankers as defined in regulation VII/8.2 and gas carriers as defined in regulation VII/11.2.
- (b) An emergency towing arrangement shall be fitted at both ends on board all tankers of not less than 20,000 tonnes deadweight as defined in regulation II-1/3.21 constructed on or after 1 January 1996. For tankers constructed before 1 January 1996, such an arrangement shall be fitted at the first scheduled dry-docking after 1 January 1996, but not later than 1 January 1999. The design and construction of the towing arrangement shall be approved by the Administration, based on the guidelines developed by the Organization.”

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