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CONFERENCE OF CONTRACTING
GOVERNMENTS TO THE
INTERNATIONAL CONVENTION FOR
THE SAFETY OF LIFE AT SEA, 1974
Agenda item 6

SOLAS/CONF.5/32
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**CONSIDERATION AND ADOPTION OF AMENDMENTS TO THE
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974**

Conference resolution 1 and related amendments to the 1974 SOLAS Convention

As adopted by the Conference

Attached in the annex are the texts of Conference resolution 1 and amendments to the International Convention for the Safety of Life at Sea, 1974, annexed thereto, as set out in attachment 1 to the Final Act of the Conference.

ANNEX

ATTACHMENT 1 TO THE FINAL ACT OF THE CONFERENCE

**RESOLUTION 1 OF THE CONFERENCE OF CONTRACTING GOVERNMENTS TO
THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974
ADOPTED ON 12 DECEMBER 2002**

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

THE CONFERENCE,

BEARING IN MIND the purposes and principles of the Charter of the United Nations concerning the maintenance of international peace and security and the promotion of friendly relations and co-operation among States,

DEEPLY CONCERNED about the world-wide escalation of acts of terrorism in all its forms, which endanger or take innocent human lives, jeopardize fundamental freedoms and seriously impair the dignity of human beings,

BEING AWARE of the importance and significance of shipping to the world trade and economy and, therefore, being determined to safeguard the worldwide supply chain against any breach resulting from terrorist attacks against ships, ports, offshore terminals or other facilities,

CONSIDERING that unlawful acts against shipping jeopardize the safety and security of persons and property, seriously affect the operation of maritime services and undermine the confidence of the peoples of the world in the safety of maritime navigation,

CONSIDERING that the occurrence of such acts is a matter of grave concern to the international community as a whole, while also recognizing the importance of the efficient and economic movement of world trade,

BEING CONVINCED of the urgent need to develop international co-operation between States in devising and adopting effective and practical measures, additional to those already adopted by the International Maritime Organization (hereinafter referred to as "the Organization"), to prevent and suppress unlawful acts directed against shipping in its broad sense,

RECALLING the United Nations Security Council resolution 1373(2001), adopted on 28 September 2001, requiring States to take measures to prevent and suppress terrorist acts, including calling on States to implement fully anti-terrorist conventions,

HAVING NOTED the Co-operative G8 Action on Transport Security (in particular, the Maritime Security section thereof), endorsed by the G8 Leaders during their Summit in Kananaskis, Alberta (Canada) in June 2002,

RECALLING article VIII(c) of the International Convention for the Safety of Life at Sea, 1974, as amended (hereinafter referred to as “the Convention”), concerning the procedure for amending the Convention by a Conference of Contracting Governments,

NOTING resolution A.924(22) entitled “Review of measures and procedures to prevent acts of terrorism which threaten the security of passengers and crew and the safety of ships”, adopted by the Assembly of the Organization on 20 November 2001, which, *inter alia*:

- (a) recognizes the need for the Organization to review, with the intent to revise, existing international legal and technical measures, and to consider appropriate new measures, to prevent and suppress terrorism against ships and to improve security aboard and ashore in order to reduce the risk to passengers, crew and post personnel on board ships and in port areas and to the vessels and their cargoes; and
- (b) requests the Organization’s Maritime Safety Committee, the Legal Committee and the Facilitation Committee under the direction of the Council to undertake, on a high priority basis, a review to ascertain whether there is a need to update the instruments referred to in the preambular paragraphs of the aforesaid resolution and any other relevant IMO instrument under their scope and/or to adopt other security measures and, in the light of such a review, to take action as appropriate;

HAVING IDENTIFIED resolution A.584(14) entitled “Measures to prevent unlawful acts which threaten the safety of ships and the security of their passengers and crew”, MSC/Circ.443 on “Measures to prevent unlawful acts against passengers and crew on board ships” and MSC/Circ.754 on “Passenger ferry security” among the IMO instruments relevant to the scope of resolution A.924(22),

RECALLING resolution 5 entitled “Future amendments to chapter XI of the 1974 SOLAS Convention on special measures to enhance maritime safety”, adopted by the 1994 Conference of Contracting Government to the International Convention for the Safety of Life at Sea, 1974,

HAVING CONSIDERED amendments to the Annex of the Convention proposed and circulated to all Members of the Organization and to all Contracting Governments to the Convention,

1. ADOPTS, in accordance with article VIII(c)(ii) of the Convention, amendments to the Annex of the Convention, the text of which is given in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the aforementioned amendments shall be deemed to have been accepted on 1 January 2004, 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 Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the said amendments shall enter into force on 1 July 2004 upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General of the Organization, 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 all Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

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

**CHAPTER V
SAFETY OF NAVIGATION**

Regulation 19 - Carriage requirements for shipborne navigational systems and equipment

1 The existing subparagraphs .4, .5 and .6 of paragraph 2.4.2 are replaced by the following:

“4 in the case of ships, other than passenger ships and tankers, of 300 gross tonnage and upwards but less than 50,000 gross tonnage, not later than the first safety equipment survey¹ after 1 July 2004 or by 31 December 2004, whichever occurs earlier; and”

2 The following new sentence is added at the end of the existing subparagraph .7 of paragraph 2.4:

“Ships fitted with AIS shall maintain AIS in operation at all times except where international agreements, rules or standards provide for the protection of navigational information.”

CHAPTER XI

SPECIAL MEASURES TO ENHANCE MARITIME SAFETY

3 The existing chapter XI is renumbered as chapter XI-1.

Regulation 3 - Ship identification number

4 The following text is inserted after the title of the regulation:

“(Paragraphs 4 and 5 apply to all ships to which this regulation applies. For ships constructed before [1 July 2004], the requirements of paragraphs 4 and 5 shall be complied with not later than the first scheduled dry-docking of the ship after [1 July 2004])”

5 The existing paragraph 4 is deleted and the following new text is inserted:

“4 The ship’s identification number shall be permanently marked:

.1 in a visible place either on the stern of the ship or on either side of the hull, amidships port and starboard, above the deepest assigned load line or

¹ The first safety equipment survey means the first annual survey the first periodical survey or the first renewal survey for safety equipment, whichever is due first after 1 July 2004 and, in addition, in the case of ships under construction, the initial survey.

either side of the superstructure, port and starboard or on the front of the superstructure or, in the case of passenger ships, on a horizontal surface visible from the air; and

- .2 in an easily accessible place either on one of the end transverse bulkheads of the machinery spaces, as defined in regulation II-2/3.30, or on one of the hatchways or, in the case of tankers, in the pump-room or, in the case of ships with ro-ro spaces, as defined in regulation II-2/3.41, on one of the end transverse bulkheads of the ro-ro spaces.

5.1 The permanent marking shall be plainly visible, clear of any other markings on the hull and shall be painted in a contrasting colour.

5.2 The permanent marking referred to in paragraph 4.1 shall be not less than 200 mm in height. The permanent marking referred to in paragraph 4.2 shall not be less than 100 mm in height. The width of the marks shall be proportionate to the height.

5.3 The permanent marking may be made by raised lettering or by cutting it in or by centre punching it or by any other equivalent method of marking the ship identification number which ensures that the marking is not easily expunged.

5.4 On ships constructed of material other than steel or metal, the Administration shall approve the method of marking the ship identification number.”

- 6 The following new regulation 5 is added after the existing regulation 4:

“Regulation 5 Continuous Synopsis Record

1 Every ship to which chapter I applies shall be issued with a Continuous Synopsis Record.

2.1 The Continuous Synopsis Record is intended to provide an on-board record of the history of the ship with respect to the information recorded therein.

2.2 For ships constructed before 1 July 2004, the Continuous Synopsis Record shall, at least, provide the history of the ship as from 1 July 2004.

3 The Continuous Synopsis Record shall be issued by the Administration to each ship that is entitled to fly its flag and it shall contain at least, the following information:

- .1 the name of the State whose flag the ship is entitled to fly;
- .2 the date on which the ship was registered with that State;
- .3 the ship’s identification number in accordance with regulation 3;
- .4 the name of the ship;
- .5 the port at which the ship is registered;

- .6 the name of the registered owner(s) and their registered address(es);
- .7 the name of the registered bareboat charterer(s) and their registered address(es), if applicable;
- .8 the name of the Company, as defined in regulation IX/1, its registered address and the address(es) from where it carries out the safety management activities;
- .9 the name of all classification society(ies) with which the ship is classed;
- .10 the name of the Administration or of the Contracting Government or of the recognized organization which has issued the Document of Compliance (or the Interim Document of Compliance), specified in the ISM Code as defined in regulation IX/1, to the Company operating the ship and the name of the body which has carried out the audit on the basis of which the document was issued, if other than that issuing the document;
- .11 the name of the Administration or of the Contracting Government or of the recognized organization that has issued the Safety Management Certificate (or the Interim Safety Management Certificate), specified in the ISM Code as defined in regulation IX/1, to the ship and the name of the body which has carried out the audit on the basis of which the certificate was issued, if other than that issuing the certificate;
- .12 the name of the Administration or of the Contracting Government or of the recognized security organization that has issued the International Ship Security Certificate (or an Interim International Ship Security Certificate), specified in part A of the ISPS Code as defined in regulation XI-2/1, to the ship and the name of the body which has carried out the verification on the basis of which the certificate was issued, if other than that issuing the certificate; and
- .13 the date on which the ship ceased to be registered with that State.

4.1 Any changes relating to the entries referred to in paragraphs 3.4 to 3.12 shall be recorded in the Continuous Synopsis Record so as to provide updated and current information together with the history of the changes.

4.2 In case of any changes relating to the entries referred to in paragraph 4.1, the Administration shall issue, as soon as is practically possible but not later than three months from the date of the change, to the ships entitled to fly its flag either a revised and updated version of the Continuous Synopsis Record or appropriate amendments thereto.

4.3 In case of any changes relating to the entries referred to in paragraph 4.1, the Administration, pending the issue of a revised and updated version of the Continuous Synopsis Record, shall authorise and require either the Company as defined in regulation IX/1 or the master of the ship to amend the Continuous Synopsis Record to reflect the changes. In such cases, after the Continuous Synopsis Record has been amended the Company shall, without delay, inform the Administration accordingly.

5.1 The Continuous Synopsis Record shall be in English, French or Spanish language. Additionally, a translation of the Continuous Synopsis Record into the official language or languages of the Administration may be provided.

5.2 The Continuous Synopsis Record shall be in the format developed by the Organization and shall be maintained in accordance with guidelines developed by the Organization. Any previous entries in the Continuous Synopsis Record shall not be modified, deleted or, in any way, erased or defaced.

6 Whenever a ship is transferred to the flag of another State or the ship is sold to another owner (or is taken over by another bareboat charterer) or another Company assumes the responsibility for the operation of the ship, the Continuous Synopsis Record shall be left on board.

7 When a ship is to be transferred to the flag of another State, the Company shall notify the Administration of the name of the State under whose flag the ship is to be transferred so as to enable the Administration to forward to that State a copy of the Continuous Synopsis Record covering the period during which the ship was under their jurisdiction.

8 When a ship is transferred to the flag of another State the Government of which is a Contracting Government, the Contracting Government of the State whose flag the ship was flying hitherto shall transmit to the Administration as soon as possible after the transfer takes place a copy of the relevant Continuous Synopsis Record covering the period during which the ship was under their jurisdiction together with any Continuous Synopsis Records previous issued to the ship by other States.

9 When a ship is transferred to the flag of another State, the Administration shall append the previous Continuous Synopsis Records to the Continuous Synopsis Record the Administration will issue to the ship so to provide the continuous history record intended by this regulation.

10 The Continuous Synopsis Record shall be kept on board the ship and shall be available for inspection at all times.”