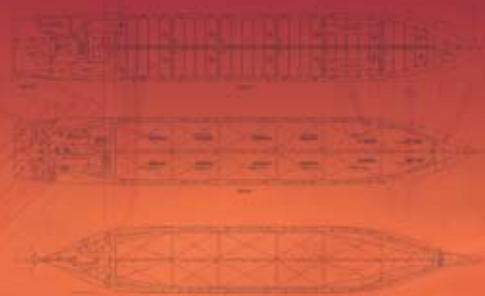


SOLAS

AMENDMENTS 2008 and 2009



SOLAS

AMENDMENTS 2008 AND 2009



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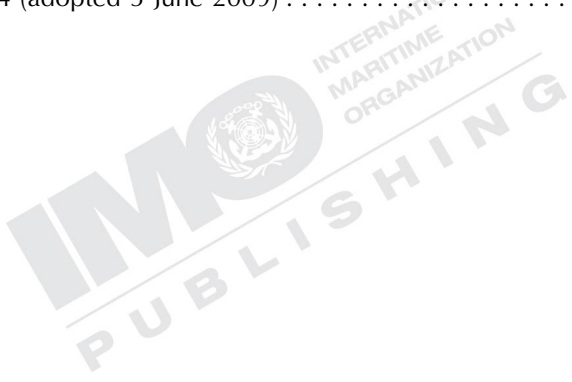
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* The amendments presented in this section were published in *SOLAS: 2006 Amendments*. The amendments are not included in *SOLAS, Consolidated edition 2009*, which incorporates amendments in effect as from 1 July 2009.

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Document No. MSC.283(86) 2009

# Foreword

This publication contains the amendments to the International Convention for the Safety of Life at Sea (SOLAS) 1974 and to its 1988 Protocol that were adopted by the Maritime Safety Committee (MSC) in 2008 and 2009.

**Resolution MSC.256(84)** was adopted in May 2008 by the MSC at its eighty-fourth session and contains amendments to SOLAS chapters II-1, II-2, III, IV and the appendix including, in particular, new mandatory requirements for emergency towing on tankers and protection of vehicle, special category and ro-ro spaces.

**Resolution MSC.257(84)** was also adopted by the MSC at its eighty-fourth session in May 2008 and amends SOLAS chapter XI-1 to expand on SOLAS regulation I/21 and make parts I and II of the Code of International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code) mandatory.

**Resolution MSC.258(84)**, also adopted by the MSC at its eighty-fourth session in May 2008, amends the 1988 SOLAS Protocol, in particular modifying the records of equipment that are associated with several certificates.

**Resolution MSC.269(85)**, which was adopted in December 2008 by the MSC at its eighty-fifth session, has two annexes. Annex 1 amends SOLAS chapters II-1 and II-2, taking into account the new mandatory and recommendatory stability requirements of the International Code on Intact Stability, 2008 (2008 IS Code). Annex 2 amends SOLAS chapters II-2, VI and VII, in matters pertaining to solid bulk cargoes, and, in particular, the International Maritime Solid Bulk Cargoes (IMSBC) Code adopted by the MSC by resolution MSC.268(85), and contains provisions on matters pertaining to the transport of dangerous goods.

**Resolution MSC.282(86)** was adopted in June 2009 by the MSC at its eighty-sixth session and contains amendments to SOLAS chapters II-1, V, VI and the appendix certificates. These amendments concern, in part, such navigation systems as the bridge navigational watch alarm system (BNWAS) and electronic chart display and information system (ECDIS).

Also adopted by the MSC at its eighty-sixth session in June 2009 was **resolution MSC.283(86)**, which amends the 1988 Protocol, modifying records of equipment associated with appendix certificates to account for the BNWAS.

Subject to the “tacit acceptance” procedure, these amendments entered into force, or are expected to enter into force, on:

- .1 1 January 2010, for the amendments to the SOLAS 1974 Convention in resolution MSC.256(84) and resolution MSC.257(84) and for the amendments to the appendix to the 1988 SOLAS Protocol in resolution MSC.258(84);
- .2 1 July 2010, for the amendments to the SOLAS 1974 Convention set out in annex 1 to resolution MSC.269(85); and
- .3 1 January 2011, for the amendments to the SOLAS 1974 Convention set out in annex 2 to resolution MSC.269(85) and in resolution MSC.282(86) and for the amendments to the appendix to the 1988 SOLAS Protocol in resolution MSC.283(86).

Also presented are amendments comprising the annexes to resolutions MSC.201(81) and MSC.204(81), adopted in May 2006, and annex 3 to MSC.216(82), adopted in December 2006. These amendments were published in *SOLAS: 2006 Amendments* and are not included in *SOLAS, Consolidated edition 2009*, which incorporates amendments in effect as from 1 July 2009. The amendments in annex 3 concern, in part, new provisions related to passenger ship safety, including the new mandatory requirements related to the safe return to port concept, requirements for approving alternative designs and arrangements and safety centres, which will enter into force on 1 July 2010.

Footnotes in this publication have been added for ease of reference and do not form part of the SOLAS 1974 Convention or of its 1988 Protocol.

## Amendments, by SOLAS chapter

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| I General provisions                                                                                         | MSC.204(81)                                                                             | 11                            |
| II-1 Construction –<br>Structure, subdivision<br>and stability,<br>machinery and<br>electrical installations | MSC.216(82) (annex 3)<br>MSC.256(84)<br>MSC.269(85) (annex 1)<br>MSC.282(86)            | 15–17<br>33–35<br>53–54<br>69 |
| II-2 Construction –<br>Fire protection,<br>fire detection and<br>fire extinction                             | MSC.201(81)<br>MSC.216(82) (annex 3)<br>MSC.256(84)<br>MSC.269(85) (annexes 1<br>and 2) | 5<br>17–25<br>35–37<br>54–61  |
| III Life-saving appliances<br>and arrangements                                                               | MSC.201(81)<br>MSC.216(82) (annex 3)<br>MSC.256(84)                                     | 6<br>26–28<br>38–39           |
| IV Radiocommunications                                                                                       | MSC.201(81)<br>MSC.256(84)                                                              | 6–7<br>39                     |
| V Safety of navigation                                                                                       | MSC.201(81)<br>MSC.282(86)                                                              | 7–8<br>70–72, 74              |
| VI Carriage of cargoes                                                                                       | MSC.269(85) (annex 2)<br>MSC.282(86)                                                    | 61–63<br>72                   |
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| XI-1 Special measures to<br>enhance maritime<br>safety                                                       | MSC.257(84)                                                                             | 45                            |

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**Amendments, by SOLAS chapter** *(concluded)*

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## 2006 amendments

The amendments presented in this section comprise the annexes to resolutions MSC.201(81) and MSC.204(81), adopted in May 2006, and annex 3 to MSC.216(82), adopted in December 2006, and were published in *SOLAS: 2006 Amendments*. The amendments are not included in *SOLAS, Consolidated edition 2009*, which incorporates amendments in effect as from 1 July 2009. See the individual resolutions for information on the respective amendments' acceptance and entry into force.



**Resolution MSC.201(81)**  
*(adopted on 18 May 2006)*

**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 the provisions of chapter I thereof,

HAVING CONSIDERED, at its eighty-first 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 2010, 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 2010 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-2 Construction – Fire protection, fire detection and fire extinction*

#### **Regulation 9**

##### *Containment of fire*

- 1 *In subparagraph .2 of paragraph 4.1.3.3, “.” is replaced by “; or”.*
- 2 *In paragraph 4.1.3.3, the following new subparagraph .3 is added after the existing subparagraph .2:*  
**“3** water-mist nozzles that have been tested and approved in accordance with the guidelines approved by the Organization.\*

\* Refer to the Revised Guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS regulation II-2/12 (resolution A.800(19)).”

#### **Regulation 15**

##### *Arrangements for oil fuel, lubricating oil and other flammable oils\**

- 3 *In regulation II-2/15, as amended by resolution MSC.31(63), the text after the title is replaced by the following:*

“(Paragraphs 2.9 to 2.12 of this regulation apply to ships constructed on or after 1 February 1992, except that the references to paragraphs 2.10 and 2.11 in paragraphs 3 and 4 apply to ships constructed on or after 1 July 1998)”.

\* Refer to SOLAS, Consolidated Edition 2001, ISBN 92-801-5100-2, IMO sales number IC110E.

## Chapter III

### Life-saving appliances and arrangements

#### Regulation 7

##### *Personal life-saving appliances*

4 In paragraph 2.1, the following new subparagraphs .1 and .2 are inserted:

- “.1 for passenger ships on voyages of less than 24 hours, a number of infant lifejackets equal to at least 2.5% of the number of passengers on board shall be provided;
- .2 for passenger ships on voyages of 24 hours or greater, infant lifejackets shall be provided for each infant on board;”,

and the existing subparagraphs .1 and .2 are renumbered as subparagraphs .3 and .4. The word “and” is moved from the end of renumbered subparagraph .3 to the end of renumbered subparagraph .4.

5 The following new subparagraph .5 is inserted after the renumbered subparagraph .4 of paragraph 2.1:

- “.5 if the adult lifejackets provided are not designed to fit persons weighing up to 140 kg and with a chest girth of up to 1,750 mm, a sufficient number of suitable accessories shall be available on board to allow them to be secured to such persons.”

## Chapter IV

### Radiocommunications

#### Regulation 7

##### *Radio equipment: General*

6 The existing text of subparagraph .6.1 of paragraph 1 is replaced by the following:

- “.6.1 capable of transmitting a distress alert through the polar orbiting satellite service operating in the 406 MHz band;”

## Regulation 9

### *Radio equipment: Sea areas A1 and A2*

7 The existing text of subparagraph .3.3 of paragraph 1 is replaced by the following:

“**.3.3** through the Inmarsat geostationary satellite service by a ship earth station.”

## Regulation 10

### *Radio equipment: Sea areas A1, A2 and A3*

8 The existing text of subparagraph .4.3 of paragraph 1 is replaced by the following:

“**.4.3** through the Inmarsat geostationary satellite service by an additional ship earth station.”

9 The existing text of subparagraph .3.2 of paragraph 2 is replaced by the following:

“**.3.2** through the Inmarsat geostationary satellite service by a ship earth station; and”

## Chapter V

### *Safety of navigation*

## Regulation 22

### *Navigation bridge visibility*

10 The following new paragraph 4 is added after the existing paragraph 3:

“**4** Notwithstanding the requirements of paragraphs 1.1, 1.3, 1.4 and 1.5, ballast water exchange may be undertaken provided that:

- .1** the master has determined that it is safe to do so and takes into consideration any increased blind sectors or reduced horizontal fields of vision resulting from the operation to ensure that a proper lookout is maintained at all times;

- .2 the operation is conducted in accordance with the ship's ballast water management plan, taking into account the recommendations on ballast water exchange adopted by the Organization; and
- .3 the commencement and termination of the operation are recorded in the ship's record of navigational activities pursuant to regulation 28."



**Resolution MSC.204(81)**  
(adopted on 18 May 2006)

**Adoption of amendments to the Protocol of 1988  
relating 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 ALSO article VIII(b) of the International Convention for the Safety of Life at Sea, 1974 (hereinafter referred to as “the Convention”) and article VI of the Protocol of 1988 relating to the Convention (hereinafter referred to as “the 1988 SOLAS Protocol”) concerning the procedure for amending the Convention and the 1988 SOLAS Protocol,

RECALLING FURTHER article VI(b) of the 1988 SOLAS Protocol which stipulates, *inter alia*, that amendments to the Annex to the Protocol shall be adopted and brought into force in accordance with the procedure applicable to the adoption and entry into force of amendments to chapter I of the Annex to the Convention, as specified in subparagraphs (iv), (vi)(1) and (vii)(1) of paragraph (b) of article VIII of the Convention,

NOTING that, in accordance with article VIII(b)(vi)(1) of the Convention, an amendment to the Annex to the 1988 SOLAS Protocol shall be deemed to have been accepted on the date on which it is accepted by two thirds of the Parties to the Protocol,

HAVING CONSIDERED, at its eighty-first session, amendments to the 1988 SOLAS Protocol proposed and circulated in accordance with article VIII(b)(i) of the Convention and article VI(b) of the 1988 SOLAS Protocol,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention and article VI(b) of the 1988 SOLAS Protocol, amendments to the Annex to the 1988 SOLAS Protocol, the text of which is set out in the annex to the present resolution;

2. REQUESTS the Secretary-General, in accordance with article VIII(b)(v) of the Convention and article VI(b) of the 1988 SOLAS Protocol, to transmit certified copies of the present resolution and its annex to all Parties to the 1988 SOLAS Protocol, for consideration and acceptance, and also to transmit copies to all Members of the Organization;
3. URGES all Parties to the 1988 SOLAS Protocol to accept the amendments at the earliest possible date.



Annex

**Amendments to the Protocol of 1988 relating  
to the International Convention for the Safety  
of Life at Sea, 1974**

Annex

**Modifications and additions to the Annex  
to the International Convention for the Safety  
of Life at Sea, 1974**

*Chapter I*  
*General provisions*

**Part B**  
*Surveys and certificates*

**Regulation 10**

*Surveys of structure, machinery and equipment of cargo ships*

*The existing text of subparagraph (v) of paragraph (a) of the regulation is replaced by the following:*

- “(v) a minimum of two inspections of the outside of the ship’s bottom during the five-year period of validity of the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate, except where regulation 14(e) or 14(f) is applicable. Where regulation 14(e) or 14(f) is applicable, this five-year period may be extended to coincide with the extended period of validity of the certificate. In all cases the interval between any two such inspections shall not exceed 36 months;”.



**Resolution MSC.216(82)**  
*(adopted on 8 December 2006)*

**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-second 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 annexes 1, 2 and 3 to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that:
  - (a) the said amendments, set out in annex 1, shall be deemed to have been accepted on 1 January 2008;\*
  - (b) the said amendments, set out in annex 2, shall be deemed to have been accepted on 1 July 2008;\* and
  - (c) the said amendments, set out in annex 3, shall be deemed to have been accepted on 1 January 2010,

unless, prior to those dates, more than one third of the Contracting Governments to the Convention or Contracting Governments the

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\* The amendments in this annex have been incorporated in SOLAS, *Consolidated edition* 2009, and are not presented in this publication.

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:

- (a) the amendments, set out in annex 1, shall enter into force on 1 July 2008;
- (b) the amendments, set out in annex 2, shall enter into force on 1 January 2009; and
- (c) the amendments, set out in annex 3, shall enter into force on 1 July 2010,

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 annexes 1, 2 and 3 to all Contracting Governments to the Convention;

5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its annexes 1, 2 and 3 to Members of the Organization which are not Contracting Governments to the Convention.

## Annex 3

# **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 *The following new paragraph 6 is added after the existing paragraph 5:*

“6 In passenger ships, supplementary lighting shall be provided in all cabins to clearly indicate the exit so that occupants will be able to find their way to the door. Such lighting, which may be connected to an emergency source of power or have a self-contained source of electrical power in each cabin, shall automatically illuminate when power to the normal cabin lighting is lost and remain on for a minimum of 30 minutes.”

2 *The following new part F is added after the existing regulation 54:*

## **“Part F**

### *Alternative design and arrangements*

#### **Regulation 55**

##### *Alternative design and arrangements*

#### **1 Purpose**

The purpose of this regulation is to provide a methodology for alternative design and arrangements for machinery and electrical installations.

## 2 General

**2.1** Machinery and electrical installation design and arrangements may deviate from the requirements set out in parts C, D and E, provided that the alternative design and arrangements meet the intent of the requirements concerned and provide an equivalent level of safety to this chapter.

**2.2** When alternative design or arrangements deviate from the prescriptive requirements of parts C, D and E, an engineering analysis, evaluation and approval of the design and arrangements shall be carried out in accordance with this regulation.

## 3 Engineering analysis

The engineering analysis shall be prepared and submitted to the Administration, based on the guidelines developed by the Organization,\* and shall include, as a minimum, the following elements:

- .1** determination of the ship type, machinery, electrical installations and space(s) concerned;
- .2** identification of the prescriptive requirement(s) with which the machinery and electrical installations will not comply;
- .3** identification of the reason the proposed design will not meet the prescriptive requirements supported by compliance with other recognized engineering or industry standards;
- .4** determination of the performance criteria for the ship, machinery, electrical installation or the space(s) concerned addressed by the relevant prescriptive requirement(s):
  - .4.1** performance criteria shall provide a level of safety not inferior to the relevant prescriptive requirements contained in parts C, D and E; and
  - .4.2** performance criteria shall be quantifiable and measurable;
- .5** detailed description of the alternative design and arrangements, including a list of the assumptions used in the design and any proposed operational restrictions or conditions;
- .6** technical justification demonstrating that the alternative design and arrangements meet the safety performance criteria; and
- .7** risk assessment based on identification of the potential faults and hazards associated with the proposal.

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\* Refer to the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (MSC.1/Circ.1212).

## **4 Evaluation of the alternative design and arrangements**

**4.1** The engineering analysis required in paragraph 3 shall be evaluated and approved by the Administration, taking into account the guidelines developed by the Organization.\*

**4.2** A copy of the documentation, as approved by the Administration, indicating that the alternative design and arrangements comply with this regulation shall be carried on board the ship.

## **5 Exchange of information**

The Administration shall communicate to the Organization pertinent information concerning alternative design and arrangements approved by them for circulation to all Contracting Governments.

## **6 Re-evaluation due to change of conditions**

If the assumptions and operational restrictions that were stipulated in the alternative design and arrangements are changed, the engineering analysis shall be carried out under the changed condition and shall be approved by the Administration.

\* Refer to the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (MSC.1/Circ.1212)."

# *Chapter II-2*

## *Construction – Fire protection, fire detection and fire extinction*

### **Regulation 3**

#### *Definitions*

**3** *The following new paragraphs 51 and 52 are added after the existing paragraph 50:*

**“51** *Safe area* in the context of a casualty is, from the perspective of habitability, any area(s) which is not flooded or which is outside the main vertical zone(s) in which a fire has occurred such that it can safely accommodate all persons on board to protect them from hazards to life or health and provide them with basic services.

**52** *Safety centre* is a control station dedicated to the management of emergency situations. Safety systems' operation, control and/or monitoring are an integral part of the safety centre."

## **Regulation 7**

### *Detection and alarm*

4 *The following new paragraph 2.4 is added after the existing paragraph 2.3:*

"**2.4** A fixed fire detection and fire alarm system for passenger ships shall be capable of remotely and individually identifying each detector and manually operated call point."

5 *In paragraphs 5.2 and 5.3.1, the following new text is added at the end of the paragraphs:*

"Detectors fitted in cabins, when activated, shall also be capable of emitting, or cause to be emitted, an audible alarm within the space where they are located."

## **Regulation 8**

### *Control of smoke spread*

6 *In paragraph 2, the following new sentence is added at the end of the paragraph:*

"The ventilation system serving safety centres may be derived from the ventilation system serving the navigation bridge, unless located in an adjacent main vertical zone."

## **Regulation 9**

### *Containment of fire*

7 *In paragraph 2.2.3.2.2 (7), the words "Sale shops" are deleted.*

8 *In paragraph 2.2.3.2.2 (8), the words "Sale shops" are added.*

9 *In the notes for tables 9.3 and 9.4, the following sentence is added at the end of subscript "c":*

"No fire rating is required for those partitions separating the navigation bridge and the safety centre when the latter is within the navigation bridge."