

**ANNEX 1**

**RESOLUTION MSC.325(90)  
(adopted on 24 May 2012)**

**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 ninetieth 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 July 2013, 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 per cent 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 January 2014 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 B-1  
Stability**

**Regulation 8-1 – System capabilities after a flooding casualty on passenger ships**

1 The existing regulation II-1/8-1 is replaced by the following:

**"Regulation 8-1 – System capabilities and operational information after a  
flooding casualty on passenger ships**

**1 Application**

Passenger ships having length, as defined in regulation II-1/2.5, of 120 m or more or having three or more main vertical zones shall comply with the provisions of this regulation.

**2 Availability of essential systems in case of flooding damage<sup>\*</sup>**

A passenger ship constructed on or after 1 July 2010 shall be designed so that the systems specified in regulation II-2/21.4 remain operational when the ship is subject to flooding of any single watertight compartment.

**3 Operational information after a flooding casualty**

For the purpose of providing operational information to the Master for safe return to port after a flooding casualty, passenger ships constructed on or after 1 January 2014 shall have:

- .1 onboard stability computer; or
- .2 shore-based support,

based on guidelines developed by the Organization<sup>\*\*</sup>."

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<sup>\*</sup> Refer to the Interim Explanatory Notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty (MSC.1/Circ.1369).

<sup>\*\*</sup> Refer to the Guidelines on operational information for Masters of passenger ships for safe return to port by own power or under tow (MSC.1/Circ.1400).

**CHAPTER III  
LIFE-SAVING APPLIANCES AND ARRANGEMENTS**

**Part B  
Requirements for ships and life-saving appliances**

**Regulation 20 – Operational readiness, maintenance and inspections**

2 In paragraph 11.2, the following new subparagraph .4 is added after the existing subparagraph .3:

- "4 notwithstanding subparagraph .3 above, the operational testing of free-fall lifeboat release systems shall be performed either by free-fall launch with only the operating crew on board or by a simulated launching carried out based on guidelines developed by the Organization\*."

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\* Refer to Measures to prevent accidents with lifeboats (MSC.1/Circ.1206/Rev.1).

**CHAPTER V  
SAFETY OF NAVIGATION**

**Regulation 14 – Ships' manning**

3 The existing paragraph 2 is replaced by the following new paragraph:

- "2 For every ship to which chapter I applies, the Administration shall:
- .1 establish appropriate minimum safe manning following a transparent procedure, taking into account the relevant guidance adopted by the Organization\* ; and
  - .2 issue an appropriate minimum safe manning document or equivalent as evidence of the minimum safe manning considered necessary to comply with the provisions of paragraph 1."

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\* Refer to the Principles of minimum safe manning, adopted by the Organization by resolution A.1047(27).

## CHAPTER VI CARRIAGE OF CARGOES

### Part A General provisions

- 4 The following new regulation 5-2 is added after the existing regulation 5-1:

#### **"Regulation 5-2 – Prohibition of the blending of bulk liquid cargoes and production processes during sea voyages**

1 The physical blending of bulk liquid cargoes during sea voyages is prohibited. Physical blending refers to the process whereby the ship's cargo pumps and pipelines are used to internally circulate two or more different cargoes with the intent to achieve a cargo with a new product designation. This prohibition does not preclude the master from undertaking cargo transfers for the safety of the ship or protection of the marine environment.

2 The prohibition in paragraph 1 does not apply to the blending of products for use in the search and exploitation of seabed mineral resources on board ships used to facilitate such operations.

3 Any production process on board a ship during sea voyages is prohibited. Production processes refer to any deliberate operation whereby a chemical reaction between a ship's cargo and any other substance or cargo takes place.

4 The prohibition in paragraph 3 does not apply to the production processes of cargoes for use in the search and exploitation of seabed mineral resources on board ships used to facilitate such operations.\*

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\* Refer to the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk in offshore support vessels (resolution A.673(16), as amended)."

## CHAPTER VII CARRIAGE OF DANGEROUS GOODS

### Part A Carriage of dangerous goods in packaged form

#### **Regulation 4 – Documents**

- 5 The text of the regulation is replaced by the following:

"1 Transport information relating to the carriage of dangerous goods in packaged form and the container/vehicle packing certificate shall be in accordance with the relevant provisions of the IMDG Code and shall be made available to the person or organization designated by the port State authority.

2 Each ship carrying dangerous goods in packaged form shall have a special list, manifest or stowage plan setting forth, in accordance with the relevant provisions of the IMDG Code, the dangerous goods on board and the location thereof. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority."

## **CHAPTER XI-1 SPECIAL MEASURES TO ENHANCE MARITIME SAFETY**

### **Regulation 2 – Enhanced surveys**

6 The words "the guidelines adopted by the Assembly of the Organization by resolution A.744(18)" are replaced by the words "the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code), adopted by the Assembly of the Organization by resolution A.1049(27)".

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