

**ANNEX 2**

**RESOLUTION MSC.123(75)  
(adopted on 24 May 2002)**

**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 seventy-fifth 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 2003, 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 January 2004 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 IV  
RADIOCOMMUNICATIONS**

**Regulation 1 - Application**

- 1 Paragraphs 3, 4, 5, 6 and 7 are deleted.
- 2 Existing paragraph 8 is renumbered as paragraph 3.

**Regulation 3 - Exemptions**

- 3 The word "; or" at the end of paragraph 2.1 is replaced by full stop(.).
- 4 Paragraph 2.3 is deleted.

**Regulation 4 - Functional requirements**

- 5 In paragraph 1.6, the reference to "V/12(g) and (h)" is replaced by "V/19.2.3.2".

**Regulation 7 - Radio equipment: General**

- 6 Paragraphs 2, 3 and 4 are deleted.
- 7 Existing paragraph 5 is renumbered as paragraph 2.

**Regulation 12 - Watches**

- 8 Paragraph 4 is deleted.

**Regulation 14 - Performance standards**

- 9 In paragraph 1, in the second sentence, the words "Subject to paragraph 2" are deleted.
- 10 Paragraph 2 is deleted.

## **CHAPTER V SAFETY OF NAVIGATION**

### **Regulation 21 – International Code of Signals**

- 11 The title of the regulation is replaced by the following:  
“International Code of Signals and IAMSAR Manual”
- 12 The existing paragraph is numbered as paragraph 1.
- 13 A new paragraph 2 is added as follows:  
“2 All ships shall carry an up-to-date copy of Volume III of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual.”

## **CHAPTER VI CARRIAGE OF CARGOES**

### **Regulation 2 - Cargo information**

- 14 In existing paragraph 2.3, the words “regulation VII/2” are replaced by the words “the IMDG Code, as defined in regulation VII/1.1”.

### **Regulation 5 – Stowage and securing**

- 15 In existing paragraph 1, the words “Cargo and cargo units” are replaced by the words “Cargo, cargo units\* and cargo transport units\*\*”.
- 16 In existing paragraph 2, the words “cargo carried in cargo unit” are replaced by the words “cargo, cargo units and cargo transport units”.
- 17 In existing paragraph 4, the words “cargo units” are replaced by the words “cargo units and cargo transport units” (in two places).
- 18 In existing paragraph 5, the word "Containers" is replaced by the words "Freight containers" and in the last line, after "(CSC)", at the end of the sentence, the words ",as amended" are added.
- 19 Existing paragraph 6 is replaced by the following:

"All cargoes, other than solid and liquid bulk cargoes, cargo units and cargo transport units shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Administration. In ships with ro-ro spaces, as defined in regulation II-2/3.41, all securing of such cargoes, cargo units and cargo

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\* Refer to the Code of Safe Practice for Cargo Stowage and Securing, adopted by the Organization by resolution A.714(17), as amended.

\*\* Refer to the International Maritime Dangerous Goods (IMDG) Code, adopted by the Organization by resolution MSC.122(75).

transport units, in accordance with the Cargo Securing Manual, shall be completed before the ship leaves the berth. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to relevant guidelines developed by the Organization\*."

### **Regulation 6 – Acceptability for shipment**

20 In existing paragraph 3, the words “regulation VII/2” are replaced by the words “the IMDG Code, as defined in regulation VII/1.1”.

## **CHAPTER VII CARRIAGE OF DANGEROUS GOODS**

21 Existing part A is replaced by the following new part A and part A-1:

### **“PART A**

#### **CARRIAGE OF DANGEROUS GOODS IN PACKAGED FORM**

##### **Regulation 1**

##### **Definitions**

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

1 *IMDG Code* means the International Maritime Dangerous Goods (IMDG) Code adopted by the Maritime Safety Committee of the Organization by resolution MSC.122(75), 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.

2 *Dangerous goods* mean the substances, materials and articles covered by the IMDG Code.

3 *Packaged form* means the form of containment specified in the IMDG Code.

##### **Regulation 2**

##### **Application\*\***

1 Unless expressly provided otherwise, this part applies to the carriage of dangerous goods in packaged form in all ships to which the present regulations apply and in cargo ships of less than 500 gross tonnage.

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\* Refer to the Guidelines on the preparation of the cargo securing manual (MSC/Circ.745).

\*\* Refer to:  
.1 part D which contains special requirements for the carriage of INF cargo; and  
.2 regulation II-2/19 which contains special requirements for ships carrying dangerous goods.

2 The provisions of this part do not apply to ships' stores and equipment.

3 The carriage of dangerous goods in packaged form is prohibited except in accordance with the provisions of this chapter.

4 To supplement the provisions of this part, each Contracting Government shall issue, or cause to be issued, detailed instructions on emergency response and medical first aid relevant to incidents involving dangerous goods in packaged form, taking into account the guidelines developed by the Organization.\*

### **Regulation 3**

#### **Requirements for the carriage of dangerous goods**

The carriage of dangerous goods in packaged form shall be in compliance with the relevant provisions of the IMDG Code.

### **Regulation 4**

#### **Documents**

1 In all documents relating to the carriage of dangerous goods in packaged form by sea, the proper shipping name of the goods shall be used (trade names alone shall not be used) and the correct description given in accordance with the classification set out in the IMDG Code.

2 The transport documents prepared by the shipper shall include, or be accompanied by, a signed certificate or a declaration that the consignment, as offered for carriage, is properly packaged, marked, labelled or placarded, as appropriate, and in proper condition for carriage.

3 The person(s) responsible for the packing/loading of dangerous goods in a cargo transport unit\*\* shall provide a signed container/vehicle packing certificate stating that the cargo in the unit has been properly packed and secured and that all applicable transport requirements have been met. Such a certificate may be combined with the document referred to in paragraph 2.

4 Where there is due cause to suspect that a cargo transport unit in which dangerous goods are packed is not in compliance with the requirements of paragraph 2 or 3, or where a container/vehicle packing certificate is not available, the cargo transport unit shall not be accepted for carriage.

5 Each ship carrying dangerous goods in packaged form shall have a special list or manifest setting forth, in accordance with the classification set out in the IMDG Code, the dangerous goods on board and the location thereof. A detailed stowage plan, which

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\* Refer to:

- .1 the Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide) (MSC/Circ.1025); and
  - .2 the Medical First Aid and the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) (MSC/Circ.857);
- published by the Organization.

\*\* Refer to the International Maritime Dangerous Goods (IMDG) Code, adopted by the Organization by resolution MSC.122(75).

identifies by class and sets out the location of all dangerous goods on board, may be used in place of such a special list or manifest. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority.

## **Regulation 5**

### **Cargo Securing Manual**

Cargo, cargo units\* and cargo transport units, shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Administration. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to the guidelines developed by the Organization.\*\*

## **Regulation 6**

### **Reporting of incidents involving dangerous goods**

1 When an incident takes place involving the loss or likely loss overboard of dangerous goods in packaged form into the sea, the master, or other person having charge of the ship, shall report the particulars of such an incident without delay and to the fullest extent possible to the nearest coastal State. The report shall be drawn up based on general principles and guidelines developed by the Organization.\*\*\*

2 In the event of the ship referred to in paragraph 1 being abandoned, or in the event of a report from such a ship being incomplete or unobtainable, the company, as defined in regulation IX/1.2, shall, to the fullest extent possible, assume the obligations placed upon the master by this regulation.

## **PART A-1**

### **CARRIAGE OF DANGEROUS GOODS IN SOLID FORM IN BULK**

## **Regulation 7**

### **Definitions**

*Dangerous goods in solid form in bulk* means any material, other than liquid or gas, consisting of a combination of particles, granules or any larger pieces of material, generally uniform in composition, which is covered by the IMDG Code and is loaded directly into the cargo spaces of a ship without any intermediate form of containment, and includes such materials loaded in a barge on a barge-carrying ship.

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\* As defined in the Code of Safe Practice for Cargo Stowage and Securing, adopted by the Organization by resolution A.715(17), as amended.

\*\* Refer to the Guidelines for the preparation of the cargo securing manual (MSC/Circ.745).

\*\*\* Refer to the General principles for ship reporting systems and ship reporting requirements, including Guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants, adopted by the Organization by resolution A.851(20).

## **Regulation 7-1**

### **Application\***

1 Unless expressly provided otherwise, this part applies to the carriage of dangerous goods in solid form in bulk in all ships, to which the present regulations apply and in cargo ships of less than 500 gross tonnage.

2 The carriage of dangerous goods in solid form in bulk is prohibited except in accordance with the provisions of this part.

3 To supplement the provisions of this part, each Contracting Government shall issue, or cause to be issued, detailed instructions on the safe carriage of dangerous goods in solid form in bulk\*\* which shall include instructions on emergency response and medical first aid relevant to incidents involving dangerous goods in solid form in bulk, taking into account the guidelines developed by the Organization.\*\*\*

## **Regulation 7-2**

### **Documents**

1 In all documents relating to the carriage of dangerous goods in solid form in bulk by sea, the bulk cargo shipping name of the goods shall be used (trade names alone shall not be used).

2 Each ship carrying dangerous goods in solid form in bulk shall have a special list or manifest setting forth the dangerous goods on board and the location thereof. A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods on board, may be used in place of such a special list or manifest. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority.

## **Regulation 7-3**

### **Stowage and segregation requirements**

1 Dangerous goods in solid form in bulk shall be loaded and stowed safely and appropriately in accordance with the nature of the goods. Incompatible goods shall be segregated from one another.

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\* Refer to regulation II-2/19, which contains special requirements for ships carrying dangerous goods.

\*\* Refer to the Code of Safe Practice for Solid Bulk Cargoes (BC Code), adopted by the Organization by resolution A.434(XI), as amended.

\*\*\* Refer to the Medical First Aid Guide for Use in Accidents involving Dangerous Goods (MFAG) (MSC/Circ.857).

2 Dangerous goods in solid form in bulk which are liable to spontaneous heating or combustion shall not be carried unless adequate precautions have been taken to minimize the likelihood of the outbreak of fire.

3 Dangerous goods in solid form in bulk which give off dangerous vapours shall be stowed in a well ventilated cargo space.

#### **Regulation 7-4**

##### **Reporting of incidents involving dangerous goods**

1 When an incident takes place involving the loss or likely loss overboard of dangerous goods in solid form in bulk into the sea, the master, or other person having charge of the ship, shall report the particulars of such an incident without delay and to the fullest extent possible to the nearest coastal State. The report shall be drawn up based on general principles and guidelines developed by the Organization.\*

2 In the event of the ship referred to in paragraph 1 being abandoned, or in the event of a report from such a ship being incomplete or unobtainable, the company, as defined in regulation IX/1.2, shall, to the fullest extent possible, assume the obligations placed upon the master by this regulation.”

#### **PART D**

##### **SPECIAL REQUIREMENTS FOR THE CARRIAGE OF PACKAGED IRRADIATED NUCLEAR FUEL, PLUTONIUM AND HIGH-LEVEL RADIOACTIVE WASTES ON BOARD SHIPS**

#### **Regulation 14 - Definitions**

22 Existing paragraph 2 is replaced by the following:

"2 *INF cargo* means packaged irradiated nuclear fuel, plutonium and high-level radioactive wastes carried as cargo in accordance with class 7 of the IMDG Code."

23 Existing paragraph 6 is deleted.

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\* Refer to the General Principles for Ship Reporting Systems and Ship Reporting Requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants adopted by the Organization by resolution A.851(20).



**APPENDIX**  
**CERTIFICATES**

**Record of Equipment for the Passenger Ship Safety Certificate (Form P)**

24 In section 3, items 7 and 8 and related footnotes are deleted.

**Record of Equipment for the Cargo Ship Safety Radio Certificate (Form R)**

25 In section 2, items 7 and 8 and related footnotes are deleted.

26 Section 4 is deleted.

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