

国际海事组织

第 66 届至 70 届海上安全委员会  
通过的部分决议及通函

A COLLECTION OF PARTIAL RESOLUTIONS AND  
CIRCULARS ADOPTED AT 66TH TO 70TH  
SESSIONS OF MARITIME SAFETY COMMITTEE

人民交通出版社

**INTERNATION MARITIME ORGANIZATION**

**A COLLECTION OF PARTIAL RESOLUTIONS AND  
CIRCULARS ADOPTED AT 66TH TO 70TH  
SESSIONS OF MARITIME SAFETY COMMITTEE**

**by**

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**RESOLUTION MSC.79(70)**  
**(adopted on 11 December 1998)**

**INTERPRETATION OF THE PROVISIONS OF SOLAS CHAPTER XII ON  
ADDITIONAL SAFETY MEASURES FOR BULK CARRIERS**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING that the 1997 SOLAS Conference adopted new chapter XII of the International Convention for the Safety of Life at Sea (SOLAS), 1974 concerning additional safety measures for bulk carriers,

NOTING FURTHER that SOLAS chapter XII is expected to enter into force on 1 July 1999,

DESIRING to ensure that all Contracting Governments to the 1974 SOLAS (Convention implement SOLAS chapter XII in a consistent and uniform manner,

RECOGNIZING, therefore, the need to establish, for that purpose, guidance on applications of, and the interpretation to, the relevant provisions of that chapter,

RESPONDING to the requests of the 1997 SOLAS Conference, as recorded in Conference resolutions 6 and 8 thereof,

1. URGES Governments concerned to:

- .1 ensure that bulk carriers to which SOLAS chapter XII applies are clearly identified as such, either on the Safety Management Certificate issued under the provisions of SOLAS chapter IX, or in the booklet required under the provisions of SOLAS regulation XII/8;
- .2 further ensure that where the identification of "bulk carrier" on the Safety Management Certificate issued under the provisions of SOLAS chapter IX is in question, the interpretation of "bulk carrier" contained in resolution 6 of the 1997 SOLAS Conference be accepted for the issuance and verification of compliance with chapter IX;
- .3 ensure that ships to which SOLAS regulation XII/4.2 applies are not permitted to be subject to the provisions of SOLAS regulation XII/9 by means of modifications that would render non watertight one or more watertight transverse bulkheads; and
- .4 interpret the provisions of SOLAS regulation XII/10.2 as follows: "For bulk carriers of 150 m in length and upwards of single side skin construction constructed before 1 July 1999, any cargo carried on or after the implementation date specified in regulation 3 and declared to have a density within the range of 1250 to 1780 kg/m<sup>3</sup> shall have its density verified by an accredited testing organization, unless such bulk carriers comply with all the relevant requirements of this chapter applicable to the carriage of solid bulk cargoes having a density of 1780 kg/m<sup>3</sup> and above."; and

2. INVITES Governments concerned to bring the contents of this resolution to the attention of all parties concerned.

**RESOLUTION MSC.80(70)**  
**(adopted on 8 December 1998)**

**ADOPTION OF NEW PERFORMANCE STANDARDS FOR  
RADIOCOMMUNICATION EQUIPMENT**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution A.825(19), by which the Assembly resolved that the functions of adopting performance standards for radio and navigational equipment, as well as amendments thereto, shall be performed by the Maritime Safety Committee on behalf of the Organization,

RECALLING FURTHER regulation IV/7.5 of the International Convention on the Safety of Life at Sea (SOLAS), 1974, as amended by the 1995 SOLAS Conference, which requires every passenger ship to carry means for two – way on – scene radiocommunications for search and rescue purposes using aeronautical frequencies 121.5 MHz and 123.1 MHz,

HAVING CONSIDERED *new performance standards prepared at the third session of the Sub – Committee on Radiocommunications and Search and Rescue,*

1. ADOPTS the Recommendation on Performance Standards for On – Scene (Aeronautical) Portable Two – Way VHF Radiotelephone Apparatus and the Recommendation on Performance Standards for On – Scene (Aeronautical) Two – Way VHF Radiotelephone Apparatus for Fixed Installations, set out in Annexes 1 and 2, respectively, to the present resolution;
2. RECOMMENDS Member Governments to ensure that on – scene (aeronautical) two – way VHF radiotelephone apparatus for use in search and rescue operations installed on or after 1 July 2001 conform to performance standards not inferior to those specified in the attached Annexes.

## ANNEX 1

### RECOMMENDATION ON PERFORMANCE STANDARDS FOR ON – SCENE (AERONAUTICAL) PORTABLE TWO – WAY VHF RADIOTELEPHONE APPARATUS

#### 1 INTRODUCTION

The on – scene (aeronautical) portable two – way VHF radiotelephone, in addition to meeting the requirements of the Radio Regulations, the relevant ITU – R Recommendations, the relevant requirements of Annex 10 to the ICAO Convention, and the general requirements set out in resolution A.694(17), should comply with the following performance standards.

#### 2 GENERAL

2.1 The equipment should be portable and capable of being used for on – scene communication between a ship and aircraft.

2.2 The equipment should comprise at least:

- .1 an integral transmitter/receiver including antenna and battery;
- .2 an integral control unit including a press – to – transmit switch; and
- .3 a microphone and loudspeaker.

2.3 The equipment should:

- .1 be capable of being operated by unskilled personnel;
- .2 withstand drops on to a hard surface from a height of 1 m;
- .3 be of small size and light weight;
- .4 be capable of operating in the ambient noise level likely to be encountered during SAR operations;
- .5 have provisions for the use of external microphone/headset; and
- .6 have a colour which distinguishes it from the portable equipment specified in resolution A.809 (19).

2.4 Unless otherwise stated, the equipment should comply with the requirements of chapter II, part 2, paragraph 2.3 of Annex 10 to the ICAO Convention.

#### 3 CLASS OF EMISSION, FREQUENCY BANDS AND CHANNELS

The two – way radiotelephone should be amplitude – modulated and capable of operation on the frequencies 121.5 MHz and 123.1 MHz.



## **4 CONTROLS AND INDICATORS**

- 4.1 An on/off switch should be provided with a positive visual indication that the radiotelephone is switched on.
- 4.2 The receiver should be provided with a manual volume control by which the audio output may be varied.
- 4.3 Frequency selection should be easily performed and the frequencies should be clearly discernible.

## **5 PERMISSIBLE WARMING – UP PERIOD**

The equipment should be operational within 5 s of switching on.

## **6 SAFETY PRECAUTIONS**

The equipment should not be damaged by the effects of open – circuiting or short – circuiting the antenna.

## **7 TRANSMITTER POWER**

The carrier power should be between 50 mW and 1.5 W.

## **8 RECEIVER OUTPUT**

- 8.1 The audio output should be sufficient to be heard in the ambient noise level likely to be encountered during SAR operations.
- 8.2 In the transmit condition, the output of the receiver should be muted.

## **9 POWER SUPPLY**

- 9.1 The source of energy should be a primary battery integrated in the equipment and may be replaceable by the user. In addition, provision may be made to operate the equipment using an external source of electrical energy.
- 9.2 The primary battery should have sufficient capacity to ensure 8 – hour operation at its highest rated power with a duty cycle of 1:9. This duty cycle is defined as 6 – second transmission, 6 – second reception above squelch opening level and 48 – second reception below squelch opening level.
- 9.3 Primary batteries should have a shelf life of at least 2 years.

## **10 LABELLING**

- 10.1 In addition to the general requirements specified in resolution A.694(17), the following should be clearly indicated on the exterior of the equipment:
  - .1 brief operating instructions;
  - .2 expiry date for the primary batteries; and
  - .3 the following text: “only for emergency communications with aircraft”.

## ANNEX 2

### **RECOMMENDATION ON PERFORMANCE STANDARDS FOR ON – SCENE (AERONAUTICAL) TWO – WAY VHF RADIOTELEPHONE APPARATUS FOR FIXED INSTALLATIONS**

#### **1 INTRODUCTION**

The on – scene (aeronautical) two – way VHF radiotelephone for fixed installations, in addition to meeting the requirements of the Radio Regulations, the relevant ITU – R Recommendations, the relevant requirements of Annex 10 to the ICAO Convention, and the general requirements set out in resolution A. 694(17), should comply with the following performance standards.

#### **2 GENERAL**

2.1 The equipment should be capable of being used for on – scene communication between the ship and airborne rescue unit(s).

2.2 The equipment should comprise at least:

- .1 a transmitter and receiver;
- .2 an antenna which may be fixed to the equipment or mounted separately, and
- .3 a microphone with a press – to – talk switch and a loudspeaker.

2.3 The equipment should :

- .1 be capable of being operated by unskilled personnel; and
- .2 be capable of operating in the ambient noise level likely to be encountered on board ships.

2.4 Unless otherwise stated, the equipment should comply with the requirements of chapter II, part 2, paragraph 2.3 of Annex 10 to the ICAO Convention.

#### **3 CLASS OF EMISSION, FREQUENCY BANDS AND CHANNELS**

The two – way radiotelephone should be amplitude – modulated and capable of operation on the frequencies 121.5 MHz and on 123.1 MHz.

#### **4 CONTROLS AND INDICATORS**

4.1 An on/off switch should be provided with a positive visual indication that the radiotelephone is switched on.

4.2 The receiver should be provided with a manual volume control by which the audio output of the loudspeaker may be varied.

4.3 Frequency selection should be easily performed and the frequencies should be clearly discernible.

## **5 PERMISSIBLE WARMING – UP PERIOD**

The equipment should be operational within 5 s of switching on.

## **6 SAFETY PRECAUTIONS**

The equipment should not be damaged by the effects of open – circuiting or short – circuiting the antenna.

## **7 TRANSMITTER POWER**

The carrier output power should be between 50 mW and 1.5 W.

## **8 RECEIVER OUTPUT**

8.1 The audio output should be sufficient to be heard in the ambient noise level likely to be encountered on board ships.

8.2 In the transmit condition, the output of the receiver should be muted.

## **9 POWER SUPPLY**

9.1 The radio installation should be powered from the ship's main source of electrical energy. In addition, it should be possible to operate the installation from an alternative source of electrical energy.

9.2 Alternatively, the source of energy may be a primary battery integrated in the equipment and may be replaceable by the user.

9.3 The primary battery should have sufficient capacity to ensure 8 – hour operation at its highest rated power with a duty cycle of 1:9. This duty cycle is defined as 6 – second transmission, 6 – second reception above squelch opening level and 48 – second reception below squelch opening level.

9.4 Primary batteries should have a shelf life of at least 2 years.

## **10 LABELLING**

10.1 In addition to the general requirements specified in resolution A.694(17), the following should be clearly indicated on the exterior of the equipment:

- .1 brief operating instructions;
- .2 the following text: “only for emergency communications with aircraft”; and
- .3 if applicable, expiry date for the primary batteries.

**RESOLUTION MSC.82(70)**  
**(adopted on 11 December 1998)**

**AMENDMENTS TO RESOLUTION A.760(18) ON SYMBOLS RELATED TO  
LIFE – SAVING APPLIANCES AND ARRANGEMENTS**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution A.760(18) on Symbols related to life – saving appliances and arrangements, where the Assembly requests the Committee to keep the resolution under review and amend it as necessary,

RECOGNIZING that as new types of life – saving appliances, in particular marine evacuation systems, are developed it is desirable to identify them by means of an agreed symbol, to be displayed on the ship at the appropriate location in order to facilitate recognition of the appliance by passengers and crew,

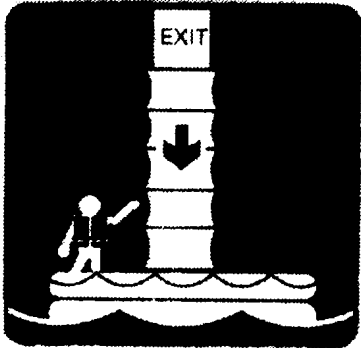
HAVING CONSIDERED the recommendation made by the Sub – Committee on Ship Design and Equipment at its forty – first session,

1. ADOPTS the Amendments to resolution A.760(18) on Symbols related to life – saving appliances and arrangements, as set out in the Annex to the present resolution;
2. URGES Governments to ensure that, when applying resolution A.760(18) in compliance with SOLAS regulation III/9, the symbol for an evacuation chute reproduced in the Annex is also taken into account, as appropriate.

ANNEX

**AMENDMENTS TO RESOLUTION A.760(18) ON SYMBOLS RELATED TO  
LIFE - SAVING APPLIANCES AND ARRANGEMENTS**

The following row is inserted in the Table "Recommended symbols indicating the location of emergency equipment and muster and embarkation stations" in Annex 2 to resolution A.760(18), after existing row number (reference) 6:

6 bis	EVACUATION CHUTE	
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**RESOLUTION MSC.83(70)**  
**(adopted on 10 December 1998)**

**ADOPTION OF AMENDMENTS TO THE SURVEY GUIDELINES UNDER  
THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION  
(RESOLUTION A.746(18))**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO that the Assembly, when adopting resolution A.746(18) on Survey Guidelines under the Harmonized System of Survey and Certification, authorized the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Survey Guidelines under review for their further improvement,

NOTING that new SOLAS regulation II - 1/3 - 4 requires that all tankers of not less than 20,000 tonnes deadweight shall be fitted with emergency towing arrangements, the design and construction of which shall be approved by the Administration based on the Guidelines adopted by the Organization by resolution MSC.35(63),

MINDFUL of the fact that the above - mentioned Guidelines do not contain any provisions for the periodical surveying of the emergency towing arrangements, other than in paragraph 3.2 therein which refers to regular inspection and maintenance,

RECOGNIZING that the exposed location and limited usage of such arrangements justify surveys to be carried out on an annual basis as a condition for the issuance and endorsement of the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate, as appropriate,

BEING AWARE that new SOLAS regulation IV/15.9, adopted by resolution MSC.69(69), requires that satellite EPIRBs shall be tested at intervals not exceeding 12 months for all aspects of operational efficiency with particular emphasis on frequency stability, signal strength and coding,

HAVING CONSIDERED the recommendations made by the Sub - Committee on Radiocommunications and Search and Rescue at its third session and the Sub - Committee on Flag State Implementation at its sixth session,

1. ADOPTS amendments to the Survey Guidelines under the Harmonized System of Survey and Certification (resolution A.746(18)), the text of which is set out in the Annex to the present resolution,
2. INVITES Governments carrying out surveys in accordance with resolution A.746(18) to take appropriate steps to implement the amendments annexed to this resolution.

## ANNEX

### AMENDMENTS TO THE SURVEY GUIDELINES UNDER THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION (RESOLUTION A.746(18))

#### 6 GUIDELINES FOR SURVEYS FOR THE CARGO SHIPS SAFETY CONSTRUCTION CERTIFICATE

##### 6.2 Annual surveys

- 1 At the end of subparagraph .12 of paragraph 6.2.3, the full stop is replaced by a semi – colon.
- 2 The following new subparagraph .13 is added after existing sub – paragraph .12 of paragraph 6.2.3:  
“(CA) .13 examining the emergency towing arrangements (SOLAS regulation II – 1/3 – 4) to ensure ready availability.”
- 3 The existing text of subparagraph .1 of paragraph 6.2.4 is replaced by the following:  
“(CA) .1 the provisions of (CA) 6.2.3.1 and (CA) 6.2.3.13.”

##### 6.3 Intermediate surveys

- 4 The existing text of subparagraph .1 of paragraph 6.3.4 is replaced by the following:  
“(CIn) .1 the provisions of (CA) 6.2.3.1 and (CA) 6.2.3.13.”

##### 6.4 Renewal surveys

- 5 The existing text of subparagraph .1 of paragraph 6.4.3 is replaced by the following:  
“(CR) .1 the provisions of (CA) 6.2.3.1 to 6.2.3.12 and (CIn) 6.3.3.2 to 6.3.3.4”;
- 6 The following new subparagraph .2 is added after the above subparagraph .1 of paragraph 6.4.3:  
“(CR) .2 thoroughly examining the emergency towing arrangements (SOLAS regulation II – 1/3 – 4) to ensure ready availability.”
- 7 At the end of subparagraph .1 of paragraph 6.4.4, the full stop is replaced by a semi – colon.
- 8 The following new subparagraph .2 is added after existing subparagraph .1 of paragraph 6.4.4:  
“(CR) .2 thoroughly examining the emergency towing arrangements (SOLAS regulation II – 1/3 – 4) to ensure ready availability.”

#### 8 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY RADIO CERTIFICATE

##### 8a.1 Initial surveys

9 The existing text of subparagraph .1 7.4 of paragraph 8a. 1.2 is replaced by the following:

“(RI) .1 7.4 checking that the EPIRB identification (ID) is clearly marked on the outside of the equipment and decoding the EPIRB identity number and other information from the transmitted signal.”

10 The following new subparagraphs .17.7, .17.8, .17.9 and .17.10 are added after existing subparagraph .17.6 of paragraph 8a.1.2:

“(RI) .17.7 checking the frequency of the 406 MHz signal without transmission of a distress call to the satellites;

(RI) .17.8 if possible, checking the frequency of the 121.5 MHz homing signal without activating the satellite system;

(RI) .17.9 after the above checking, remounting the EPIRB in its bracket, checking that no transmission has been started;

(RI) .17.10 checking that the EPIRB has been maintained at an approved testing or servicing station, if appropriate.”



**RESOLUTION MSC.84(70)**  
**(adopted on 10 December 1998)**

**ADOPTION OF AMENDMENTS TO THE GUIDELINES ON SURVEYS REQUIRED BY  
THE 1978 SOLAS PROTOCOL, THE INTERNATIONAL BULK CHEMICAL CODE  
AND THE INTERNATIONAL GAS CARRIER CODE  
(RESOLUTION A.560(14))**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO that the Assembly, when adopting resolution A.560(14) on Guidelines on Surveys Required by the 1978 SOLAS Protocol, the International Bulk Chemical Code and the International Gas Carrier Code, requested the Maritime Safety Committee to keep the Survey Guidelines under review for their further improvement,

NOTING that new SOLAS regulation II - 1/3 - 4 requires that all tankers of not less than 20,000 tonnes deadweight shall be fitted with emergency towing arrangements, the design and construction of which shall be approved by the Administration based on the Guidelines adopted by the Organization by resolution MSC.35(63),

MINDFUL of the fact that the above - mentioned Guidelines do not contain provisions for the periodical surveying of the emergency towing arrangements, other than in paragraph 3.2 therein which refers to regular inspection and maintenance,

RECOGNIZING that the exposed location and limited usage of such arrangements justify surveys to be carried out on an annual basis as a condition for the issuance and endorsement of the Cargo Ship Safety Construction Certificate,

HAVING CONSIDERED the recommendation made by the Sub - Committee on Flag State Implementation at its sixth session,

1. ADOPTS amendments to the Guidelines on Surveys required by the 1978 SOLAS Protocol, the International Bulk Chemical Code and the International Gas Carrier Code (resolution A.560(14)), the text of which is set out in the Annex to the present resolution;
2. RECOMMENDS, in the absence of provisions for surveys required for renewal of the Cargo Ship Safety Construction Certificate in resolution A.560(14), that thorough examination of the emergency towing arrangements should be part of any such survey;
3. INVITES Governments carrying out the relevant surveys in accordance with resolution A.560(14) and surveys for the renewal of Safety Construction Certificates to take appropriate steps to implement the amendments annexed to the resolution.