



ASSEMBLY
22nd session
Agenda item 14

A 22/Res.910
22 January 2002
Original: ENGLISH

Resolution A.910(22)

**Adopted on 29 November 2001
(Agenda item 14)**

**AMENDMENTS TO THE INTERNATIONAL REGULATIONS
FOR PREVENTING COLLISIONS AT SEA, 1972**

THE ASSEMBLY,

RECALLING Article VI of the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (hereinafter referred to as "the Convention"), on amendments to the Regulations,

HAVING CONSIDERED the amendments to the International Regulations for Preventing Collisions at Sea, 1972, adopted by the Maritime Safety Committee at its seventy-third session and communicated to all Contracting Parties in accordance with paragraph 2 of Article VI of the Convention; and also the recommendations of the Maritime Safety Committee concerning the entry into force of these amendments,

1. ADOPTS, in accordance with paragraph 3 of Article VI of the Convention, the amendments set out in the Annex to the present resolution;
2. DECIDES, in accordance with paragraph 4 of Article VI of the Convention, that the amendments shall enter into force on 29 November 2003 unless by 29 May 2002 more than one third of the Contracting Parties have notified their objection to the amendments;
3. REQUESTS the Secretary-General, in conformity with paragraph 3 of Article VI of the Convention, to communicate this resolution to all Contracting Parties to the Convention for acceptance;
4. INVITES Contracting Parties to submit any objections to the amendments not later than 29 May 2002 whereafter the amendments will be deemed to have been accepted to enter into force as determined in the present resolution.

For reasons of economy, this document is printed in a limited number. Delegates are kindly asked to bring their copies to meetings and not to request additional copies.

ANNEX

**AMENDMENTS TO THE INTERNATIONAL REGULATIONS FOR
PREVENTING COLLISIONS AT SEA, 1972****1 Rule 3:** Paragraph (a) is amended to read as follows:

“(a) The word “vessel” includes every description of water craft, including non-displacement craft, WIG craft and seaplanes, used or capable of being used as a means of transportation on water”.

A new paragraph (m) is added as follows:

“(m) The term “Wing-In-Ground (WIG) craft” means a multimodal craft which, in its main operational mode, flies in close proximity to the surface by utilizing surface-effect action.”

2 Rule 8: Paragraph (a) is amended to read as follows:

“(a) Any action to avoid collision shall be taken in accordance with the Rules of this Part and shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.”

3 Rule 18: A new paragraph (f) is added as follows:

- “(f) (i) A WIG craft shall, when taking off, landing and in flight near the surface, keep well clear of all other vessels and avoid impeding their navigation;
- (ii) a WIG craft operating on the water surface shall comply with the Rules of this Part as a power-driven vessel.”

4 Rule 23: A new paragraph (c) is added, as follows, and the following paragraph renumbered accordingly:

“(c) A WIG craft only when taking off, landing and in flight near the surface shall, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit a high intensity all-round flashing red light.”

5 **Rule 31** is amended to read as follows:

“Where it is impracticable for a seaplane or a WIG craft to exhibit lights and shapes of the characteristics or in the positions prescribed in the Rules of this Part she shall exhibit lights and shapes as closely similar in characteristics and position as is possible.”

6 **Rule 33:** Paragraph (a) is amended to read as follows:

“(a) A vessel of 12 metres or more in length shall be provided with a whistle, a vessel of 20 metres or more in length shall be provided with a bell in addition to a whistle, and a vessel of 100 metres or more in length shall, in addition, be provided with a gong, the tone and sound of which cannot be confused with that of the bell. The whistle, bell and gong shall comply with the specification in Annex III to these Regulations. The bell or gong or both may be replaced by other equipment having the same respective sound characteristics, provided that manual sounding of the required signals shall always be possible.”

7 **Rule 35:** A new paragraph (i) is added as follows, and the following paragraphs renumbered accordingly:

“(i) A vessel of 12 metres or more but less than 20 metres in length shall not be obliged to give the bell signals prescribed in paragraphs (g) and (h) of this Rule. However, if she does not, she shall make some other efficient sound signal at intervals of not more than 2 minutes.”

8 **ANNEX I**, section 13 is amended to read as follows:

“13. High-speed craft*

(a) The masthead light of high-speed craft may be placed at a height related to the breadth of the craft lower than that prescribed in paragraph 2(a)(i) of this annex, provided that the base angle of the isosceles triangles formed by the sidelights and masthead light, when seen in end elevation, is not less than 27°.

(b) On high-speed craft of 50 metres or more in length, the vertical separation between foremast and mainmast light of 4.5 metres required by paragraph 2(a)(ii) of this annex may be modified provided that such distance shall not be less than the value determined by the following formula:

$$y = \frac{(a + 17Y)C}{1000} + 2$$

* Refer to the International Code of Safety for High-Speed Craft, 1994 and the International Code of Safety for High-Speed Craft, 2000.

- where: y is the height of the mainmast light above the fore mast light in metres;
 a is the height of the foremast light above the water surface in service condition in metres;
 Y is the trim in service condition in degrees;
 C is the horizontal separation of masthead lights in metres.”

9 ANNEX III

Section 1 - Whistles: Paragraph (a) is amended to read as follows:

“(a) *Frequencies and range of audibility*

The fundamental frequency of the signal shall lie within the range 70-700Hz. The range of audibility of the signal from a whistle shall be determined by those frequencies, which may include the fundamental and/or one or more higher frequencies, which lie within the range 180-700Hz (+/-1%) for a vessel of 20 metres or more in length, or 180-2100Hz (+/-1%) for a vessel of less than 20 metres in length and which provide the sound pressure levels specified in paragraph 1(c) below.”

Paragraph (c) is amended to read as follows:

“(c) *Sound signal intensity and range of audibility*

A whistle fitted in a vessel shall provide, in the direction of maximum intensity of the whistle and at a distance of 1 metre from it, a sound pressure level in at least one 1/3rd-octave band within the range of frequencies 180-700Hz (+/-1%) for a vessel of 20 metres or more in length, or 180-2100Hz (+/-1%) for a vessel of less than 20 metres in length, of not less than the appropriate figure given in the table below.”

Length of vessel in metres	1/3rd-octave band level at 1 metre in dB referred to $2 \times 10^{-5} \text{N/m}^2$	Audibility range in nautical miles
200 or more	143	2
75 but less than 200	138	1.5
20 but less than 75	130	1
Less than 20	120 ^{*1}	0.5
	115 ^{*2}	
	111 ^{*3}	

*1 When the measured frequencies lie within the range 180-450Hz

*2 When the measured frequencies lie within the range 450-800Hz

*3 When the measure frequencies lie within the range 800-2100Hz

Section 2 - Bell or gong: Paragraph (b) is amended to read as follows:

“(b) *Construction*

Bells and gongs shall be made of corrosion-resistant material and designed to give a clear tone. The diameter of the mouth of the bell shall be not less than 300 mm for vessels of 20 metres or more in length. Where practicable, a power-driven bell striker is recommended to ensure constant force but manual operation shall be possible. The mass of the striker shall be not less than 3 per cent of the mass of the bell.”



ASSEMBLY
25th session
Agenda item 14

A 25/Res.1004
3 January 2008
Original: ENGLISH

RESOLUTION A.1004(25)

**Adopted on 29 November 2007
(Agenda item 14)**

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL REGULATIONS
FOR PREVENTING COLLISIONS AT SEA, 1972**

THE ASSEMBLY,

RECALLING article VI of the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (hereinafter referred to as “the Convention”), on amendments to the Regulations,

HAVING CONSIDERED the amendments to the International Regulations for Preventing Collisions at Sea, 1972, adopted by the Maritime Safety Committee at its eighty-second session, and communicated to all Contracting Parties in accordance with paragraph 2, article VI of the Convention; and also the recommendations of the Maritime Safety Committee concerning the entry into force of these amendments,

1. ADOPTS, in accordance with paragraph 3, article VI of the Convention, the amendments set out in the annex to the present resolution;
2. DECIDES, in accordance with paragraph 4, article VI of the Convention, that the amendments shall enter into force on 1 December 2009, unless by 1 June 2008 more than one third of Contracting Parties to the Convention have notified their objection to the amendments;
3. REQUESTS the Secretary-General, in conformity with paragraph 3, article VI of the Convention, to communicate these amendments to all Contracting Parties to the Convention for acceptance;
4. INVITES Contracting Parties to the Convention to submit any objections they may have to the amendments not later than 1 June 2008, whereafter the amendments will be deemed to have entered into force as determined in the present resolution, in accordance with the provisions of paragraph 4 of article VI of the Convention.

ANNEX**AMENDMENTS TO THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972, AS AMENDED****Annex IV***Distress signals*

1 The following signals, used or exhibited either together or separately, indicate distress and need of assistance:

- (a) a gun or other explosive signals fired at intervals of about a minute;
- (b) a continuous sounding with any fog-signalling apparatus;
- (c) rockets or shells, throwing red stars fired one at a time at short intervals;
- (d) a signal made by any signalling method consisting of the group ... --- ... (SOS) in the Morse Code;
- (e) a signal sent by radiotelephony consisting of the spoken word "MAYDAY";
- (f) the International Code Signal of distress indicated by N.C.;
- (g) a signal consisting of a square flag having above or below it a ball or anything resembling a ball;
- (h) flames on the vessel (as from a burning tar barrel, oil barrel, etc.);
- (i) a rocket parachute flare or a hand-flare showing a red light;
- (j) a smoke signal giving off orange-coloured smoke;
- (k) slowly and repeatedly raising and lowering arms outstretched to each side;
- (l) a distress alert by means of digital selective calling (DSC) transmitted on:
 - (i) VHF channel 70, or
 - (ii) MF/HF on the frequencies 2187.5 kHz, 8414.5 kHz, 4207.5 kHz, 6312 kHz, 12577 kHz or 16804.5 kHz;
- (m) a ship-to-shore distress alert transmitted by the ship's Inmarsat or other mobile satellite service provider ship earth station;
- (n) signals transmitted by emergency position-indicating radio beacons;
- (o) approved signals transmitted by radiocommunications systems, including survival craft radar transponders.

2 The use or exhibition of any of the foregoing signals, except for the purpose of indicating distress and need of assistance and the use of other signals which may be confused with any of the above signals, is prohibited.

3 Attention is drawn to the relevant sections of the International Code of Signals, the International Aeronautical and Maritime Search and Rescue Manual, Volume III and the following signals:

- (a) a piece of orange-coloured canvas with either a black square and circle or other appropriate symbol (for identification from the air);
 - (b) a dye marker.
-

ASSEMBLY
28th session
Agenda item 15(c)

A 28/Res.1085
10 December 2013
Original: ENGLISH

Resolution A.1085(28)
Adopted on 4 December 2013
(Agenda item 15(c))

**AMENDMENTS TO THE CONVENTION ON THE
INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972**

THE ASSEMBLY,

RECALLING article VI of the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (hereinafter referred to as "the Convention"), on amendments to the Regulations,

RECALLING ALSO that, by resolution A.1070(28), it adopted the IMO Instruments Implementation Code (III Code),

NOTING proposed amendments to the Convention to make the use of the III Code mandatory,

HAVING CONSIDERED the amendments to the Convention, adopted by the Maritime Safety Committee at its ninety-first session and communicated to all Contracting Parties in accordance with paragraph 2, article VI of the Convention; and also the recommendations of the Maritime Safety Committee concerning the entry into force of these amendments,

1 ADOPTS, in accordance with paragraph 3, article VI of the Convention, the amendments set out in the annex to the present resolution;

2 DECIDES, in accordance with paragraph 4, article VI of the Convention, the amendments shall enter into force on 1 January 2016, unless by 1 July 2015 more than one third of Contracting Parties to the Convention have notified their objection to the amendments;

3 DETERMINES that, pursuant to new rule 40 of new part F, whenever the word "should" is used in the III Code (annex to resolution A.1070(28)), it is to be read as being "shall", except for paragraphs 29, 30, 31 and 32;

4 REQUESTS the Secretary-General, in conformity with paragraph 3, article VI of the Convention, to communicate these amendments to all Contracting Parties to the Convention for acceptance;

5 INVITES Contracting Parties to the Convention to submit any objections they may have to the amendments not later than 1 July 2015, whereafter the amendments shall be deemed to have been accepted for entry into force as determined in the present resolution.

Annex

**AMENDMENTS TO THE INTERNATIONAL REGULATIONS
FOR PREVENTING COLLISIONS AT SEA, 1972, AS AMENDED**

After existing part E (Exemptions), a new part F is added to read as follows:

"PART F

Verification of compliance with the provisions of the Convention

Rule 39

Definitions

- (a) *Audit* means a systematic, independent and documented process for obtaining audit evidence and evaluating it objectively to determine the extent to which audit criteria are fulfilled.
- (b) *Audit Scheme* means the IMO Member State Audit Scheme established by the Organization and taking into account the guidelines developed by the Organization*.
- (c) *Code for Implementation* means the IMO Instruments Implementation Code (III Code) adopted by the Organization by resolution A.1070(28).
- (d) *Audit Standard* means the Code for Implementation.

Rule 40

Application

Contracting Parties shall use the provisions of the Code for Implementation in the execution of their obligations and responsibilities contained in the present Convention.

Rule 41

Verification of compliance

- (a) Every Contracting Party shall be subject to periodic audits by the Organization in accordance with the audit standard to verify compliance with and implementation of the present Convention.
- (b) The Secretary-General of the Organization shall have responsibility for administering the Audit Scheme, based on the guidelines developed by the Organization .
- (c) Every Contracting Party shall have responsibility for facilitating the conduct of the audit and implementation of a programme of actions to address the findings, based on the guidelines developed by the Organization*.

- (d) Audit of all Contracting Parties shall be:
- (i) based on an overall schedule developed by the Secretary-General of the Organization, taking into account the guidelines developed by the Organization^{*}; and
 - (ii) conducted at periodic intervals, taking into account the guidelines developed by the Organization^{*}.

* Refer to the Framework and Procedures for the IMO Member State Audit Scheme, adopted by the Organization by resolution A.1067(28)."