

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**

**Regulation 3-4 – Emergency towing arrangements on tankers**

1 The existing regulation 3-4 is replaced by the following:

**“Regulation 3-4  
Emergency towing arrangements and procedures**

**1 Emergency towing arrangements on tankers**

1.1 Emergency towing arrangements shall be fitted at both ends on board every tanker of not less than 20,000 tonnes deadweight.

1.2 For tankers constructed on or after 1 July 2002:

- .1 the arrangements shall, at all times, be capable of rapid deployment in the absence of main power on the ship to be towed and easy connection to the towing ship. At least one of the emergency towing arrangements shall be pre-rigged ready for rapid deployment; and
- .2 emergency towing arrangements at both ends shall be of adequate strength taking into account the size and deadweight of the ship, and the expected forces during bad weather conditions. The design and construction and prototype testing of emergency towing arrangements shall be approved by the Administration, based on the Guidelines developed by the Organization\*.

1.3 For tankers constructed before 1 July 2002, the design and construction of emergency towing arrangements shall be approved by the Administration, based on the Guidelines developed by the Organization\*.

**2 Emergency towing procedures on ships**

2.1 This paragraph applies to:

- .1 all passenger ships, not later than 1 January 2010;
- .2 cargo ships constructed on or after 1 January 2010; and
- .3 cargo ships constructed before 1 January 2010, not later than 1 January 2012.

2.2 Ships shall be provided with a ship-specific emergency towing procedure. Such a procedure shall be carried aboard the ship for use in emergency situations and shall be based on existing arrangements and equipment available on board the ship.

2.3 The procedure<sup>\*\*</sup> shall include:

- .1 drawings of fore and aft deck showing possible emergency towing arrangements;
- .2 inventory of equipment on board that can be used for emergency towing;
- .3 means and methods of communication; and
- .4 sample procedures to facilitate the preparation for and conducting of emergency towing operations.”

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\* Refer to the Guidelines on emergency towing arrangements for tankers, adopted by the Maritime Safety Committee by resolution MSC.35(63), as amended.

\*\* Refer to the Guidelines for owners/operators on preparing emergency towing procedures (MSC.1/Circ.1255).

2 The following new regulation 3-9 is added after the existing regulation 3-8:

**“Regulation 3-9  
Means of embarkation on and disembarkation from ships**

1 Ships constructed on or after 1 January 2010 shall be provided with means of embarkation on and disembarkation from ships for use in port and in port related operations, such as gangways and accommodation ladders, in accordance with paragraph 2, unless the Administration deems that compliance with a particular provision is unreasonable or impractical\*.

2 The means of embarkation and disembarkation required in paragraph 1 shall be constructed and installed based on the guidelines developed by the Organization\*\*.

3 For all ships the means of embarkation and disembarkation shall be inspected and maintained\*\* in suitable condition for their intended purpose, taking into account any restrictions related to safe loading. All wires used to support the means of embarkation and disembarkation shall be maintained as specified in regulation III/20.4.”

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\* Circumstances where compliance may be deemed unreasonable or impractical may include where the ship:

- .1 has small freeboards and is provided with boarding ramps; or
- .2 is engaged in voyages between designated ports where appropriate shore accommodation/embarkation ladders (platforms) are provided.

\*\* Refer to the Guidelines for construction, installation, maintenance and inspection/survey of accommodation ladders and gangways, to be developed by the Organization.