



ASSEMBLY  
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Agenda item 17

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**Resolution A.955(23)**

**Adopted on 5 December 2003  
(Agenda item 17)**

**AMENDMENTS TO THE PRINCIPLES OF SAFE MANNING  
(RESOLUTION A.890(21))**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO resolution A.890(21) by which it adopted principles of safe manning to provide for, *inter alia*, the issue of an appropriate safe manning document or equivalent, as evidence of minimum safe manning pursuant to the provisions of regulation V/14\* of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended;

NOTING that safe manning is a function of the number of qualified and experienced seafarers necessary for the safety and security of the ship, crew, passengers, cargo and property and for the protection of the marine environment,

RECOGNIZING the importance of the requirements of the pertinent IMO instruments as well as those adopted by ILO, ITU and WHO relevant to maritime safety, security and protection of the marine environment,

MINDFUL of the provisions of SOLAS chapter XI-2 and the International Ship and Port Facility Security (ISPS) Code relating to the security of ships and port facilities,

BELIEVING that international acceptance of broad principles as a framework for administrations to determine the safe manning of ships would materially enhance maritime safety, security and protection of the marine environment,

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\* Resolution A.890(21) was adopted on 25 November 1999 and, at that time, regulation V/13 was the relevant regulation in the 1974 SOLAS Convention. Subsequently, on 5 December 2000, the Maritime Safety Committee adopted, through resolution MSC.99(73), amendments to the 1974 SOLAS Convention which replaced the then existing chapter V. These amendments entered into force on 1 July 2002. As a consequence the relevant regulation is now regulation V/14.

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HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its seventy-seventh session,

1. ADOPTS the amendments to annexes 1 and 2 to resolution A.890(21), concerning principles of safe manning, set out in the annex to the present resolution;
2. RECOMMENDS that Governments, in establishing the minimum safe manning levels for ships flying their countries' flag, also take into account the annexed amendments;
3. REQUESTS the Maritime Safety Committee to keep this resolution under review.

ANNEX

**AMENDMENTS TO ANNEXES 1 AND 2 TO RESOLUTION A.890(21)**

**ANNEX 1**

**PRINCIPLES OF SAFE MANNING**

1 In paragraph 1, the word “and” at the end of subparagraph .1.7 is deleted and the following new subparagraph .1.9 is inserted after the existing subparagraph .1.8:

“1.9 operate in accordance with the approved Ship’s Security Plan; and”

**ANNEX 2**

**GUIDELINES FOR THE APPLICATION OF  
PRINCIPLES OF SAFE MANNING**

2 The existing text of paragraph 1.1 is replaced by the following:

“1.1 These guidelines should be used in applying the principles of safe manning set out in Annex 1 to this resolution to ensure the safe operation of, and the prevention of pollution from, ships to which article III of the 1978 STCW Convention, as amended, applies and to ensure the security of ships to which chapter XI-2 of 1974 SOLAS Convention, as amended, applies.”

3 The existing text of paragraph 3.1 is replaced by the following:

“3.1 The purpose of determining the minimum safe manning level of a ship is to ensure that its complement includes the grades/capacities and number of persons required for the safe operation and the security of the ship and for the protection of the marine environment.”

4 The word “and” at the end of paragraph 3.2.8 is deleted.

5 The full stop at the end of paragraph 3.2.9 is deleted and the following text is inserted: “; and”.

6 In paragraph 3.2, the following new subparagraph .10 is added after the existing paragraph .9:

“10 the provisions of the approved Ship’s Security Plan.”

7 The existing text of subparagraph .6 of paragraph 3.3.3 is replaced by the following:

“6 undertake administrative tasks required for the safe operation and the security of the ship;”

8 The existing text of subparagraph .2 of paragraph 3.5 is replaced by the following:

“2 the capability of the master and the ship's complement to co-ordinate the activities necessary for the safe operation and for the security of the ship and for the protection of the marine environment.”

9 The existing texts of subparagraphs .1 to .3 of paragraph 4.2 are replaced by the following:

“.1 make an assessment of the tasks, duties and responsibilities of the ship's complement required for its safe operation, for its security, for protection of the marine environment, and for dealing with emergency situations;

.2 make an assessment of numbers and grades/capacities in the ship's complement required for its safe operation, for its security, for protection of the marine environment, and for dealing with emergency situations;

.3 prepare and submit to the Administration a proposal for the minimum safe manning level based upon the assessment of the numbers and grades/capacities in the ship's complement required for its safe operation, for its security and for protection of the marine environment, justifying the proposal by explaining how the proposed ship's complement will deal with emergency situations, including the evacuation of passengers, where necessary;”

10 The existing text of subparagraph .1 of paragraph 5.1 is replaced by the following:

“.1 the proposed ship's complement contains the number and grades/capacities of personnel to fulfil the tasks, duties and responsibilities required for the safe operation of the ship, for its security, for protection of the marine environment and for dealing with emergency situations; and “

11 The existing text of paragraph 5.3 is replaced by the following:

“5.3 The Administration should only approve a proposal for the minimum safe manning level of a ship and issue accordingly a minimum safe manning document if it is fully satisfied that the proposed ship's complement is established in accordance with the principles, recommendations and guidelines contained in this resolution, and is adequate in all respects for the safe operation and the security of the ship and for the protection of the marine environment.”