

**RESOLUTION A.323(IX)**

*Adopted on 12 November 1975  
Agenda item 7(c)*

**RECOMMENDATION TO ENSURE UNIFORM TREATMENT OF SHIPS  
DESIGNED FOR THE CARRIAGE OF VEHICLES INVOLVED IN  
THE INTERNATIONAL ROAD TRANSPORT OF GOODS**

THE ASSEMBLY,

NOTING Article 16(i) of the IMCO Convention concerning the functions of the Assembly,

RECOGNIZING the increased number of ships designed for the carriage of vehicles involved in the international road transport of goods,

DESIRING to ensure uniform interpretation and application of the provisions of the International Convention for the Safety of Life at Sea, 1960 in relation to such ships,

HAVING CONSIDERED the Recommendation of the Maritime Safety Committee at its thirty-first session which had been circulated to governments to be applied as an interim measure (MSC/Circ.177),

ADOPTS the Recommendation to Ensure Uniform Treatment of Ships Designed for the Carriage of Vehicles Involved in the International Road Transport of Goods, the text of which is set out at Annex to this Resolution, which supersedes the text of MSC/Circ.177,

INVITES all governments concerned to apply the above Recommendation in determining compliance with the provisions of the International Convention for the Safety of Life at Sea, 1960,

AFFIRMS the view that the universal application of the Recommendation could best be achieved by amending the International Convention for the Safety of Life at Sea, 1974,

REQUESTS the Maritime Safety Committee to prepare a proposed text of amendments to the International Convention for the Safety of Life at Sea, 1974, embodying the provisions of the above Recommendation so that such amendments could be adopted and brought into force upon entry into force of the International Convention for the Safety of Life at Sea, 1974.

ANNEX

**RECOMMENDATION TO ENSURE UNIFORM TREATMENT OF SHIPS  
DESIGNED FOR THE CARRIAGE OF VEHICLES INVOLVED IN  
THE INTERNATIONAL ROAD TRANSPORT OF GOODS**

In order to ensure uniform application of the provisions of the International Convention for the Safety of Life at Sea, 1960, to ships designed for the carriage of vehicles involved in the international road transport of goods, Administrations are recommended to apply the following provisions:

1. The Regulations for passenger ships contained in the International Convention for the Safety of Life at Sea, 1960, (referred to in the following as the 1960 Safety Convention), should apply to those ships designed for long or short international voyages or both carrying vehicles involved in international road transport of goods, if the total number of persons on board excluding those specified in Regulation 2(e)(i) and (ii) of Chapter I of the 1960 Safety Convention, exceeds twelve.

2. If in such ships, the total number of persons on board excluding those specified in Regulation 2(e)(i) and (ii) of Chapter I of the 1960 Safety Convention is not greater than  $12 + \frac{A}{25}$

(where A = total deck area (in square metres) of spaces available for the stowage of vehicles involved in the international road transport of goods and where the clear height at the stowage position and at the entrances to such spaces is not less than 4 metres)

relaxation from the provisions of Regulation 13 of Chapter II of the 1960 Safety Convention in respect of watertight doors may be granted, inasmuch as watertight doors may be fitted at any level in watertight bulkheads dividing cargo spaces if the Administration is satisfied that such doors are essential for the movement of the said vehicles in the ship, and provided that all the conditions set out in the following paragraphs are complied with.

3. When applying the provisions of the 1960 Safety Convention to such ships, the value  $12 + \frac{A}{25}$  should be taken as the maximum number of passengers for which the ship may be certified.

4. The number and arrangement of the watertight doors referred to in paragraph 2 above should receive the special consideration of the Administration and the following requirements should be met:

- (a) Such doors should be fitted as far from the shell plating as practicable, but in no case should the outboard vertical edges be situated at a distance from the shell plating which is less than one-fifth of the breadth of the ship, as defined in Regulation 2 of Chapter II of the 1960 Safety Convention, such distance being measured at right angles to the centre line of the ship at the level of the deepest subdivision load line.
- (b) Such doors should not be portable but may be hinged, rolling or sliding according to the design of the ship and should be fitted with satisfactory devices to ensure watertightness, securing and locking. Any necessary sealing material which is not classed as non-combustible should be suitably protected from the effects of fire to the satisfaction of the Administration.
- (c) The operation of such doors should be by means of local control only and indicators should be required on the bridge to show automatically when each door is closed and all door fastenings are secured.
- (d) The construction, scantlings and fittings of such doors should be so effected that the whole of the structure should be of equivalent strength to that of the watertight bulkhead without openings.
- (e) Such doors should be closed before the voyage commences and should be kept closed during navigation; and the time of opening of such doors in port and of closing them before the ship leaves port should be entered in the log book. Should any of the doors be accessible during the voyage they should be fitted with a device which prevents unauthorized opening.

5. In applying Regulation 7 of Chapter II of the 1960 Safety Convention for the worst anticipated operating condition, the permeability for cargo spaces intended for the stowage of vehicles involved in the international road transport of goods should be derived by calculations in which containers or cargo vehicles should be assumed non-watertight and their permeability be taken as 0.65. For vessels engaged in dedicated services the actual values of permeability of containers or cargo vehicles may be applied. In no case should the permeability of such cargo spaces be taken as less than 0.60.

6. The fire protection of the spaces in which any doors as referred to in paragraph 2 are fitted should comply with Regulation 108 of Chapter II of the proposed amendments to the 1960 Safety Convention contained in Resolution A.122(V) in respect of spaces to which passengers have access and with Regulation 108 or 109 of that Chapter in respect of other spaces.