

[<sup>F1</sup>ANNEX I**SAFETY REQUIREMENTS FOR NEW AND EXISTING  
PASSENGER SHIPS ENGAGED ON DOMESTIC VOYAGES****Textual Amendments**

- F1** Substituted by [Commission Directive 2010/36/EU of 1 June 2010 amending Directive 2009/45/EC of the European Parliament and of the Council on safety rules and standards for passenger ships \(Text with EEA relevance\)](#).

## CHAPTER II-2

**FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION***PART B***FIRE SAFETY MEASURES**

- 16 Upgrading of existing class B ships carrying more than 36 passengers (R 41-1)**
- .1 In addition to the requirements for existing class B ships in this Chapter II-2, existing class B ships carrying more than 36 passengers shall comply with the following requirements:
- .1 All accommodation and service spaces, stairway enclosures and corridors shall be equipped with a smoke detection and alarm system of an approved type, and complying with the requirements of Regulation II-2/A/9. Such system need not be fitted in private bathrooms, and spaces having little or no fire risk such as voids and similar spaces. Detectors operated by heat instead of smoke shall be installed in galleys.
- .2 Smoke detectors connected to the fire detection and alarm system shall also be fitted above ceilings in stairways and corridors in the areas where ceilings are of combustible construction.
- .3.1 Hinged fire doors in stairway enclosures, main vertical zone bulkheads and galley boundaries which are normally kept open shall be self-closing and be capable of release from a central control station and from a position at the door.
- .3.2 A panel shall be placed in a continuously manned central control station to indicate whether the fire doors in stairway enclosures, main vertical zone bulkheads and galley boundaries are closed.
- .3.3 Exhaust ducts from galley ranges in which grease or fat is likely to accumulate and which pass through accommodation spaces or spaces containing combustible materials shall be constructed of 'A' class divisions. Each galley range exhaust duct shall be fitted with:
- .1 a grease trap readily removable for cleaning unless an alternative grease removal process is fitted;
- .2 a fire damper located in the lower end of the duct;

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- .3 arrangements operable from within the galley for shutting off the exhaust fans;
  - .4 fixed means for extinguishing a fire within the duct; and
  - .5 suitably located hatches for inspection and cleaning.
- .3.4 Only public toilets, lifts, lockers of non-combustible materials providing storage for safety equipment and open information counters may be located within the stairway enclosure boundaries. Other existing spaces within the stairway enclosure:
- .1 shall be emptied, permanently closed and disconnected from the electrical system; or
  - .2 shall be separated from the stairway enclosure by the provision of 'A' class divisions in accordance with Regulation II-2/B/5. Such spaces may have direct access to stairway enclosures by the provision of 'A' class doors in accordance with Regulation II-2/B/ 5, and subject to a sprinkler system being provided in these spaces. However, cabins shall not directly open into the stairway enclosure.
- .3.5 Spaces other than public spaces, corridors, public toilets, special category spaces, other stairways required by Regulation II-2/B/6.1.5, open deck spaces and spaces covered by paragraph .3.4.2 are not permitted to have direct access to stairway enclosures.
- .3.6 Existing machinery spaces of category (10) described in Regulation II-2/B/4 and back offices for information counters which open directly into the stairway enclosure may be retained, provided that they are protected by smoke detectors and that back offices for information counters contain only furniture of restricted fire risk.
- .3.7 In addition to the emergency lighting required by Regulations II-1/D/3 and III/5.3, the means of escape including stairways and exits shall be marked, at all points of the escape route including angles and intersections, by lighting or photoluminescent strip indicators placed not more than 0,3 metres above the deck. The marking must enable passengers to identify all the routes of escape and readily identify the escape exits. If electric illumination is used, it shall be supplied by the emergency source of power and it shall be so arranged that the failure of any single light or cut in a lighting strip, will not result in the marking being ineffective. Additionally, all escape route signs and fire equipment location markings shall be of photoluminescent material or marked by lighting. The Administration of the flag State shall ensure that such lighting or photoluminescent equipment have been evaluated, tested and applied in accordance with the guidelines as given in IMO Resolution A.752(18) or in ISO Standard 15370-2001.
- .3.8 A general emergency alarm system shall be provided. The alarm shall be audible throughout all the accommodation and normal crew working spaces and open decks, and its sound pressure level shall comply with the standards of the Code on Alarms and Indicators in IMO Resolution A.686(17) as amended.
- .3.9 A public address system or other effective means of communication shall be available throughout the accommodation, public and service spaces, control stations and open decks.
- .3.10 Furniture in stairway enclosures shall be limited to seating. It shall be fixed, limited to six seats on each deck in each stairway enclosure, be of restricted fire risk, and shall not restrict the passenger escape route. The Administration of the flag State may

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permit additional seating in the main reception area within a stairway enclosure, if it is fixed, non-combustible, and does not restrict the passenger escape route. Furniture shall not be permitted in passenger and crew corridors forming escape routes in cabin areas. In addition to the above, lockers of non-combustible material, providing storage for safety equipment required by Regulations, may be permitted.

- .2 In addition:
  - .1 All stairways in accommodation and service spaces shall be of steel frame construction except where the Administration of the flag State sanctions the use of other equivalent material, and shall be within enclosures formed of 'A' class divisions, with positive means of closure at all openings, except that:
    - .1 a stairway connecting only two decks need not be enclosed, provided the integrity of the deck is maintained by proper bulkheads or doors in one between-deck space. When a stairway is closed in one between-deck space, the stairway enclosure shall be protected in accordance with the tables for decks in Regulation II-2/B/5;
    - .2 stairways may be fitted in the open in a public space, provided they lie wholly within such public space.
  - .2 Machinery spaces shall be fitted with a fixed fire-extinguishing system complying with the requirements of Regulation II-2/A/6.
  - .3 Ventilation ducts passing through divisions between main vertical zones shall be equipped with a fail-safe automatic closing fire damper which shall also be capable of being manually closed from each side of the division. In addition, fail-safe automatic closing fire dampers with manual operation from within the enclosure shall be fitted to all ventilation ducts serving both accommodation and service spaces and stairway enclosures where they pierce such enclosures. Ventilation ducts passing through a main fire zone division without serving spaces on both sides or passing through a stairway enclosure without serving that enclosure need not be fitted with dampers provided that the ducts are constructed and insulated to 'A-60' standard and have no openings within the stairway enclosure or in the trunk on the side which is not directly served.
  - .4 Special category spaces shall comply with the requirements of Regulation II-2/B/14.
  - .5 All fire doors in stairway enclosures, main vertical zone bulkheads and galley boundaries which are normally kept open shall be capable of release from a central control station and from a position at the door.
  - .6 The requirements of paragraph .1.3.7 of this Regulation shall also apply to the accommodations.
  - .3 Not later than 1 October 2005 or 15 years after the date of construction of the ship, whichever is the later:
    - .1 Accommodation and service spaces, stairway enclosures and corridors shall be fitted with an automatic sprinkler, fire detection and fire alarm system complying with the requirements of Regulation II-2/A/8 or with the guidelines for an approved equivalent sprinkler system as given in IMO Resolution A.800(19).]