

[<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 III

**LIFE SAVING APPLIANCES****5-1 Requirements for ro-ro passenger ships (R 26);****.1 *Life-rafts***

CLASS B, C AND D RO-RO SHIPS CONSTRUCTED BEFORE 1 JANUARY 2003:

- .1 The ro-ro passenger ship's life-rafts shall be served by marine evacuation systems complying with SOLAS Regulation III/48.5, as in force on 17 March 1998, or launching appliances complying with SOLAS Regulation III/48.6, as in force on 17 March 1998, equally distributed on each side of the ship.

Communication between the embarkation station and the platform shall be ensured.

Notwithstanding the above, when marine evacuation systems on ro-ro passenger ships are replaced or such ships undergo repairs, alterations or modifications of a major character which involve replacement of, or any addition to, their existing life saving appliances or arrangements, the ro-ro passenger ship's life rafts shall be served with marine evacuation systems complying with section 6.2 of the LSA Code or launching appliances complying with paragraph 6.1.5 of the LSA Code equally distributed on each side of the ship.

CLASS B, C AND D RO-RO SHIPS CONSTRUCTED ON OR AFTER 1 JANUARY 2003

- .2 The ro-ro passenger ship's life-rafts shall be served by marine evacuation systems complying with section 6.2 of the LSA Code or launching appliances complying with paragraph 6.1.5 of the LSA Code equally distributed on each side of the ship.

Communication between the embarkation station and the platform shall be ensured.

ALL CLASS B, C AND D RO-RO SHIPS

- .3 Every life-raft on ro-ro passenger ships shall be provided with float free stowage arrangements complying with the requirements of SOLAS Regulation III/13.4.
- .4 Every life-raft on ro-ro passenger ships shall be of a type fitted with a boarding ramp complying with the requirements of paragraph 4.2.4.1 or 4.3.4.1 of the LSA Code as appropriate.
- .5 Every life-raft on ro-ro passenger ships shall either be automatically self-righting or be a canopied reversible life-raft which is stable in a seaway and is capable of operating safely whichever way up it is floating. Open reversible life-rafts may be permitted if the administration of the flag State considers this appropriate in view of the sheltered nature of the voyage and the favourable climatic conditions of the area and period of

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operation, and provided that such life-rafts entirely comply with the requirements of Annex 10 to the 1994 High Speed Craft Code.

Alternatively, the ship shall/can carry automatically self-righting liferafts or canopied reversible life-rafts in addition to its normal complement of life-rafts, of such aggregate capacity as will accommodate at least 50 % of the persons not accommodated in lifeboats.

This additional life-raft capacity shall be determined on the basis of the difference between the total number of persons on board and the number of persons accommodated in lifeboats. Every such life-raft shall be approved by the administration of the flag State having regard to the recommendations in IMO MSC/ Circ.809.

## *.2 Transponders*

### ALL CLASS B RO-RO SHIPS

- .1 Not later than the date of the first periodical survey after 1 January 2012 liferafts carried on class B ro-ro passenger ships shall be fitted with a radar transponder in the ratio of one transponder for every four liferafts. The transponder shall be mounted inside the liferaft so its antenna is more than one metre above the sea level when the liferaft is deployed, except that for canopied reversible liferafts the transponder shall be so arranged as to be readily accessed and erected by survivors. Each transponder shall be arranged to be manually erected when the liferaft is deployed. Containers of liferafts fitted with transponders shall be clearly marked.

## *.3 Fast rescue boats*

### ALL CLASS B, C AND D RO-RO SHIPS

- .1 The rescue boat, if such a boat is required to be carried, on a ro-ro passenger ship shall be a fast rescue boat approved by the administration of the flag State having regard to the recommendations in IMO MSC/Circ.809.
- .2 The fast rescue boat shall be served by a suitable launching appliance approved by the administration of the flag State. When approving such appliances, the administration of the flag State shall take into account that the fast rescue boat is intended to be launched and retrieved even under severe adverse weather conditions, and also have regard to the recommendations adopted by the IMO.
- .3 At least two crews of the fast rescue boat shall be trained and drilled regularly having regard to section A-VI/2, table A-VI/2-2 'Specification of the minimum standard of competence in fast rescue boats' of the Seafarers Training, Certification and Watch keeping (STCW) Code and the recommendations in IMO Resolution A.771(18), as amended. The training and drills shall include all aspects of rescue, handling, manoeuvring, operating these craft in various conditions, and righting them after capsize.
- .4 In the case where the arrangement or size of an existing ro-ro passenger ship is such as to prevent the installation of the fast rescue boat required by paragraph .3.1, the fast rescue boat may be installed in place of an existing lifeboat which is accepted as a rescue boat or boat for use in an emergency, provided that all of the following conditions are met:
- .1 the fast rescue boat installed is served by a launching appliance complying with the provisions of paragraph .3.2;

- .2 the capacity of the survival craft lost by the above substitution is compensated by the installation of life-rafts capable of carrying at least an equal number of persons served by the lifeboat replaced; and
- .3 such life-rafts are served by the existing launching appliances or marine evacuation systems.

.4 *Means of rescue*

ALL CLASS B, C AND D RO-RO SHIPS

- .1 Each ro-ro passenger ship shall be equipped with efficient means for rapidly recovering survivors from the water and transferring survivors from rescue units or survival craft to the ship.
- .2 The means of transfer of survivors to the ship may be part of a marine evacuation system, or may be part of a system designed for rescue purposes.

These means shall be approved by the flag State having regard to the recommendations in IMO MSC/Circ.810.

- .3 If the slide of a marine evacuation system is intended to provide the means of transfer of survivors to the deck of the ship, the slide shall be equipped with hand lines or ladders to aid in climbing up the slide.

.5 *Life jackets*

ALL CLASS B, C AND D RO-RO SHIPS

- .1 Notwithstanding the requirements of SOLAS Regulations III/7.2 and III/22.2 a sufficient number of life jackets shall be stowed in the vicinity of the assembly stations so that passengers do not have to return to their cabins to collect their life jackets.
- .2 In ro-ro passenger ships, each life jacket shall be fitted with a light complying with the requirements of paragraph 2.2.3 of the LSA Code.]