



Treaty Series No. 75 (1990)

## Amendments

### to the International Convention for the Safety of Life at Sea, 1974 Concerning Passenger Ro-Ro Ferries

(Adopted at the fifty-fifth session of the Maritime Safety Committee of the  
International Maritime Organization at London on 21 April 1988)

[The Amendments entered into force on 22 October 1989]

*Presented to Parliament  
by the Secretary of State for Foreign and Commonwealth Affairs  
by Command of Her Majesty  
November 1990*

LONDON : HMSO

95p net

**RESOLUTION MSC.11(55)**  
**(adopted on 21 April 1988)**  
**ADOPTION OF AMENDMENTS**  
**TO THE INTERNATIONAL CONVENTION FOR THE**  
**SAFETY OF LIFE AT SEA, 1974**  
**CONCERNING PASSENGER RO-RO FERRIES**

The Maritime Safety Committee,

Recalling article 28(b) of the Convention of the International Maritime Organization concerning the functions of the Committee,

Noting resolution A.596(15) by which the Assembly resolved that the Organization give a high priority to its work aimed at enhancing the safety of passenger ro-ro ferries,

Noting further that the Assembly requested the Committee to take all possible action to meet this objective, including the earliest possible consideration and adoption of amendments to the 1974 SOLAS<sup>1</sup> Convention relating to passenger ro-ro ferries and the facilitation of a rapid entry into force of these amendments,

Having considered at its fifty-fifth session amendments to the 1974 SOLAS Convention proposed by the United Kingdom and circulated in accordance with article VIII(b)(i) of the Convention,

1. Adopts in accordance with article VIII(b)(iv) of the Convention the amendments to the Convention, the text of which is set out in the annex to the present resolution;
2. Determines in accordance with article VIII(b)(vi)(2)(bb) of the Convention that the amendments shall be deemed to have been accepted on 21 April 1989 unless prior to that date more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet have notified their objections to the amendments;
3. Invites Contracting Governments to note that in accordance with article VIII(b)(vii)(2) of the Convention the amendments shall enter into force on 22 October 1989 upon their acceptance in accordance with paragraph 2 above;
4. Requests the Secretary-General in conformity with article VIII(b)(v) of the Convention to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the International Convention for the Safety of Life at Sea, 1974<sup>1</sup>;
5. Further requests the Secretary-General to transmit copies of the resolution to Members of the Organization which are not Contracting Governments to the Convention;
6. Urges that, pending the entry into force of the amendments, Member Governments encourage shipowners voluntarily to fit on their ships the equipment required by the amendments;
7. Resolves that ships constructed before 22 October 1989 which are already fitted with indicators approved by the Administration which may be different from those indicators required by regulation II-1/23-2.1 should not be required to change their systems.

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<sup>1</sup>Treaty Series No. 46 (1980), Cmnd. 7874.

## ANNEX

### 1. *Chapter II-1, regulation 23-2*

The following new regulation 23-2 is added after existing regulation 23:

#### “REGULATION 23-2

##### **Integrity of the hull and superstructure, damage prevention and control**

(This regulation applies to all passenger ships with ro-ro cargo spaces or special category spaces as defined in regulation II-2/3, except that for ships constructed before 22 October 1989, paragraph 2 shall apply not later than 22 October 1992).

1. Indicators shall be provided on the navigating bridge for all shell doors, loading doors and other closing appliances which, if left open or not properly secured could, in the opinion of the Administration, lead to major flooding of a special category space or ro-ro cargo space. The indicator system<sup>1</sup> shall be designed on the fail safe principle and shall show if the door is not fully closed or not secured. The power supply for the indicator system shall be independent of the power supply for operating and securing the doors.
2. Means shall be arranged, such as television surveillance or a water leakage detection system, to provide an indication to the navigating bridge of any leakage through bow doors, stern doors or any other cargo or vehicle loading doors which could lead to major flooding of special category spaces or ro-ro cargo spaces.
3. Special category spaces and ro-ro cargo spaces shall either be patrolled or monitored by effective means, such as television surveillance, so that movement of vehicles in adverse weather and unauthorized access by passengers can be observed whilst the ship is underway.

### 2. *Chapter II-1, regulation 42-1*

The following new regulation 42-1 is added after existing regulation 42:

#### “REGULATION 42-1

Supplementary emergency lighting for ro-ro passenger ships.

(This regulation applies to all passenger ships with ro-ro cargo spaces or special category spaces as defined in regulation II-2/3, except that for ships constructed before 22 October 1989, this regulation shall apply not later than 22 October 1990).

In addition to the emergency lighting required by regulation 42.2, on every passenger ship with ro-ro cargo spaces or special category spaces as defined in regulation II-2/3:

- (1) all passenger public spaces and alleyways shall be provided with supplementary electric lighting that can operate for at least three hours when all other sources of electric power have failed and under any condition of heel. The illumination provided shall be such that the approach to the means of escape can be readily seen. The source of power for the supplementary lighting shall consist of accumulator batteries located within the lighting units that are continuously charged, where practicable, from the emergency switchboard. Alternatively, any other means of lighting which is at least as effective may be accepted by the Administration. The supplementary lighting shall be such that any failure of the lamp will be immediately apparent. Any accumulator battery provided shall be replaced at intervals having regard to the specified service life in the ambient conditions that they are subject to in service; and
- (2) a portable rechargeable battery operated lamp shall be provided in every crew space alleyway, recreational space and every working space which is normally occupied unless supplementary emergency lighting, as required by subparagraph .1, is provided.”

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<sup>1</sup>Reference is made to resolution MSC.11(55) by which the Maritime Safety Committee resolved that ships constructed before 22 October 1989 which are already fitted with indicators approved by the Administration which may be different from those required by this regulation should not be required to change their systems.