

The Means for Passenger Ships after a Casualty

Amended Rules

Rules for the Survey and Construction of Passenger Ships

Reason for Amendment

For more than a decade, the IMO has been discussing the increased safety of passenger ships. As a result, at the 82nd session of IMO Maritime Safety Committee (MSC 82), the following new regulations were adopted as Resolution MSC.216(82): “System capabilities after a flooding casualty on passenger ships (SOLAS II-1/Reg.8-1)”, “Casualty threshold, safe return to port and areas (SOLAS II-2/Reg.21)”, “Design criteria for systems to remain operational after fire casualty (SOLAS II-2/Reg.22)”, and “Safety centre on passenger ships (SOLAS II-2/Reg.23)”

Accordingly, the relevant requirements have been amended based on Res. MSC.216(82).

Outline of Amendment

- (1) For ships having length of 120m or more or having three or more main vertical zones, it has been specified that such ships are to be designed so that systems required to enable the ship to safely return to port are to remain operational even in cases where any single watertight compartments have flooded
- (2) Regarding the new requirements of residual performance after a fire casualty and providing safety centre, etc., it has been specified that such requirements are to comply with SOLAS II-2/Reg.21 to 23.