Ro-ro passenger ships: stability requirements

2022/0036(COD) - 21/10/2022 - Committee report tabled for plenary, 1st reading/single reading

The Committee on Transport and Tourism adopted the report by Roberts ZILE (ECR, LV) on the proposal for a directive of the European Parliament and of the Council amending Directive 2003/25/EC as regards the introduction of increased stability requirements and their harmonisation with the stability requirements of the International Maritime Organisation.

It is recalled that Directive 2003/25/EC of the European Parliament and of the Council establishes a uniform level of specific ability requirements for ro-ro passenger ships which improves the survivability of this type of vessel in the event of collision damage and provides a high level of safety.

The general objective of the revision of the EU passenger ship safety legislation is to simplify and streamline the existing regulatory framework in order to: (i) maintain EU rules where necessary and proportionate; (ii) ensure their correct implementation; and (iii) eliminate a potential overlap of obligations and inconsistencies between related legislative acts. The overarching objective is to provide a clear, simple and up-to-date legal framework that is easier to implement, monitor and enforce, thus improving the overall level of safety.

Members support the proposal for a Directive to amend the current rules on the safety of ro-ro passenger ships in damaged condition by bringing the EU rules into line with the international rules established by the IMO.

The committee proposed a technical amendment, as well as amendment on a **derogation** for Member States which have no seaports and which have no ships flying their flag that fall within the scope of this Directive, in order to avoid a disproportionate administrative burden for those Member States. In case these conditions change, respective Member State will be obliged to transpose this Directive.

Thus, Member States which do not have seaports and which have no ro-ro passenger ships or craft flying their flag that fall within the scope of this Directive may derogate from the provisions of this Directive. Any Member State that intends to avail itself of such derogation should notify the Commission at the latest on the date of transposition of the Directive. Such a Member State may not allow ro-ro passenger ships that fall within the scope of the Directive to fly its flag or may not open its national ship register to that ship until that ship has transposed and implemented this Directive.