Safety management of roll-on/roll-off (Ro-ro) passenger ferries

1995/0028(SYN) - 13/06/1995

The rapporteur underlined the need to introduce urgent measures to improve the design of ro-ro ferries and, in particular, to respond to the safety needs of open areas on vessels reserved for cars, which would require incorporation in the Community legal order of the International Safety Management Code (ISM Code). Commissioner KINNOCK summarised his position as follows: - he could take over Amendments Nos 5, 9, 10 and 8; he could also take over Amendments Nos 1, 7, 11, 12 and 15 in substance; finally, he could take over Amendments Nos 6 and 14 in part; - he rejected Amendments Nos 2, 3, 4, 13, 16 and 17: Amendments Nos 2 and 3 because they went beyond the scope of the Regulation by introducing a subject that was the responsibility of the IMO; Amendment No 4 and part of Amendment No 14 for reasons of legal clarity; Amendment No 13 because if it were to enter into force the Member States' monitoring powers would be weakened; Amendment No 16 as it was unnecessary; Amendment No 17 as it would counteract the Council's approach to implementing this proposal as soon as possible. Mr KINNOCK confirmed that the derogation granted to Greece applied exclusively to national services.