Basic information

2002/0074(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Directive	Procedure completed
Safe seas: ro-ro passenger ships, specific stability requirements Amended by 2022/0036(COD) **Subject** 3.20.03 Maritime transport: passengers and freight	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
RETT Regional Policy, Transport and Tourism	POIGNANT Bernard (PSE)	18/04/2002

Committee for opinion	Rapporteur for opinion	Appointed
JURI Legal Affairs and Internal Market	The committee decided not to give an opinion.	

Council of the European Union

Council configuration	Meetings	Date
Transport, Telecommunications and Energy	2438	2002-06-17
Agriculture and Fisheries	2494	2003-03-17

European Commission

Commission DG	Commissioner
Energy and Transport	

Key events

Date	Event	Reference	Summary
25/03/2002	Legislative proposal published	COM(2002)0158	Summary
08/04/2002	Committee referral announced in Parliament, 1st reading		
08/10/2002	Vote in committee, 1st reading		Summary
08/10/2002	Committee report tabled for plenary, 1st reading	A5-0339/2002	
06/11/2002	Debate in Parliament		

07/11/2002	Decision by Parliament, 1st reading	T5-0528/2002	Summary
04/12/2002	Modified legislative proposal published	COM(2002)0721	Summary
17/03/2003	Act adopted by Council after Parliament's 1st reading		
14/04/2003	Final act signed		
14/04/2003	End of procedure in Parliament		
17/05/2003	Final act published in Official Journal		

Technical information

Procedure reference	2002/0074(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
Amendments and repeals	Amended by 2022/0036(COD)
Legal basis	EC Treaty (after Amsterdam) EC 080-p2
Stage reached in procedure	Procedure completed

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A5-0339/2002	08/10/2002	
Text adopted by Parliament, 1st reading/single reading		T5-0528/2002 OJ C 016 22.01.2004, p. 0015-0061 E	07/11/2002	Summary

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2002)0158	25/03/2002	Summary
Modified legislative proposal	COM(2002)0721	04/12/2002	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES1352/2002 OJ C 085 08.04.2003, p. 0020-0024	11/12/2002	

Additional information		
Source	**Document**	**Date**
European Commission	EUR-Lex	

Final act	
Directive 2003/0025 OJ L 123 17.05.2003, p. 0022-0041	Summary

Safe seas: ro-ro passenger ships, specific stability requirements

2002/0074(COD) - 07/11/2002 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted a resolution based on the draft by Bernard BOIGNANT (PES, France) on safety requirements for ro-ro passenger ships. (Please refer to the document dated 08/10/02.) The following additional amendments were made to the draft directive: -a child aged less than one year is not to be counted as a passenger; -where an additional ship is operated for a short period, the shipping company must notify the host State not later than one month before the ship is operated on the service, instead of the original proposal of three months; -where in unforeseen circumstances, a replacement ship must be introduced rapidly to ensure continuity of serve, the provisions of Directive 1999/35/EC must apply.

Safe seas: ro-ro passenger ships, specific stability requirements

2002/0074(COD) - 25/03/2002 - Legislative proposal

PURPOSE : to lay down a uniform level of specific stability requirements for ro-ro passenger ships. CONTENT : this is the first legislative proposal of the Communication on passenger ship safety, and introduces specific stability requirements on ro-ro passenger ships operating on international routes to/from EU ports by 1 October 2010 at the latest. The proposal flows from the fact the stability of passenger vessels following a collision is of key importance for the safety of ro-ro passenger ships. The longer a ship remains afloat in case of serious damage, the more efficient will be the evacuation of passengers and crew. The size of ro-ro ships serving Community ports is escalating and the number of passengers they carry is increasing. One of the main dangers for a ship with an enclosed ro-ro deck is the effect of a build-up of a significant amount of water on that deck. The stability of ro-ro ships has been addressed by the International Maritime Organisation and specific standards have been established on the basis of the SOLAS 90 Convention. Following the Estonia disaster, eight European countries (Denmark, Finland, Germany, Ireland, Netherlands, Norway, Sweden and the United Kingdom) decided in February 1996 to require higher standards of damage stability for ro-ro passenger ships than those prescribed by SOLAS 90. These were introduced in the context of the Stockholm Agreement (SA). According to the logic of the Agreement, the residual freeboard of the vessel and the significant wave height of the area where the ship operates determine the height of water on the car deck that would arise following the occurrence of accidental damage. Consequently, a ship should be designed to withstand the significant wave heights that prevail in the areas where she operates. The result is that a vessel should resist capsize even with a flooded ro-ro deck up to a level of 0.5m. The maps indicating significant wave heights values that appear on SA are based on all year round statistics. The Commission has studied the SA and the suitability of extending its scope of application to European waters not covered by it. The European Parliament, in its resolution following the "Express Samina" incident, stated that it awaited the evaluation of the SA. The Commission concludes that the application of the SA to all EU waters is justified. The proposed directive will result in the introduction of the SA in the Community framework and its extension to the Southern European waters and the Atlantic coast. New ships will comply with the specific stability requirements as from 01/10/04, while a phasing-in period is introduced for the compliance of existing ships. This is necessary in view of the structural modifications the existing ships will have to undertake. A final deadline for compliance has been set for 01/10/10, the same as for SOLAS 90. Certificates of compliance will be issued by the flag State Administration. There are additional provisions for the specific treatment of ro-ro passenger ships operating only on a seasonal basis in an area where the significant wave height during such season is of a lower value than for a year round operation in the same area.

Safe seas: ro-ro passenger ships, specific stability requirements

2002/0074(COD) - 04/12/2002 - Modified legislative proposal

All the amendments proposed by the Parliament have been incorporated in the present amended proposal. They mainly concern the following areas: - the explicit reference in the recitals that the deadline for compliance of existing ro-ro ships, provided in article 7.2 should not affect the present enforcement of the specific stability requirements by the Member States parties to the Stockholm Agreement; - a clarification that High-Speed passenger crafts should not be required to comply with the requirements of this Directive, provided that they comply with the specific international rules established for these type of crafts; - modifications in the definitions of "ro-ro passenger ship" and "a passenger" in order to align then completely with the Safety of Life at Sea (SOLAS) Convention; - a modification on the deadline for compliance with ro-ro ships which on the date of the adoption of this Directive will already comply with the stability requirements subscribed by the SOLAS Convention (SOLAS 90 standard). This provision, which

introduces a more flexible deadline, will concern only ships which already have a high quality stability standard much earlier than the 1 October 2010 (compliance deadline with SOLAS 90 standard); - an improvement in the provisions relating to specific authorisations for seasonal and short time operations by ro-ro ships; - a modification in the implementation date which shall be 18 months from the entry into force of the Directive. No modifications have been introduced in the technical Annexes to the proposal (Annexes I and II) which are not reproduced in the present amended proposal.

Safe seas: ro-ro passenger ships, specific stability requirements

2002/0074(COD) - 14/04/2003 - Final act

PURPOSE : to establish specific stability requirement for ro-ro passenger ships. COMMUNITY MEASURE : Directive 2003/25/EC of the European Parliament and of the Council on specific stability requirements for ro-ro passenger ships. CONTENT : the purpose of this Directive is to lay down a uniform level of specific stability requirements for ro-ro passenger ships, which will improve the survivability of this type of vessel in case of collision damage and provide a high level of safety for the passengers and the crew. This Directive shall apply to all ro-ro passenger ships operating to or from a port of a Member State on a regular service, regardless of their flag, when engaged on international voyages. This Directive obliges Member States to lay down the rules on penalties applicable to infringements of the national provisions adopted pursuant to this Directive and shall take all the measures necessary to ensure that they are implemented. The penalties provided for shall be effective, proportionate and dissuasive. ENTRY INTO FORCE : 17 May 2003. IMPLEMENTATION : 17 November 2004.