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From: Secretary-General of the European Commission,
signed by Mr Jordi AYET PUIGARNAU, Director

date of receipt: 19 November 2019

To: Mr Jeppe TRANHOLM-MIKKELSEN, Secretary-General of the Council of
the European Union

No. Cion doc.: C(2019) 7940 final - ANNEXES 2 to 3

Subject: ANNEXES to the COMMISSION DELEGATED REGULATION amending
Directive 2009/45/EC of the European Parliament and the Council on
safety rules and standards for passenger ships, as regards the safety
requirements for passenger ships engaged on domestic voyages

Delegations will find attached document C(2019) 7940 final - ANNEXES 2 to 3.

Encl.: C(2019) 7940 final - ANNEXES 2 to 3



Brussels, 19.11.2019
C(2019) 7940 final

ANNEXES 2 to 3

ANNEXES

to the

COMMISSION DELEGATED REGULATION

amending Directive 2009/45/EC of the European Parliament and the Council on safety rules and standards for passenger ships, as regards the safety requirements for passenger ships engaged on domestic voyages

ANNEX II

FORM OF PASSENGER SHIP SAFETY CERTIFICATE

PASSENGER SHIP SAFETY CERTIFICATE

(This Certificate shall be supplemented by a Record of Equipment¹)

(Official seal)

(State)

Issued under the provisions of the

.....
(Name of the relevant measure(s) introduced by the Flag State)

and confirming compliance of the vessel hereafter with Directive 2009/45/EC of the European Parliament and of the Council on safety rules and standards for passenger ships

under the authority of the Government of

.....
(Full official designation of the Flag State)

by

.....
(Full official designation of the competent authority or organisation recognised under Directive 2009/15/EC)

Particulars of ship

Name of ship:	
Port of registry:	
Distinctive number or letters:	
IMO number ² :	
Length	
Number of passengers:	
Gross tonnage:	
Date on which the keel was laid or the ship was at a similar stage of construction:	
Date of initial survey:	
Sea Areas in which the ship is certified to operate (SOLAS Regulation IV/2)	A1 / A2 / A3 / A4 ³
Class of ship in accordance with the sea area in which the ship is certified to operate, subject to following restrictions or additional requirements ⁴ :	A / B / C / D ³

¹ Class A ships holding a valid SOLAS Passenger Ship Safety Certificate may be waived from this supplement.

² IMO ship identification number in accordance with resolution A.1078(28), if any.

³ Delete as appropriate.

⁴ Record any restriction applicable by reason of either the route, area of operation or restricted period of operation or any additional requirement due to specific local circumstances as per Article 9(1) of Directive 2009/45/EC.

This is to certify,

1. that the ship has been surveyed in accordance with Article 12 of Directive 2009/45/EC,
2. that the survey showed that the ship fully complies with the requirements of Directive 2009/45/EC, and
3. that the ship is, under the authority conferred by Articles 9(2) and (3) of Directive 2009/45/EC, exempted from and/or granted equivalency to the following requirements of the directive:

.....

Conditions on which the exemption and/or equivalency are granted:

.....

4. that the ship complies with Part G of Chapter II-1 using.....as fuel/N.A.¹

5. that the following subdivision load lines have been assigned:

Subdivision load lines assigned and marked on the ship's sides amidships (SOLAS II-1/18) ²	Freeboard (in mm)	Remarks with regard to alternative service conditions
P.1		
P.2		
P.3		

This certificate is valid until.....in accordance with Article 13.2 of Directive 2009/45/EC.

(Date of the next periodical survey)

Place Date

.....

(Signature and / or seal of issuing authority)

If signed the following paragraph to be added:

The undersigned declares that he is duly authorised by the said Flag State to issue this Passenger Ship Safety Certificate.

.....

(Signature)

⁽¹⁾ Delete as appropriate.

⁽²⁾ For ships built in accordance with the requirements of Annex I, Section 1, Chapter II-1, Part B-2, the applicable subdivision load line notations “C1, C2 and C3” should be used (regulation II-1/B/11). The Arabic numerals following the letter ‘C’ may be replaced by Roman numerals or letters if the Administration of the Flag State consider this necessary to distinguish them from the international subdivision load line notation.

Endorsement to extend the validity of the certificate one month in accordance with Article 13.2

This certificate shall, in accordance with Article 13.2 of Directive 2009/45/EC of the European Parliament and of the Council, be accepted

as valid until

Place Date

.....
(Signature and / or seal of issuing authority)

RECORD OF EQUIPMENT FOR THE PASSENGER SHIP SAFETY CERTIFICATE

This Record shall be permanently attached to the Passenger Ship Safety Certificate

RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE PROVISIONS OF DIRECTIVE 2009/45/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

1 Particulars of ship

Name of ship:	
Distinctive number or letters:	
Number of passengers for which is certified:	
Minimum number of persons with required qualifications to operate the radio installations:	

2 Details of life-saving appliances

1	Total number of persons for which life-saving appliances are provided		
	Lifeboats and rescue boats	Port side	Starboard side
2	Total number of lifeboats		
2.1	Total number of persons accommodated by them		
2.2	Total number of lifeboats LSA Code 4.5		
2.3	Total number of lifeboats LSA Code 4.6		
2.4	Total number of other lifeboats		
3	Number of motor lifeboats included in the total lifeboats shown above		
3.1	Number of life boats fitted with search lights		
4	Number of rescue boats		
4.1	Number of boats which are included in the total lifeboats shown above		
4.2	Number of boats which are fast rescue boats		
5	Life rafts	Port side	Starboard side
5.1	Number of liferafts for which approved launching appliances are required		
5.1.1	Number of persons accommodated by them		
5.2	Number of liferafts for which approved launching appliances are not required		
5.2.1	Number of persons accommodated by them		

2 Details of life-saving appliances (continued)

6	Number of Marine Evacuation Systems (MES)		
6.1	Number of liferafts served by them		
6.2	Number of persons accommodated by them		
7	Personal life saving appliances		
8	Number of lifebuoys		
9.1	Number of adult lifejackets		
9.2	Number of child life jackets		
9.3	Number of infant life jackets		
10.1	Number of immersion suits		
10.2	Number of immersion suits complying with the requirements for lifejackets		
11	Number of anti-exposure suits		
12	Number of thermal protective aids ¹		
13	Radio life-saving appliances		
13.1	Number of radar transponders		
13.2	Number of two-way VHF radio telephone apparatus		
14	Pyrotechnics		
14.1	Line throwing appliance		
14.2	Distress flares		

¹ Excluding those that are included in the lifeboat, liferaft, and rescue boat equipment in order to comply with the LSA code.

3 Details of radio facilities

1	Primary systems	
1.1	VHF radio installation	
1.1.1	DSC encoder	
1.1.2	DSC watch receiver	
1.1.3	Radiotelephony	

3 Details of radio facilities (continued)

1.2	MF radio installation	
1.2.1	DSC encoder	
1.2.2	DSC watch receiver	
1.2.3	Radiotelephony	
1.3	MF/HF radio installation	
1.3.1	DSC encoder	
1.3.2	DSC watch receiver	
1.3.3	Radiotelephony	
1.3.4	Direct printing radio telegraphy	
1.4	Recognized mobile satellite service ship earth station	
2	Secondary means of alerting	
3	Facilities for reception of maritime safety information	
3.1	NAVTEX receiver	
3.2	EGC receiver	
3.3	HF direct-printing radiotelegraph receiver	
4	Satellite EPIRB	
4.1	COSPAS-SARSAT	
4.2	INMARSAT	
5	VHF EPIRB	
6	Ship's search and rescue locating device	
6.1	Radar search and rescue transponder (SART)	
6.2	AIS search and rescue transmitter (AIS-SART)	

4 Methods used to ensure availability of radio facilities

(SOLAS IV/15.6 and 15.7)

7.1	Duplication of equipment	
7.2	Shore-based maintenance	
7.3	At-sea maintenance capability	

5 Details of navigational systems and equipment

1.1	Standard magnetic compass ³	
1.2	Spare magnetic compass ³	
1.3	Gyro compass ³	
1.4	Gyro compass heading repeater ³	
1.5	Gyro compass bearing repeater ³	
1.6	Heading or track control system ³	
1.7	Pelorus or compass bearing device ³	
1.8	Means of correcting headings and bearings ³	
1.9	Transmitting heading device (THD) ³	
2.1	Nautical charts/Electronic chart display and information system (ECDIS) ²	
2.2	Back-up arrangements for ECDIS	
2.3	Nautical publications	
2.4	Back-up arrangements for electronic nautical publications	
3.1	Receiver for a global navigation satellite system/terrestrial radionavigation system/multi-system shipborne radionavigation receiver ^{2, 3}	
3.2	9 GHz radar ³	
3.3	Second radar (3 GHz / 9GHz) ^{2, 3}	
3.4	Automatic radar plotting aid (ARPA) ³	
3.5	Automatic tracking aid ³	
3.6	Second automatic tracking aid ³	
3.7	Electronic plotting aid ³	
4.1	Automatic identification system (AIS)	
4.2	Long-range identification and tracking system (LRIT)	
5	Voyage data recorder / Simplified voyage Data Recorder (VDR / S-VDR) ²	
6.1	Speed and distance measuring device (through the water) ³	
6.2	Speed and distance measuring device (over the ground in the forward and the athwartship direction) ³	
7	Echo-sounding device ³	
8.1	Rudder, propeller, thrust, pitch and operational mode indicators ³	
8.2	Rate-of-turn indicator ³	

² Delete as appropriate.

³ Alternative means of meeting this requirement are permitted under SOLAS V/19. In case of other means, they shall be specified.

ANNEX III

GUIDELINES FOR SAFETY REQUIREMENTS FOR PASSENGER SHIPS AND HIGH-SPEED PASSENGER CRAFT FOR PERSONS WITH REDUCED MOBILITY

(as referred to in Article 8)

In applying the guidelines of this Annex, Member States shall follow the IMO MSC/Circ.735, entitled 'Recommendation on the design and operation of passenger ships to respond to elderly and disabled persons' needs'.

1. ACCESS TO THE SHIP

The ships should be constructed and equipped in such a way that a person with reduced mobility can embark and disembark easily and safely, and can be ensured access between decks, either unassisted or by means of ramps, elevators or lifts. Directions to such access should be posted at the other accesses to the ship and at other appropriate locations throughout the ship.

2. SIGNS

Signs provided on a ship to aid passengers should be accessible and easy to read for persons with reduced mobility, (including persons with sensory disabilities), and be positioned at key points.

3. MEANS TO COMMUNICATE MESSAGES

The operator should have the means onboard the vessel visually and verbally to provide announcements, such as those regarding delays, schedule changes and on-board services, to persons with various forms of reduced mobility.

4. ALARM

The alarm system and alarm buttons must be designed so as to be accessible by and to alert all passengers with reduced mobility, including persons with sensory disabilities and persons with learning disabilities.

5. ADDITIONAL REQUIREMENTS ENSURING MOBILITY INSIDE THE SHIP

Handrails, corridors and passageways, doorways and doors shall accommodate the movement of a person in a wheelchair. Elevators, vehicle decks, passenger lounges, accommodation and washrooms shall be designed in order to be accessible in a reasonable and proportionate manner to persons with reduced mobility.