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## PROPOSAL

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From:	Secretary-General of the European Commission, signed by Ms Martine DEPREZ, Director
date of receipt:	18 February 2022
To:	Mr Jeppe TRANHOLM-MIKKELSEN, Secretary-General of the Council of the European Union

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No. Cion doc.:	COM(2022) 53 final - Annexes 1 to 2
Subject:	ANNEXES to the PROPOSAL FOR A DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2003/25/EC as regards the inclusion of improved stability requirements and its alignment with stability requirements defined by the International Maritime Organisation (Text with EEA relevance)

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Delegations will find attached document COM(2022) 53 final - Annexes 1 to 2.

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Encl.: COM(2022) 53 final - Annexes 1 to 2



Brussels, 18.2.2022  
COM(2022) 53 final

ANNEXES 1 to 2

## ANNEXES

to the

### **PROPOSAL FOR A DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL**

**amending Directive 2003/25/EC as regards the inclusion of improved stability  
requirements and its alignment with stability requirements defined by the International  
Maritime Organisation  
(Text with EEA relevance)**

{SWD(2022) 29 final}

## ANNEX I

1. Annex I is amended as follows :

(a) After the title, the following is inserted:

‘Section A’

(b) The following introductory sentence is inserted:

‘For the purpose of this section A, references to the SOLAS Convention regulations shall be construed as references to those regulations as they applied under SOLAS 90.’

(c) Point 1 is replaced by the following:

‘1. In addition to the requirements of Regulation II-1/B/8 of the SOLAS Convention relating to watertight subdivision and stability in damaged condition, the requirements of this section shall be complied with.’;

(d) Point 3.1 is replaced by the following:

‘3.1. For ships, which are to be operated only for a shorter season as referred to in Article 9, the Port States included in the route shall agree on the applicable significant wave height.’;

(e) The following section B is inserted:

‘Section B

The requirements of SOLAS 2020, Chapter II-1 Part B shall be complied with. However, by way of derogation from SOLAS 2020, Regulation II-1/B/6.2.3, the required subdivision index R shall be determined as follows:

<b>Persons on board (N)</b>	<b>Subdivision Index (R)</b>
N < 1000	$R = 0.000088 * N + 0.7488$
$1000 \leq N \leq 1350$	$R = 0.0369 * \ln(N + 89.048) + 0.579$

Where:

N = total number of persons on board.’

2. Annex II is amended as follows:

The introductory paragraph in “Application” is replaced by the following:

“In line with the provisions of Article 6(3) of this Directive, these guidelines shall be used by the national administrations of Member States in the application of the specific stability requirements set out in Annex I, section A, in so far as this is practicable and compatible with the design of the ship in question. The paragraph numbers appearing below correspond to those in Annex I, section A.”;

## ANNEX II

### “ANNEX III - NOTIFICATION DETAILS

Data to be notified in accordance with Article 6(2):

**I. General data – for ro-ro passenger ships applying Annex I, section A or section B**

- (1) Applicable stability requirements: Section A or section B of Annex I
- (2) Ship’s identification number (IMO number, Call sign)
- (3) Main particulars;
- (4) General Arrangement plan
- (5) Number of persons on board
- (6) GT
- (7) Is the ship double ended: Yes/No
- (8) Does the ship have long lower holds: Yes/No

**II. Specific data - for ro-ro passenger ships applying Annex I, section A or section B**

- (1) dl, dp, ds;
- (2) R – required index;
- (3) layout plan (watertight integrity plan) for the sub-compartments with all internal and external opening points including their connected sub-compartments, and particulars used in measuring the spaces, such as general arrangement plan and tank plan. The subdivision limits, longitudinal, transverse and vertical, must be included<sup>1</sup>;
- (4) attained subdivision index A with a summary table for all contributions for all damaged zones<sup>2</sup> with a separate column with the attainable subdivision index ( $w*p*v$ );
- (5) for 1 and 2 Zone damage cases, the percentage of damage cases that were not investigated (i.e. cases not included in the factor ( $w*p*v$ )), that  $s=0$ ,  $s = 1$  and  $0 < s < 1$ ;
- (6) for 1 and 2 Zone damage cases, the percentage of damage cases involving ro-ro spaces that were not investigated (i.e. cases not included in the factor ( $w*p*v$ )), that  $s=0$ ,  $s = 1$  and  $0 < s < 1$ ;
- (7) for each damage which contributes to the attained subdivision index A, identification of flooded spaces, contribution value and factor «s»<sup>3</sup>;

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<sup>1</sup> This documentation is to be submitted to Administrations according to the point 2.2 of the Appendix to IMO Resolution MSC.429(98).

<sup>2</sup> This documentation is to be submitted to Administrations according to the point 2.3.1 of the Appendix to IMO Resolution MSC.429(98).

<sup>3</sup> This documentation is to be submitted to Administrations according to the point 2.3.1 of the Appendix to IMO Resolution MSC.429(98).

- (8) particulars of non-contributing damages ( $s = 0$  and  $p > 0$ ) for ro-ro passenger ships fitted with long lower hold, including full details of the calculated factors<sup>4</sup>.

**III. Additional specific data - for ro-ro passenger ships applying Annex I, section A**

- Method of compliance:

- Model Tests
- Calculations

Please indicate whether the water on deck calculations has been avoided due to, for example, the residual freeboard being higher than 2.0 m in all damage cases: Yes/No

- Significant wave height pursuant to Directive 2003/25/EC.”

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<sup>4</sup> This documentation is to be submitted to Administrations according to the point 2.3.1 of the Appendix to IMO Resolution MSC.429(98).