附件 2

第 MSC.550(108)号决议
(2024 年 5 月 23 日通过)

《1974 年国际海上人命安全公约》第 II-2 和 V 章修正案

海上安全委员会，

忆及《国际海事组织公约》关于本委员会职能的第 28(b)条，

还忆及《1974 年国际海上人命安全公约》(“本公约”)第 VIII(b)条有关除第 I 章规定外适用的本公约附则修正程序，

在其第 108 届会议上，**审议了**按本公约第 VIII(b)(i)条提出和分发的本公约修正案，

1 按本公约第 VIII(b)(iv)条，**通过**本公约修正案，其文本载于本决议附件；

2 按本公约第 VIII(b)(vi)(2)(bb)条，**决定**该修正案应于 2025 年 7 月 1 日被视为获得接受，除非在此日期之前，有三分之一以上的本公约缔约国政府或拥有商船合计吨位数不少于世界商船总吨数 50%的缔约国政府已通知秘书长其反对该修正案；

3 **提请**本公约各缔约国政府注意，按本公约第 VIII(b)(vii)(2)条，该修正案在按上述第 2 段获得接受后，应于 2026 年 1 月 1 日生效；

4 **要求**秘书长，按本公约第 VIII(b)(v)条，将本决议及其附件中所载修正案文本的核正无误副本送交本公约所有缔约国政府；

5 **还要求**秘书长将本决议及其附件的副本分发给非本公约缔约国政府的本组织各会员。

附件

《1974 年国际海上人命安全公约》修正案

第 II-2 章
构造 — 防火、探火和灭火

B 部分
防火与防爆

第 4 条

引燃的可能性

1 第 2.1.7 项的末尾，删除“以及”一词，第 2.1.8 项的末尾，“。”由“；以及”替换。

2 现有第 2.1.8 项后新增以下一项：

“.9 交付到船上并在船上使用的燃油不得危及船舶安全或对机器性能造成不利影响或对人员造成危害。”

C 部分
抑制火

第 7 条

探测和报警

5 起居和服务处所及控制站的保护

3 第 5.2 款由以下替换：

“**5.2 对载客超过 36 人客船的要求**

在服务处所、控制站和起居处所，包括起居处所内的走廊、梯道和脱险通道，须安装和布置固定式探火和失火报警系统，以探测这些处所内的烟雾。个人浴室和厨房毋需装设烟雾探测器。极少有失火危险或没有失火危险的处所，如留空处所、公共盥洗室、二氧化碳舱以及类似处所，不必安装固定式探火和失火报警系统。居住舱室中的探测器在启动后，亦须能够在其位置处所内发出或引发听觉报警。”

4 第 5.5 节(货船)由以下替换：

“**5.5 货船**

(第 5.5 节的要求须适用于 2026 年 1 月 1 日或以后建造的船舶。2026 年 1 月 1 日以前建造的船舶须符合第 5.5 节原有适用要求。)

货船的起居处所、服务处所和控制站须依据第 9.2.3.1 条所采用的保护方法，由以下固定式探火和失火报警系统和(或)自动喷水器、探火和失火报警系统予以保护。

5.5.1 *IC 法*

须安装和布置一个固定式探火和失火报警系统，以探测起居处所的所有走廊、梯道和脱险通道内以及所有控制站和货物控制室的烟雾。

5.5.2 *IIC 法*

须安装和布置一个符合《消防安全系统规则》相关要求的经认可类型的自动喷水器、探火和失火报警系统，以保护起居处所、厨房和其他服务处所，但留空处所、卫生处所等没有重大失火危险的处所除外。此外，还须安装和布置一个固定式失火和探火报警系统，以探测起居处所的所有走廊、梯道和脱险通道内以及所有控制站和货物控制室的烟雾。

5.5.3 *IIIC 法*

须安装和布置一个固定式探火和失火报警系统，以探测所有起居处所和服务处所内的火灾，以及起居处所内的所有走廊、梯道和脱险通道内的烟雾，但留空处所、卫生处所等没有重大失火危险的处所除外。此外，还须安装和布置一个固定式探火和失火报警系统，探测起居处所内的所有走廊、梯道和脱险通道内以及所有控制站和货物控制室内的烟雾。”

第 9 条

遏制火势

6 装货处所限界面的保护

5 删除第 6.1 款，后续段落相应地重新编号。

G 部分
特殊要求

第 20 条

车辆处所、特种处所和滚装处所的保护

6 第 20 条的标题由以下替换：

“第 20 条 车辆处所、特种处所和滚装处所、开式和封闭式滚装处所、和拟载运车辆的露天甲板的保护”

1 目的

7 第 1.1 款由以下替换：

“.1 须设有能充分保护船舶免受与车辆处所、特种处所和滚装处所、和拟载运车辆的露天甲板有关的失火危险的防火系统；”

2 一般要求

2.1 适用范围

8 现有第 2.1.2 款后新增以下第 2.1.3 款：

“2.1.3 2026 年 1 月 1 日以前建造的客船，包括 2012 年 7 月 1 日以前建造的客船，还须符合以第 MSC.550(108)号决议通过的第 20.4.1.6、20.4.4 和 20.6.2.3 条。”

3 防止封闭式车辆处所、封闭式滚装处所和特种处所内的易燃蒸气着火

9 第 3.1.5 款由以下替换：

“***3.1.5*** *永久性开口*

在货船上，处所侧板、端板或天花板上的永久性开口的位置须使装货处所内的火不会威胁到救生艇筏的存放区和登乘站以及装货处所上部的上层建筑和甲板室内的起居处所、服务处所和控制站。”

4 探测和报警

10 现有第 4 节标题(探测和报警)后新增以下段落：

“2026 年 1 月 1 日以前建造的客船，包括 2012 年 7 月 1 日以前建造的客船，须不迟于 2028 年 1 月 1 日或以后的第一次检验符合第 4.1.6 款的要求。”

4.1 固定式探火和失火报警系统

11 第 4.1 节(固定式探火和失火报警系统)由以下替换：

“**4.1 固定式探火和失火报警系统**

第 4.1.1 至 4.1.4 款的要求须仅适用于 2026 年 1 月 1 日或以后建造的客船。2026 年 1 月 1 日以前建造的客船，包括 2012 年 7 月 1 日以前建造的客船，须符合第 4.1.6 款的要求和第 4.1 款原有适用要求。第 4.1.5 款的要求须适用于 2026 年 1 月 1 日或以后建造的货船。2026 年 1 月 1 日以前建造的货船须符合第 4.1 款原有适用要求。

4.1.1 在车辆处所、特种处所和滚装处所，须设有可单独识别的固定式探火和失火报警系统。该系统须符合《消防安全系统规则》的要求。

4.1.1.1 固定式探火和失火报警系统须在整个车辆处所、特种处所和滚装处所探测烟雾和高温。主管机关可接受线性感温探测器作为高温探测所要求的系统。该系统须能迅速探知火灾的出现。探测器的位置须使主管机关在考虑到通风和其他相关因素影响

后满意。该系统在安装后，须在正常的通风条件下进行测试，且其总体响应时间须使主管机关满意。

4.1.2　如果在车辆处所、特种处所和滚装处所使用固定式水基雨淋系统，则须布置雨淋系统相同区段可识别的探火和失火报警系统。

4.1.3　固定式探火和失火报警系统须设计一个系统接口，其提供逻辑清晰的信息表示，以便快速正确地理解和决策。特别是，报警系统的区段编号须与其他系统的区段编号一致，比如固定式水基灭火系统或视频监控系统(如设有)。

4.1.4　在拟载运车辆的露天甲板上须设有固定式探火和失火报警系统。固定式探火系统须能在该区域的任何地方迅速探知火灾的出现。探测器的型式及其间距和位置须使主管机关在考虑到通风、货物阻隔和其他相关因素影响后满意。该系统在安装后，须在正常的通风条件下进行测试，且其总体响应时间须使主管机关满意。对于特定作业顺序可能使用不同的设定，比如在装货或卸货期间和在航行期间，以减少误报警。

4.1.5　在货船上，车辆处所、特种处所和滚装处所须设有符合《消防安全系统规则》要求的一个固定式探火和失火报警系统。该固定式探火系统须能迅速探知火灾的出现。探测器的型式及其间距和位置须使主管机关在考虑到通风和其他相关因素影响后满意。该系统在安装后，须在正常的通风条件下进行测试，且其总体响应时间须使主管机关满意。

4.1.6　对于 2026 年 1 月 1 日以前建造的客船，包括 2012 年 7 月 1 日以前建造的客船，特种处所、开式和闭式滚装处所和车辆处所内须设有符合《消防安全系统规则》要求的一个固定式探火和失火报警系统。该固定式探火系统须能迅速探知火灾的出现。固定式探火和失火报警系统须在整个车辆处所、特种处所和滚装处所探测烟雾和高温。在此情况下，感温探测器须符合适用于感烟探测器的间距和覆盖区域要求。仅在已设有感烟探测器的地方要求设有感温探测器。”

4.3　特种处所

12　第 4.3.1 款由以下替换：

“4.3.1　在特种处所内须保持有效的消防巡逻制度。”

13　现有第 4.3 节(特种处所)后新增以下第 4.4 节：

“**4.4　视频监控**

第 4.4.1 和 4.4.2 款的要求适用于 2026 年 1 月 1 日或以后建造的船舶。2026 年 1 月 1 日以前建造的设有车辆处所、特种处所或滚装处所的客船，包括 2012

年 7 月 1 日以前建造的客船，须不迟于 2028 年 1 月 1 日或以后的第一次检验符合第 4.4.1 和 4.4.2 款的要求。

4.4.1 对于客船，须在车辆处所、特种处所和滚装处所内布置一个有效的视频监控系统，用于此类处所的连续监控。在切实可行的情况下，该系统须设有即时回放功能，以便迅速识别火灾的位置。摄像机的安装须覆盖整个处所，其高度足以在装货后越过货物和车辆进行监控。

4.4.2 该视频监控系统所录制的视频须可以在有人值守的控制站或安全中心连续回放至少七天(对于安装在 2026 年 1 月 1 日或以后建造的滚装客船的系统)和 24 小时(对于安装在 2026 年 1 月 1 日以前建造的现有滚装客船的系统，包括 2012 年 7 月 1 日以前建造的滚装客船)。任一视频摄像机和由其覆盖的保护该处所的固定式水基灭火系统区段的对应关系须在视频监视器附近清楚显示。不要求船员对视频图像进行连续监控。”

5 构造防火

14 现有第 5 节(构造防火)及相关脚注由以下替换：

“**5 构造防火和开口布置**

本条适用于2026年1月1日或以后建造的客船。2026年1月1日以前建造的客船须符合第5条原有适用要求。

5.1 构造防火

5.1.1 对于载客超过 36 人的客船，特种处所和滚装处所的限界面舱壁和甲板须隔热至“A-60”级标准。但是，如果本章第 9.2.2.3 条所定义的第(5)、 (9)和(10)类处所位于分隔的一侧，该标准可降为“A-0”级。如果燃油舱位于特种处所以下，此类处所之间的甲板完整性可降为“A-0”级标准。

5.1.2 如果特种处所或滚装处所被内甲板分隔，这些甲板的防火等级须根据固定式水基灭火系统的容量和布置确定。如果固定式水基灭火系统无法同时覆盖指定甲板上方和下方的适用区域，该甲板须为“A-30”级标准，甲板之间的坡道和门须为钢制，其设计须尽可能密闭。

5.2 滚装处所和特种处所的开口布置

5.2.1 滚装处所侧壁、两端或天花板的开口的位置和布置须使滚装处所失火不会危及：

.1 救生艇筏存放区；

.2 登乘站和集合站，包括通往此类站的通道；和

.3 滚装处所上方的上层建筑和甲板室内的起居处所、控制站和通常有人的服务处所。

开口不允许设在此类物体正下方和水平方向上测量至少 6.0 m 的安全距离内的所有甲板上。

5.2.2 本要求不适用于设有关闭装置的开口，比如坡道和门。对于起居处所、控制站和通常有人的服务处所正下方的所有甲板，坡道和门须为钢制；对于救生艇筏、登乘站和集合站正下方的所有甲板，坡道和门须至少为“A-0”级标准。

5.2.3 但是，当船舶两侧(包括窗和门)的耐火完整性在开口前后水平方向上测量至少 6.0 m 的矩形区域的界限面和垂直方向上与开口齐平的甲板上方至少两层甲板为“A-60”级标准时，可允许在起居处所、控制站和通常有人的服务处所下方的滚装处所设有开口。受喷水率至少为 5.0 L/min 每平方米的水基系统保护的“A-0”级窗可视为等效于“A-60”级窗。通风进口的设计须将污染的风险降至最低。*

* 参阅第 5.2、8.2、9.7.1.5 和 20.3.1.4 条。

5.2.4 如果开口受关闭装置的保护，开口布置不太可能在滚装处所失火时被切断，并能在易于到达的位置关闭，则允许在上层建筑内的起居处所、服务处所和控制站下方的滚装处所和特种处所设置机械通风开口。关闭装置须为钢制或由其他耐火材料制成。不允许在救生艇筏、应急发电机和机舱的进气口下方设置此类开口。

5.2.5 尽管有上述规定，用于船舶主推进、发电和应急发电的机械的进气口位置须将滚装处所或特种处所受火灾污染的风险降至最低。

5.3 拟载运车辆的露天甲板布置

5.3.1 须妥善布置，使拟载运车辆的露天甲板上的全燃火不会危及：

.1 救生艇筏存放区；

.2 登乘站和集合站，包括通往此类地点的通道；和

.3 邻近露天甲板的上层建筑和甲板室内的起居处所、控制站和通常有人的服务处所。

5.3.2 须妥善布置，在专用车道和邻近露天甲板的上层建筑和甲板室内起居处所、控制站和通常有人的服务处所之间设置水平方向上测量大于 6.0 m 的安全距离。

5.3.3 当在 6.0 m 以内的界限面(包括窗和门)为“A-60”级完整性，安全距离可减少至 3.0 m。或者，受喷水率至少为 5.0 L/min 每平方米的水基系统保护的“A-0”级界限面可接受为等效。

5.3.4 救生艇筏和登乘站(包括通往此类地点的通道)须受到大于 12.0 m 的安全距离的保护。安全距离须水平方向上测量。

5.3.5 尽管有上述规定，用于船舶主推进、发电和应急发电的机械的进气口位置须将拟载运车辆的露天甲板受火灾污染的风险降至最低。”

6 灭火

6.1 固定式灭火系统

15 现有第 6.1 节(固定式灭火系统)标题下的解释性段落由以下替换：

“(第6.1.1和6.1.2款的要求须适用于2014年7月1日或以后建造的船舶。2014年7月1日以前建造的船舶须符合第6.1.1和6.1.2款原有适用要求。第6.2.1和6.2.2款的要求须适用于2026年1月1日或以后建造的滚装客船。2026年1月1日以前建造的设有车辆处所、特种处所或滚装处所的客船，包括2012年7月1日以前建造的客船，须不迟于2028年1月1日或以后的第一次检验符合第6.2.3款的要求。)”

16 现有第 6.1 节(固定式灭火系统)后插入以下新的第 6.2 节，后续章节(手提式灭火器)及其段落相应地重新编号：

“**6.2 拟载运车辆的露天甲板上的固定式水基灭火系统**

6.2.1 在客船上，须安装基于水炮的固定式水基灭火系统以覆盖拟载运车辆的露天甲板。水炮须符合《消防安全系统规则》的规定。

6.2.2 在客船上，如安了固定式水基灭火系统以覆盖拟载运车辆的露天甲板，须设有排水装置。系统的排量须不低于水炮和所要求数量的消防水枪的组合容量的125%。

6.2.3 对于 2026 年 1 月 1 日以前建造的客船，包括 2012 年 7 月 1 日以前建造的客船，须安装基于水炮的固定式水基灭火系统以覆盖拟载运车辆的露天甲板。水炮的位置须确保尽可能对在拟载运车辆的露天甲板上的车辆的无阻挡保护。须通过不受水炮保护区域失火影响的安全通道或遥控确保水炮的操作。每个水炮的容量须至少为 1,250 L/min。如果考虑到船舶的尺度和布置，所要求的容量不可行，主管机关可允许较小的容量。主管机关还可允许在 2026 年 1 月 1 日以前已安装基于水炮的固定式水基灭火系统的替代布置。”

17 现有第 6 节(灭火)后新增以下第 7 节及相关脚注：

“**7 决策**

(第 7 款的要求须适用于 2026 年 1 月 1 日或以后建造的客船。)

在客船上，设有固定式压力水雾系统的车辆处所、特种处所和滚装处所须在天花板和舱壁以及垂向界限面上设有合适的标识和标记，以易于识别固定式灭火系统的各区段。合适的标识和标记须考虑到货物或固定装置的阻挡顺应船员移动的典型模式。区段编号标志须为荧光材料*。处所内显示的区段编号须与安全中心或连续有人值班处所的区段阀识别和区段识别一致。

* 参阅《消防规则》第 11 章关于荧光材料的评估和测试。”

第 23 条
客船上的安全中心

6 安全系统的控制与监测

18 第 6.10 项由以下替换：

“.10 探火和失火报警系统；”

第 V 章
航行安全

第31条
危险报文

19 现有第 1 款后插入以下新段落及相关脚注：

“2.1 每艘涉及货运集装箱灭失船舶的船长，须立即将此类事故的详细情况以适当的方式尽可能全面地通知附近各船、最近的沿海国以及船旗国。

2.2 当本条第 2.1 款所述的船舶弃船时，或从该船发出的报告不完整或不能获得时，第 IX/1.2 条所定义的公司须在最大可能的范围内承受本条对船长规定的义务。

2.3 船旗国在按第 2.1 款收到通知后须立即向本组织报告货运集装箱的灭失。*

* 参阅*《通过全球综合航运信息系统(GISIS)发布信息》*(第 A.1074(28)号决议)。

2.4 每艘观测到货运集装箱在海上漂流的船长，须立即将此类观测的详细情况以适当的方式尽可能全面地通知附近各船和最近的沿海国。”

20 现有第 2、3 和 4 款分别重新编号为第 3、4 和 5 款。

第32条

危险报文所要求的信息

21 在现有第 2 款(热带气旋(风暴))后插入以下新段落：

“3 货运集装箱灭失或观测

.1 船舶货运集装箱灭失

认识到在最初报告时，可能无法获得所有信息要素。任何后续和/或附加信息须由船长在最初报告后尽可能早的机会报告。报告须包括：

.1 通用信息

— 报告类型：船舶货运集装箱灭失

— 时间(世界协调时)和日期

— 船舶识别码(IMO 编号/船名/呼号/MMSI 编号)

— 发报方：船长、或代表船长报告的代表的联络方式

— 收报方：距离事故发生处最近的沿海国和船旗国

— 通报编号：如果在第一个货运集装箱灭失通报之后发送了其他的通报，则按时间顺序。

须尽早、安全和切实可行地进行彻底检查。须核实灭失货运集装箱数量或者估计数量。包含此验证码的通报须标记为“最终”并发送给相同的收报方。

.2 位置报告*

以纬度和经度表示的位置，或距离明确标识的地标(如可能)的真实方位和以海里为单位的距离

— 货运集装箱灭失时船舶的位置；或

— 如果货运集装箱灭失时船舶的位置未知，则货运集装箱灭失时船舶的估计位置；或

— 如果货运集装箱灭失时船舶的估计位置未知或无法确定，则发现灭失时船舶的位置。

---

* 可以使用机械、电子和/或视觉辅助系统(如有)，近乎实时地报告货运集装箱的落点。

.3 灭失货运集装箱数量或估计数量(视情况)：

.4 货运集装箱内的货物类型：

— 危险货物：是/否

— UN 编号(如已知)

.5 在可行范围内，对灭失的货运集装箱的描述：

.1 货运集装箱的尺寸(如 20 英尺)；

.2 货运集装箱的类型(如冷藏箱)；和

.3 空货运集装箱的数量或估计数量。

.6 如可获得且可行，船长可提供附加信息，比如但不限于：

— 根据危险货物舱单的货物描述(如适用)

— 任何货物泄露的描述

— 风向和风速

— 洋流方向和速度

— 灭失货运集装箱估计的漂流方向和速度

— 海况和浪高

.2 对海上漂流的货运集装箱的观测

.1 通用信息

— 报告类型：对海上漂流的货运集装箱的观测

— 时间(世界协调时)和日期

— 船舶识别码(IMO 编号/船名/呼号/MMSI 编号)

— 发报方：船长

— 收报方：距离观测处最近的沿海国

.2 位置报告

时间(世界协调时)、日期和观测到货运集装箱以纬度和经度表示的位置，或距离明确标识的地标(如可能)的真实方位和以海里为单位的距离

.3 观测到的货运集装箱总数量

.4 如可获得且可行，船长可提供附加信息，比如但不限于：

— 货运集装箱的尺寸(如 20 英尺)

— 货运集装箱的类型(如冷藏箱)

— 任何货物泄露的描述

— 风向和风速

— 洋流方向和速度

— 观测到的货运集装箱估计的漂流方向和速度

— 海况和浪高”

22 现有第 3、4 和 5 款分别重新编号为第 4、5 和 6 款。

***

ANNEX 2

RESOLUTION MSC.550(108)
(adopted on 23 May 2024)

AMENDMENTS TO CHAPTERS II-2 AND V OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO article VIII(b) of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"), concerning the amendment procedure applicable to the annex to the Convention, other than to the provisions of chapter I,

HAVING CONSIDERED, at its 108th session, amendments to the Convention proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 July 2025, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet have notified the Secretary-General of their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2026 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

5 ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

CHAPTER II-2
CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION

Part B
Prevention of fire and explosion

Regulation 4
Probability of ignition

1 At the end of paragraph 2.1.7, the word "and" is deleted and at the end of paragraph 2.1.8, "." is replaced by "; and".

2 The following new sub-paragraph is added after existing paragraph 2.1.8:

".9 oil fuel delivered to and used on board ships shall not jeopardize the safety of ships or adversely affect the performance of the machinery or be harmful to personnel."

Part C
Suppression of fire

Regulation 7
Detection and alarm

5 Protection of accommodation and service spaces and control stations

3 Paragraph 5.2 is replaced by the following:

"**5.2 Requirements for passenger ships carrying more than 36 passengers**

A fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in service spaces, control stations and accommodation spaces, including corridors, stairways and escape routes within accommodation spaces. Smoke detectors need not be fitted in private bathrooms and galleys. Spaces having little or no fire risk such as voids, public toilets, carbon dioxide rooms and similar spaces need not be fitted with a fixed fire detection and fire alarm system. Detectors fitted in cabins, when activated, shall also be capable of emitting, or cause to be emitted, an audible alarm within the space where they are located."

4 Section 5.5 (Cargo ships) is replaced by the following:

"**5.5 Cargo ships**

(The requirements of paragraph 5.5 shall apply to ships constructed on or after 1 January 2026. Ships constructed before 1 January 2026 shall comply with the previously applicable requirements of paragraph 5.5.)

Accommodation and service spaces and control stations of cargo ships shall be protected by a fixed fire detection and fire alarm system and/or an automatic sprinkler, fire detection and fire alarm system as follows depending on a protection method adopted in accordance with regulation 9.2.3.1.

5.5.1 *Method IC*

A fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in all corridors, stairways and escape routes within accommodation spaces and in all control stations and cargo control rooms.

5.5.2 *Method IIC*

An automatic sprinkler, fire detection and fire alarm system of an approved type complying with the relevant requirements of the Fire Safety Systems Code shall be so installed and arranged as to protect accommodation spaces, galleys and other service spaces, except spaces which afford no substantial fire risk such as void spaces, sanitary spaces, etc. In addition, a fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in all corridors, stairways and escape routes within accommodation spaces and in all control stations and cargo control rooms.

5.5.3 *Method IIIC*

A fixed fire detection and fire alarm system shall be so installed and arranged as to detect the presence of fire in all accommodation spaces and service spaces providing smoke detection in corridors, stairways and escape routes within accommodation spaces, except spaces which afford no substantial fire risk such as void spaces, sanitary spaces, etc. In addition, a fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in all corridors, stairways and escape routes within accommodation spaces and in all control stations and cargo control rooms."

Regulation 9
Containment of fire

6 Protection of cargo space boundaries

5 Paragraph 6.1 is deleted and the subsequent paragraphs are renumbered accordingly.

Part G
Special requirements

Regulation 20
Protection of vehicle, special category and ro-ro spaces

6 The title of regulation 20 is replaced by the following:

"**Regulation 20 Protection of vehicle, special category, open and closed ro-ro spaces, and weather decks intended for the carriage of vehicles**"

1 Purpose

7 Paragraph 1.1 is replaced by the following:

".1 fire protection systems shall be provided to adequately protect the ship from the fire hazards associated with vehicle, special category and ro-ro spaces, and weather deck intended for the carriage of vehicles;"

2 General requirements

2.1 Application

8 The following new paragraph 2.1.3 is added after existing paragraph 2.1.2:

"2.1.3 Passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, shall also comply with regulations 20.4.1.6, 20.4.4 and 20.6.2.3, as adopted by resolution MSC.550(108)."

3 Precaution against ignition of flammable vapours in closed vehicle spaces, closed ro-ro spaces and special category spaces

9 Paragraph 3.1.5 is replaced by the following:

"***3.1.5 Permanent openings***

In cargo ships, permanent openings in the side plating, the ends or deckhead of the space shall be so situated that a fire in the cargo space does not endanger stowage areas and embarkation stations for survival craft and accommodation spaces, service spaces and control stations in superstructures and deckhouses above the cargo spaces."

4 Detection and alarm

10 The following new paragraph is added under the existing title of section 4 (Detection and alarm):

"Passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with the requirements of paragraph 4.1.6 not later than the first survey on or after 1 January 2028."

4.1 Fixed fire detection and fire alarm systems

11 Section 4.1 (Fixed fire detection and fire alarm systems) is replaced by the following:

"**4.1 Fixed fire detection and fire alarm systems**

The requirements of paragraphs 4.1.1 through 4.1.4 shall only apply to passenger ships constructed on or after 1 January 2026. Passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with the requirements of paragraph 4.1.6 and the previously applicable requirements of paragraph 4.1. The requirements of paragraph 4.1.5 shall apply to cargo ships constructed on or after 1 January 2026. Cargo ships constructed before 1 January 2026 shall comply with the previously applicable requirements of paragraph 4.1.

4.1.1 In vehicle, special category and ro-ro spaces, there shall be provided an individually identifiable fixed fire detection and fire alarm system. The system shall comply with the requirements of the Fire Safety Systems Code.

4.1.1.1 The fixed fire detection and fire alarm system shall provide smoke and heat detection throughout vehicle, special category and ro-ro spaces. The Administration may accept linear heat detectors as the required system for heat detection. The system shall be capable of rapidly detecting the onset of fire. The location of detectors shall be to the satisfaction of the Administration, taking into account the

effects of ventilation and other relevant factors. After being installed, the system shall be tested under normal ventilation conditions and shall give an overall response time to the satisfaction of the Administration.

4.1.2 If a fixed water-based deluge system is used for vehicle, special category and ro-ro spaces, then a fire detection and fire alarm system identifiable to the same sections of the deluge system shall be arranged.

4.1.3 The fire detection and fire alarm system shall be designed with a system interface which provides logical and unambiguous presentation of the information, to allow a quick and correct understanding and decision-making. In particular, section numbering of the alarm system shall coincide with that of other systems, such as a fixed water-based fire-extinguishing system or video monitoring system, if available.

4.1.4 There shall be provided a fixed fire detection and fire alarm system for the area on the weather deck intended for the carriage of vehicles. The fixed fire detection system shall be capable of rapidly detecting the onset of the fire anywhere on the area. The type of detectors and their spacing and location shall be to the satisfaction of the Administration, taking into account the effects of weather conditions, cargo obstruction and other relevant factors. Different settings may be used for specific operation sequences, such as during loading or unloading and during voyage, in order to reduce the false alarms.

4.1.5 In cargo ships, vehicle spaces, special category spaces and ro-ro spaces shall be provided with a fixed fire detection and fire alarm system complying with the requirements of the Fire Safety Systems Code. The fixed fire detection system shall be capable of rapidly detecting the onset of fire. The type of detectors and their spacing and location shall be to the satisfaction of the Administration, taking into account the effects of ventilation and other relevant factors. After being installed, the system shall be tested under normal ventilation conditions and shall give an overall response time to the satisfaction of the Administration.

4.1.6 For passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, a fixed fire detection and fire alarm system complying with the requirements of the Fire Safety Systems Code shall be provided in special category spaces, open and closed ro-ro and vehicle spaces. The fixed fire detection system shall be capable of rapidly detecting the onset of fire. The fixed fire detection and fire alarm system shall provide smoke and heat detection throughout vehicle, special category and ro-ro spaces. In this context, heat detectors shall comply with the spacing and coverage area requirements as applicable for smoke detectors. Heat detectors are only required where there is already a smoke detector."

4.3 Special category spaces

12 Paragraph 4.3.1 is replaced by the following:

"4.3.1 An efficient fire patrol system shall be maintained in special category spaces."

13 The following new section 4.4 is added after existing section 4.3 (Special category spaces):

"**4.4 Video monitoring**

The requirements of paragraphs 4.4.1 and 4.4.2 apply to ships constructed on or after 1 January 2026. Passenger ships with vehicle, special category or ro-ro spaces constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with the requirements of paragraphs 4.4.1 and 4.4.2 not later than the first survey on or after 1 January 2028.

4.4.1 For passenger ships, an effective video monitoring system shall be arranged in vehicle, special category and ro-ro spaces for continuous monitoring of these spaces. The system shall be provided with immediate playback capability to allow for quick identification of fire location, as far as practicable. Cameras shall be installed to cover the whole space, high enough to see over cargo and vehicles after loading.

4.4.2 The videos recorded by this monitoring system shall be available for replay at a continuously manned control station or at the safety centre for at least seven days for installation on ro-ro passenger ships constructed on or after 1 January 2026 and 24 hours for existing ro-ro passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012. The correspondence between any one video camera and the section of the fixed water-based fire-extinguishing system protecting the space covered by this camera shall be clearly displayed close to the video monitor. Continuous monitoring of the video image by the crew is not required."

5 Structural fire protection

14 Section 5 (Structural fire protection) is replaced by the following, together with the associated footnote:

"**5 Structural fire protection and arrangement of openings**

This paragraph applies to passenger ships constructed on or after 1 January 2026. Passenger ships constructed before 1 January 2026 shall comply with the previously applicable requirements of paragraph 5.

5.1 Structural fire protection

5.1.1 In passenger ships carrying more than 36 passengers, the boundary bulkheads and decks of special category and ro-ro spaces shall be insulated to "A-60" class standard. However, where a category (5), (9) and (10) space, as defined in regulation 9.2.2.3, is on one side of the division, the standard may be reduced to "A-0". Where fuel oil tanks are below a special category space, the integrity of the deck between such spaces may be reduced to "A-0" standard.

5.1.2 Where a special category space or ro-ro space is subdivided with internal decks, the fire rating of these decks shall be determined based on the capacity and arrangement of the fixed water-based fire-extinguishing system. If the fixed water-based fire-extinguishing system cannot simultaneously cover the applicable area above and below a given deck, this deck shall be of "A-30" standard while any ramps and doors between decks shall be made of steel and of a design being as tight as practical.

5.2 Arrangement of openings in ro-ro spaces and special category spaces

5.2.1 Openings in the side plating, the ends or deckhead of the ro-ro space shall be situated and arranged so that a fire in the ro-ro space does not endanger:

.1 stowage areas for survival craft;

.2 embarkation stations and assembly stations, including access to such stations; and

.3 accommodation spaces, control stations and normally occupied service spaces in superstructures and deckhouses above the ro-ro space.

Openings are not permitted for all decks directly below these objects and within a safety distance of minimum 6.0 m measured horizontally.

5.2.2 This requirement does not apply to openings fitted with closing arrangements, such as ramps and doors. Ramps and doors shall be of steel for all decks directly below accommodation spaces, control stations and normally occupied service spaces, and minimum "A-0" for all decks directly below survival craft, embarkation stations and assembly stations.

5.2.3 Openings are, however, accepted in ro-ro spaces below accommodation spaces, control stations and normally occupied service spaces, when the fire integrity of the ship's side, including windows and doors, is "A-60" on boundaries in a rectangular area measured 6.0 m horizontally forward and aft of the openings and vertically minimum two deck levels above the deck level with the opening. "A-0" windows protected by a water-based system with an application rate of at least 5.0 L/min per square metre may be accepted as equivalent to "A-60" windows. Ventilation inlets shall be designed to minimize the risk of contamination.*

* Refer to regulations 5.2, 8.2, 9.7.1.5 and 20.3.1.4.

5.2.4 Openings for mechanical ventilation of ro-ro and special category spaces are permitted below accommodation spaces, service spaces and control stations in superstructures, if the opening is protected by a closing device, with a closing arrangement not likely to be cut off in case of a fire in the ro-ro spaces, capable of being closed from a readily accessible position. The closing device shall be made of steel or other fire-resistant material. Such openings are not permitted below survival craft, the emergency generator and air intakes for the engine-room(s).

5.2.5 Notwithstanding the above, air intakes serving machinery used for the ship's main propulsion, power generation and emergency power generation shall be in a position minimizing the risk of being contaminated by a fire in the ro-ro space or special category space.

5.3 Arrangement of weather deck intended for the carriage of vehicles

5.3.1 Appropriate arrangements shall be made so that a fully developed fire on weather decks intended for the carriage of vehicles does not endanger:

.1 stowage areas for survival craft;

.2 embarkation stations and assembly stations including access to these; and

.3 accommodation spaces, control stations and normally occupied service spaces in superstructures and deckhouses adjacent to the weather deck.

5.3.2 Appropriate arrangements shall be made providing a safety distance, measured horizontally, from the designated vehicle lanes of more than 6.0 m to accommodation spaces, control stations and normally occupied service spaces in superstructures and deckhouses adjacent to the weather deck.

5.3.3 The safety distance can be reduced to 3.0 m when boundaries, including windows and doors, within 6.0 m are of "A-60" integrity. Alternatively, "A-0" boundaries protected by a water-based system with an application rate of at least 5.0 L/min per square metre may be accepted as equivalent.

5.3.4 Survival craft and embarkation stations, including access to these, shall be protected with a safety distance of more than 12.0 m. Safety distances shall be measured horizontally.

5.3.5 Notwithstanding the above, air intakes serving machinery used for the ship's main propulsion, power generation and emergency power generation shall be in a position minimizing the risk of being contaminated by a fire on the weather deck intended for carriage of vehicles."

6 Fire extinction

6.1 Fixed fire-extinguishing systems

15 The explanatory paragraph under the title of existing section 6.1 (Fixed fire-extinguishing systems) is replaced by the following:

"(The requirements of paragraphs 6.1.1 and 6.1.2 shall apply to ships constructed on or after 1 July 2014. Ships constructed before 1 July 2014 shall comply with the previously applicable requirements of paragraphs 6.1.1 and 6.1.2. The requirements of paragraphs 6.2.1 and 6.2.2 shall apply to ro-ro passenger ships constructed on or after 1 January 2026. Passenger ships with vehicle, special category or ro-ro spaces constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with the requirements of paragraph 6.2.3 not later than the first survey on or after 1 January 2028.)"

16 The following new section 6.2 is inserted after existing section 6.1 (Fixed fire-extinguishing systems) and the subsequent section (Portable fire extinguishers) and its paragraphs are renumbered accordingly:

"**6.2 Fixed water-based fire-extinguishing system on weather decks intended for carriage of vehicles**

6.2.1 In passenger ships, a fixed water-based fire-extinguishing system based on monitor(s) shall be installed in order to cover weather decks intended for the carriage of vehicles. The monitor(s) shall comply with the provisions of the Fire Safety Systems Code.

6.2.2 In passenger ships, drainage shall be provided where a fixed water-based fire-extinguishing system is installed to cover weather decks intended for carriage of vehicles. The system shall be sized to remove no less than 125% of the combined capacity of both the monitor(s) and the required number of fire hose nozzles.

6.2.3 For passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, a fixed water-based fire-extinguishing system based on monitor(s) shall be installed in order to protect areas on weather decks intended for the carriage of vehicles. Monitors shall be located in positions which ensure unobstructed protection of vehicles in the area on the weather deck intended for carriage for vehicles, as far as practicable. Operation of monitors shall be ensured by safe access ways or remote control not to be impaired by a fire in the area protected by that monitor. Capacity of each monitor shall be at least 1,250 L/min. The Administration may permit lower flow rates when the required rate is not practical given the size and arrangement of the ship. The Administration may also permit alternative arrangements for ships that have already installed a fixed water-based fire-extinguishing system based on monitor(s) prior to 1 January 2026."

17 The following new section 7 is added after existing section 6 (Fire extinction) with the associated footnotes:

"**7 Decision-making**

(The requirements of paragraph 7 shall apply to passenger ships constructed on or after 1 January 2026.)

In passenger ships, vehicle, special category and ro-ro spaces, where fixed pressure water-spraying systems are fitted, shall be provided with suitable signage and marking on deckhead and bulkhead and on the vertical boundaries allowing easy identification of the sections of the fixed fire-extinguishing system. Suitable signage and markings shall be adapted to typical patterns of crew movement taking into consideration obstruction by cargo or fixed installations. Section number signs shall be of photoluminescent material.* The section numbering indicated inside the space shall be same as section valve identification and section identification at the safety centre or continuously manned control station.

* Refer to chapter 11 of the FSS Code for the evaluation and testing of photoluminescent material."

Regulation 23
Safety centre on passenger ships

6 Control and monitoring of safety systems

18 Paragraph 6.10 is replaced by the following:

".10 fire detection and fire alarm system;"

CHAPTER V
SAFETY OF NAVIGATION

Regulation 31
Danger messages

19 The following new paragraphs are inserted after existing paragraph 1, together with the associated footnote:

"2.1 The master of every ship involved in the loss of freight container(s), shall communicate the particulars of such an incident by appropriate means without delay and to the fullest extent possible to ships in the vicinity, to the nearest coastal State, and also to the flag State.

2.2 In the event of the ship referred to in paragraph 2.1 being abandoned, or in the event of a report from such a ship being incomplete or unobtainable, the company, as defined in regulation IX/1.2, shall, to the fullest extent possible, assume the obligations placed upon the master by this regulation.

2.3 The flag State, once informed in accordance with paragraph 2.1, shall report to the Organization on the loss of freight container(s).*

* Refer to *Notification and circulation through the Global Integrated Shipping Information System (GISIS)* (resolution A.1074(28)).

2.4 The master of every ship that observes freight container(s) drifting at sea, shall communicate the particulars of such an observation by appropriate means without delay and to the fullest extent possible to ships in the vicinity and to the nearest coastal State."

20 Existing paragraphs 2, 3 and 4 are renumbered as paragraphs 3, 4 and 5, respectively.

Regulation 32
Information required in danger messages

21 The following new paragraph is inserted after existing paragraph 2 (Tropical cyclones (storms)):

"3 Loss or observation of freight container(s)

.1 Loss of freight container(s) from a ship

It is recognized that at the time of the initial reporting, not all of the information elements may be available. Any subsequent and/or additional information shall be reported by the master at the earliest opportunity after the initial reporting. The report shall include:

.1 General information

- Type of report: Loss of freight container(s) from a ship
- Time (Universal Coordinated Time) and date
- Ship's identity (IMO number/name/call sign/MMSI)
- From: Master of the ship, or contact details of their representative reporting on master's behalf
- To: Nearest coastal State where the incident occurred and flag State
- The message number: In chronological order if other freight container loss messages are sent following the first one.

At the earliest, safe and practicable opportunity, a thorough inspection shall be conducted. The number or estimated number of lost freight container(s) shall be verified. A message containing this verified number shall be marked as "final" and sent to the same recipients.

.2 Position reporting*

Position in latitude and longitude, or true bearing and distance in nautical miles from a clearly identified landmark (where possible)

- Position of the ship when freight container(s) were lost; or
- If the position of the ship when the freight container(s) were lost is not known, the estimated position of the ship when the freight container(s) were lost; or
- If an estimated position of the ship when the freight container(s) were lost is not known or cannot be determined, the position of the ship upon discovery of the loss.

* Where available, a system of mechanical, electronic and/or visual aids can be used, allowing near real-time reporting of the drop point of the freight container(s).

.3 Total number or estimated number of freight container(s) lost, as appropriate:

.4 Type of goods in freight container(s):

- Dangerous goods: Yes/No
- UN number (if known)

.5 Description of freight container(s) lost as far as available and practicable:

.1 Dimension of freight container(s) (e.g. 20 foot);

.2 Type(s) of freight container(s) (e.g. reefer); and

.3 Number or estimated number of empty freight container(s).

.6 The master may provide additional information, if available and practicable, for example but not limited to:

- Cargo description according to the dangerous goods manifest (if applicable)
- Description of any cargo spill
- Wind direction and speed
- Sea current direction and speed
- Estimated drift direction and speed of lost freight container(s)
- Sea state and wave height

.2 Observation of freight container(s) drifting at sea

.1 General information

- Type of report: Observation of freight container(s) drifting at sea
- Time (Universal Coordinated Time) and date
- Ship's identity (IMO number/name/call sign/MMSI)
- From: Master of the ship
- To: Nearest coastal State to the position of observation

.2 Position reporting

Time (Universal Coordinated Time), date and position of the observed freight container(s) in latitude and longitude, or true bearing and distance in nautical miles from a clearly identified landmark (where possible)

.3 Total number of freight container(s) observed

.4 The master may provide additional information, if available and practicable, for example but not limited to:

- Dimension of freight container(s) (e.g. 20 foot)
- Type(s) of freight container(s) (e.g. reefer)
- Description of any cargo spill
- Wind direction and speed
- Sea current direction and speed
- Estimated drift direction and speed of observed freight container(s)
- Sea state and wave height "

22 Existing paragraphs 3, 4 and 5 are renumbered as paragraphs 4, 5 and 6, respectively.

***