



TECHNICAL CIRCULAR No. 775 of 7th April 2023

To	All Surveyors/Auditors. All flags
Title	FIRE PROTECTION- Ro-Ro
Reference	SOLAS Chapter II-2, FSS

Fires on Ro-Ro Spaces and Special Category Spaces of New and Existing Ro-Ro Passenger Ships

Draft amendments to SOLAS and the FSS Code the Sub-Committee further progressed the development of several amendments to SOLAS Chapter II-2 and associated codes to improve fire safety requirements on new and existing Ro-Ro passenger ships.

The amendments apply to *enclosed ro-ro spaces and weather decks* intended for the carriage of vehicles on Ro-Ro passenger ships and will introduce several key features intended to improve fire safety. The Sub-Committee discussed principal fire protection measures, such as fixed water-based fire-extinguishing systems protecting weather decks, openings in ro-ro spaces provided with closing devices, continuous video monitoring for existing ships and safety distance from accommodation and openings of ro-ro spaces and weather ro-ro deck.

The implementation date for the draft amendments is agreed to be 1 January 2026 for new ships and *1 January 2028 for existing ships*, provided that the amendments will be adopted before 1 July 2024. Arrangement of openings in ro-ro and special category spaces on new ro-ro passenger ship. The Sub-Committee considered the arrangements for openings in ro-ro spaces and special category spaces on new ro-ro passenger ships and agreed to the term "normally occupied service spaces" for service spaces that do not need extra protection beyond the existing requirements in SOLAS regulation II 2/9.2.

In addition, the Sub-Committee agreed to delete the option to reduce the safety distance from 6.0 m to 3.0 m when deluge nozzles were provided and decided that windows should be protected by "A-60" class or "A-0" class with a water-based system with an application rate of at least 5.0 L/min per square meter to define in detail the extent of the entire area that needs protection. Arrangement of weather deck on new ro-ro passenger ship. The arrangement of weather decks and special category spaces on new ro-ro passenger ships was considered, and it was agreed to use the term "*normally occupied service spaces*." Considering the safety distance from designated vehicle lanes to accommodation spaces, control stations and normally occupied service spaces in superstructures and deckhouses adjacent to the weather deck, the Sub-Committee agreed to include provisions to reduce the safety distance from 6.0 m to 3.0 m when the boundary within 6.0 m was protected by "A-60" class or alternatively, "A-0" class with a water-based system with an application rate of at least 5.0 L/min per square meter.

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Water monitors for protection of weather deck on existing ro-ro passenger ship.

The Sub-Committee agreed to introduce a retroactive requirement for water monitors to protect the weather deck on existing Ro-Ro passenger ships. For existing passenger ships, a fixed water-based fire extinguishing system based on the monitor(s) shall be installed to protect areas on weather decks intended for the carriage of vehicles. 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 the 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 crew movement patterns, considering obstruction by cargo or fixed installations. The section numbering indicated inside the space shall be the same as section valve identification and section identification at the safety center or continuously manned control station.

REFERENCES:

- FSS

ATTACHMENTS: No

Kindest Regards,

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