


# Procedure file

Basic information	
COD - Ordinary legislative procedure (ex-codecision procedure) Directive	Procedure completed
Safe seas: ro-ro passenger ships, specific stability requirements Amended by <a href="#">2022/0036(COD)</a>	
Subject 3.20.03 Maritime transport: passengers and freight	
<a href="#">2002/0074(COD)</a>	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	<b>RETT</b> Regional Policy, Transport and Tourism		18/04/2002
		PSE <a href="#">POIGNANT Bernard</a>	
	Committee for opinion	Rapporteur for opinion	Appointed
	<b>JURI</b> Legal Affairs and Internal Market	The committee decided not to give an opinion.	
Council of the European Union	Council configuration	Meeting	Date
	<a href="#">Agriculture and Fisheries</a>	<a href="#">2494</a>	17/03/2003
	<a href="#">Transport, Telecommunications and Energy</a>	<a href="#">2438</a>	17/06/2002
European Commission	Commission DG	Commissioner	
	Energy and Transport		

Key events			
25/03/2002	Legislative proposal published	<a href="#">COM(2002)0158</a>	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	<a href="#">A5-0339/2002</a>	
06/11/2002	Debate in Parliament		
07/11/2002	Decision by Parliament, 1st reading	<a href="#">T5-0528/2002</a>	Summary
04/12/2002	Modified legislative proposal published	<a href="#">COM(2002)0721</a>	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
	Amended by <a href="#">2022/0036(COD)</a>
Legal basis	EC Treaty (after Amsterdam) EC 080-p2
Stage reached in procedure	Procedure completed

### Documentation gateway

Legislative proposal		<a href="#">COM(2002)0158</a>	25/03/2002	EC	Summary
Committee report tabled for plenary, 1st reading/single reading		<a href="#">A5-0339/2002</a>	08/10/2002	EP	
Text adopted by Parliament, 1st reading/single reading		<a href="#">T5-0528/2002</a> OJ C 016 22.01.2004, p. 0015-0061 E	07/11/2002	EP	Summary
Modified legislative proposal		<a href="#">COM(2002)0721</a>	04/12/2002	EC	Summary
Economic and Social Committee: opinion, report		<a href="#">CES1352/2002</a> <a href="#">OJ C 085 08.04.2003, p. 0020-0024</a>	11/12/2002	ESC	

### Additional information

European Commission	<a href="#">EUR-Lex</a>
---------------------	-------------------------

### Final act

[Directive 2003/25](#)  
[OJ L 123 17.05.2003, p. 0022-0041](#) Summary

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

**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

---

The committee adopted the report by Bernard POIGNANT (PES, F) broadly approving the proposal, subject to a few amendments under the codecision procedure (1st reading). A number of the amendments made drafting changes to reflect the changes made by the Council when it considered the draft directive in June 2002. The committee also called for a longer transitional period (until 1 October 2015) for compliance with the directive by existing ro-ro passenger ships which already comply with the safety standards of the SOLAS 90 Convention. It argued that such vessels had already had to be modified as a result of SOLAS 90 and that compliance with this new directive would entail extra costs, which should be spread over a longer period. ?

---

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

---

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

---

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

---

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.?