

## **Technical regulation on extra fire-protection of passenger ships engaged on domestic voyages<sup>1</sup>**

In pursuance of section 2(5), section 6, section 11(2), and section 28 of the act on ship safety, etc., cf. consolidated act no. 283 of 2 May 1995, and according to authorisation granted by order no. 570 of 26 September 1988, the following provisions are laid down:

### *Application*

**Section 1.** Sections 2-8 of this technical regulation shall apply to the following ships:

- 1) Passenger ships engaged on domestic voyages with a gross register tonnage of or above 20, but below 300 measured in accordance with the International Convention on Tonnage Measurement of Ships, 1947, and
- 2) Passenger ships engaged on domestic voyages with a gross tonnage of or above 20 and a length of or below 40 m measured in accordance with the International Convention on Tonnage Measurement of Ships, 1969.

*Subsection 2.* Section 9 of this technical regulation shall apply to passenger ships engaged on domestic voyages above the limits stipulated in subsection 1.

*Subsection 3.* This technical regulation shall not apply to high-speed passenger ships (High-Speed Craft, cf. IMO Resolution MSC.36(63)).

### *Passenger ships as defined in section 1(1)*

**Section 2.** Smoke-detectors shall be installed in accommodation and services spaces, corridors, enclosed or covered car decks, machinery spaces and in all other spaces where a fire may arise.

**Section 3.** At least two exits shall be provided from all passenger and crew spaces as well as service and machinery spaces leading to the disembarkation deck.

*Subsection 2.* In ships with more decks, one of the exits shall be independent of the car deck.

*Subsection 3.* The Danish Maritime Authority may permit alternative arrangements if it is proven that these arrangements are just as safe as those prescribed.

**Section 4.** Car deck sprinkler systems shall be operable from spaces with two access ways one of which shall be independent of the car deck, or alternatively the system shall be operable from two places that are independent of each other as regards fire safety.

**Section 5.** Passenger ships engaged on voyages of a duration of 1 hour or more shall be provided with at least one fire-fighter's outfit with associated two sets of spare cylinders.

*Subsection 2.* The equipment shall be located at the steering position or in another suitable place.

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<sup>1</sup> This technical regulation has been notified in accordance with Council Directive 83/189/EEC, as amended most recently by Directive 94/10/EEC.

**Section 6.** It shall be possible to carry out all fire-monitoring from the steering position.

**Section 7.** At least once a year, drills shall be held with the local fire-fighters' service.

**Section 8.** The provisions of the technical regulation on the construction and equipment, etc. of ships, Notice B from the Danish Maritime Authority, chapter II-2, regulation 41-2, subsections 1.3, 1.5, 4.1, 4.3, 4.7, 4.8, 4.9 and 6.5 shall apply by analogy.

*Passenger ships as defined in section 1(2)*

**Section 9.** The provisions of the technical regulation on the construction and equipment, etc. of ships, Notice B from the Danish Maritime Authority, chapter II-2, regulations 17 and 41-2, shall apply, except for the provision in regulation 17(1.2.4.1) on the installation of an air-compressor for cylinder recharging.

*Dates of compliance with the provisions*

**Section 10.** The provisions of sections 2-7 as well as the provisions of subsections 1.3, 1.5, 4.8 and 4.9 to which reference is made in section 8 shall be met not later than by 1 January 1996 and the remaining provisions of section 8 in accordance with the technical regulation on the construction and equipment, etc. of ships, Notice from the Danish Maritime Authority B, chapter II-2, regulation 41-1.

**Section 11.** The provisions of section 9 shall be met in accordance with the technical regulation on the construction and equipment, etc. of ships, Notice B from the Danish Maritime Authority, chapter II-2, regulation 41-1, except that "constructed before 1 October 1994" shall be amended to "constructed before 1 January 1996".

*Subsection 2.* The installation of smoke-detectors in stairways, corridors and escape routes in the accommodation as well as the provisions of Notice B from the Danish Maritime Authority, chapter II-2, regulation 17, shall however be complied with no later than by 1 January 1996.

*Penalty and entry into force*

**Section 12.** Contraventions of this technical regulation shall be punishable by fine, mitigated imprisonment or imprisonment for a period not exceeding 1 year.

*Subsection 2.* The penalty may be increased to mitigated imprisonment or imprisonment for a period not exceeding 2 years if the violation has been committed intentionally or through gross negligence and if:

- 1) the violation has resulted in damage to young persons below the age of 18, or risk of such damage,
- 2) the violation has given or has been intended to give financial benefits to the transgressor or others, including through savings.

*Subsection 3.* If the financial benefit achieved is not confiscated, special consideration shall be given to the size of the achieved or intended financial benefit when determining the size of the fine, including supplementary fine, cf. subsection 2(2).

*Subsection 4.* If the contravener is a company, an association, a private foundation, a fund or the like, the legal personality may be liable to punishment by fine. If the contravener is the State, a municipality or an

inter-municipal enterprise, cf. section 60 of the act on the administration of municipalities, the State, municipality or inter-municipal enterprise shall be liable to punishment by fine.

**Section 13.** The technical regulation shall enter into force on 1 September 1995.

*Subsection 2.* Technical regulation no. 2 of 4 may 1990 on extra fire-extinguishing equipment on passenger ships issued by the Danish Maritime Authority and technical regulation no. 1 of 5 February 1993 on extra fire-protection, etc. of passenger ships of less than 300 GRT engaged on domestic voyages issued by the Danish Maritime Authority shall be repealed as of 1 January 1996.

*Danish Maritime Authority, 3 August 1995*

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## **Remarks to technical regulation on extra fire-protection of passenger ships engaged on domestic voyages**

**Purpose:** The technical regulation shall implement the SOLAS provisions on the fire-protection of existing passenger ships engaged on international voyages for new as well as existing passenger ships engaged on domestic voyages. The new provisions are found in Notice B from the Danish Maritime Authority, chapter II-2, regulations 41-1 and 41-2.

**Application:** This technical regulation shall apply to passenger ships with a gross tonnage above 20 engaged on domestic voyages with the exception of “High Speed Craft”. The technical regulation has been divided into provisions for passenger ships with a gross tonnage below 300, alternatively of or below 40 m (as defined in the International Convention on Tonnage Measurement of Ships, 1969) and provisions for passenger ships above this size.

**Requirements for passenger ships with a gross tonnage below 300:** Passenger ships with a gross tonnage below 300 have been covered by the provisions of technical regulation no. 1 of 5 February 1993 on extra fire-protection of passenger ships with a gross tonnage below 300 engaged on domestic voyages. These ships as well as ships measured in accordance with the new Convention with a length of or below 40 m shall now be covered by this technical regulation containing the provisions of the previous technical regulation as well as some of the new SOLAS provisions on remote closing of fire-doors, fire-protection of air shafts from galleys as well as on escape lights located a maximum of 300 mm above the floor level.

**Requirements for passenger ships with a gross tonnage above 300:** Passenger ships with a gross tonnage above 300 have been covered by the provisions of technical regulation no. 2 of 4 May 1990 on extra fire-fighting equipment on passenger ships. These ships as well as ships measured in accordance with the new convention with a length of more than 40 m shall now be covered by all the new SOLAS provisions that also contain the provisions of the mentioned technical regulation.

**Remarks to individual provisions:** The requirement for a separate power supply for fire alarms shall be substituted by the requirements of the IMO Resolution “Code on Alarms and Indicators”. The requirement for two fire-fighters’ outfits for each deck shall be substituted by the SOLAS requirement for two fire-fighters’ outfits in each vertical main fire zone. The requirement for two additional sets of personal protective equipment for each deck shall be substituted by one set of protective equipment for each vertical main zone as stipulated in SOLAS.