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.

***