



# National regulation perspective and EU directive development

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# SWEDISH TRANSPORT AGENCY



# Light weight constructions

LW Constructions in different statutory regulations

Main focus on:

- Fire Safety



# 2009/45/EC (dir. safety rules and standards for passenger ships)

- Article 3: Directive do not apply to ships built in materials other than steel or equivalent
- Annex 1, Chapter II-2, part A, reg.1.3 (regulation 17).



# Revision of 2009/45/EC

Consultation with memberstates

- Impact assesment (IA) sent to IA-board
- Proposals to include building material other than steel or equivalent
  
- Applicability in the new proposal not clear
- Lack of concrete evidence, data and statistical information
- At the moment, no proposal for a Directive´s revision
  
- Alternative route?

# Alternative Route by COM

- An alternative route could be the inclusion of the Directive's revision within the framework of a more general regulatory revision exercise together with other EU passenger ship -related legislation.
- New proposal 2015-2016?
- Depending on the election for the EU parliament in May 2014 and new members of the Commission



# Inland Waterways- 2006/87/EC

Technical requirements for inland waterway vessels

- Passenger ships (i.e vessels that carry more than 12 passengers)
- Other vessels >20 m (or having a volume over 100 m<sup>3</sup>)
- Tugs and pusher craft (of any length)
- Floating equipment.



# The following craft shall be excluded from this Directive:

- (a) ferries;
- (b) naval vessels;
- (c) sea-going vessels, including sea-going tugs and pusher craft, which:
  - (i) operate or are based on tidal waters;
  - (ii) operate temporarily on inland waterways, provided that they carry: either SOLAS cert ,  
EU passenger ship cert or  
Certified as a recreational craft



# Sweden to implement Inland waterways directive 1 Sept 2014

Technical standard to be notified to EC later this year

Articel 3.02- building material

- Where a material other than steel is used for the construction of the hull, it shall be proved by calculation that the hull strength (longitudinal, lateral and local strength) equals at least the strength that would result from the use of steel.....

## Article 3.04- Cargo ships

Engine room, boiler room and bunker rooms- bulkheads, ceilings and doors shall be made of steel or another equivalent noncombustible material.

# Article 15.11- Passengerships

Non-combustible material in:

- Bulkheads
- Linings
- Cealings
- Draught stops
- Insulation material
- Stairways

# National Swedish regulations

Passengerships inshore trade (trade area E)

Passenger ships not covered by 2009/45/EC (GRP & Wood)

Cargo ships in domestic trade

Cargoships <500 GT in international trade

# Special (Swedish) consideration for passengerships built in other materials than steel or equivalent

- National passengerships in trade area E and D trading daytime, option to apply relevant fire safety and escape rules in the HSC code
- Project on new set of national rules –  
<24 m and >24 meter

# Nordic Boat Standard (NBSY)

- Small commercial crafts
- 5,5 meter-15 meter (<24m)
- D and E area
- Transport of passengers (<12 pax)
- Aluminium
- FRP



# Fishing vessels

- EU directive >24 m >1999
- National regulation <24 m
- Hull in combustible material
- F-class internal bulkheads

# National rules in other EU countries

- UK- National rules for other materials than steel
- UK categorized waters A-D (MSN 1823) any construction material
- Passengerships <21.34 m Small commercial crafts <24 m

# Denmark

Cargo <15m , national rules (Steel, Al, GRP or wood)

Cargo >15 m acc. II-2/17

Passengerships in harbour area (Steel, Al, GRP or wood)

- For Directive 2009/45/EC (AL,FRP) equivalent by applying either the HSC code requirements or by SOLAS II-2/17.

- IWW-N/A

# Finland

TRAFI ordinance 16580 for national ships

- Allows building materials other than steel or equivalent, reference is made to Finnish ordinance on Commercial craft (Yrkesbåtar <24m) or NBSY.
- 2009/45/EC. Steel or equivalent
- IWW-N/A

# Ireland

National ships, GRP is permitted.

1 April-31 Oktober

<3 miles from land

<15 miles from point of departure

2009/45/EC: Steel and Aluminium.

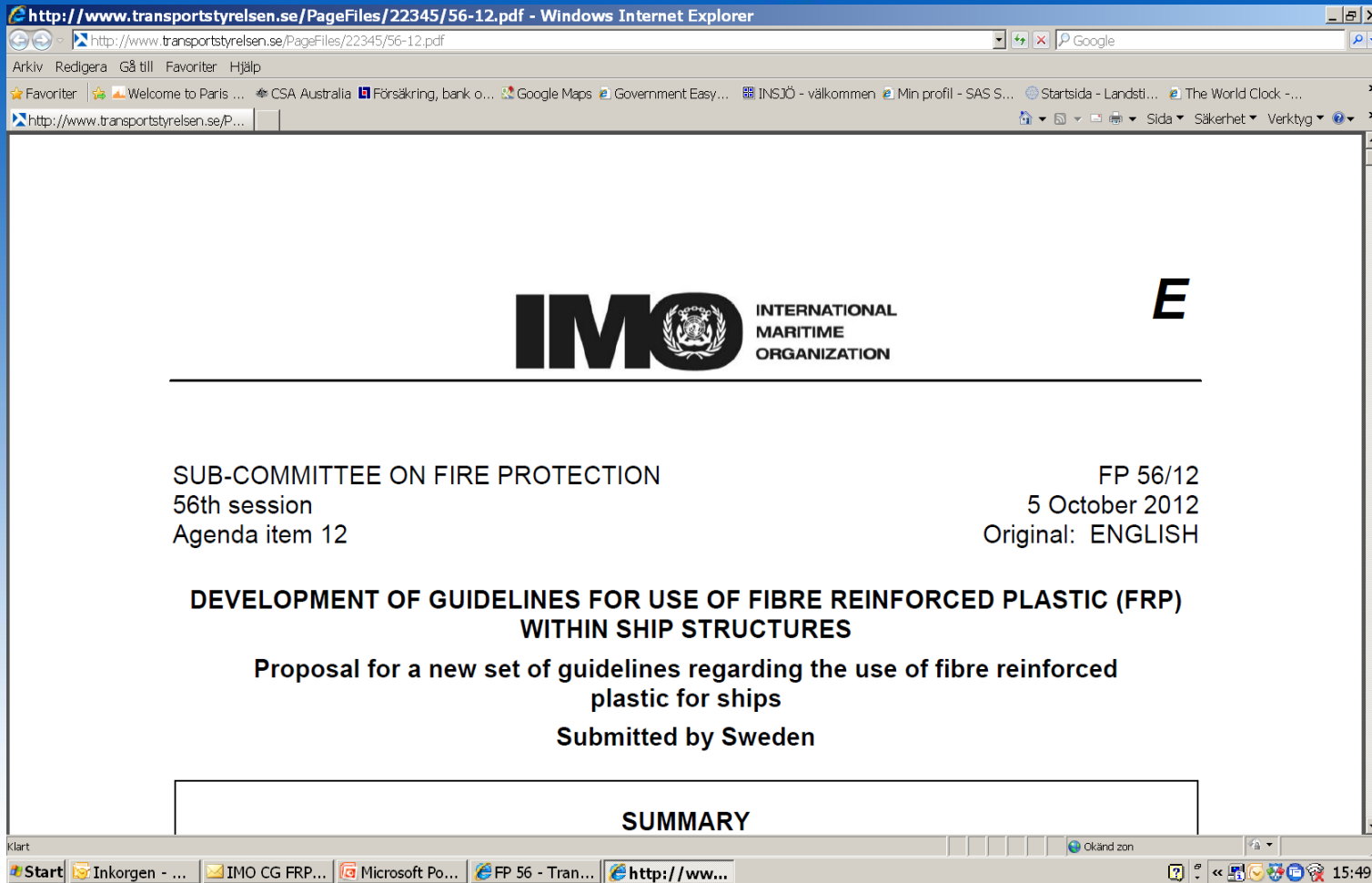
Directive 2006/87/EC : N/A

# France

- National ships: Aluminium, GRP etc.- built according to class
- SOLAS, 2009/45/EC- Steel
- 2006/87/EC (IWW) article 3.02



## FRP discussions FP 56 Jan 2013



The screenshot shows a Windows Internet Explorer browser window. The address bar contains the URL <http://www.transportstyrelsen.se/PageFiles/22345/56-12.pdf>. The page content includes the IMO logo and the text: "INTERNATIONAL MARITIME ORGANIZATION", "SUB-COMMITTEE ON FIRE PROTECTION", "56th session", "Agenda item 12", "FP 56/12", "5 October 2012", "Original: ENGLISH", "DEVELOPMENT OF GUIDELINES FOR USE OF FIBRE REINFORCED PLASTIC (FRP) WITHIN SHIP STRUCTURES", "Proposal for a new set of guidelines regarding the use of fibre reinforced plastic for ships", "Submitted by Sweden", and "SUMMARY". The browser's taskbar at the bottom shows several open applications, including "Start", "Inkorgen - ...", "IMO CG FRP...", "Microsoft Po...", "FP 56 - Tran...", and "http://ww...". The system tray shows the time as 15:49.

**IMO** INTERNATIONAL MARITIME ORGANIZATION *E*

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SUB-COMMITTEE ON FIRE PROTECTION  
56th session  
Agenda item 12

FP 56/12  
5 October 2012  
Original: ENGLISH

**DEVELOPMENT OF GUIDELINES FOR USE OF FIBRE REINFORCED PLASTIC (FRP)  
WITHIN SHIP STRUCTURES**

Proposal for a new set of guidelines regarding the use of fibre reinforced  
plastic for ships  
Submitted by Sweden

**SUMMARY**

# IMO

CG lead by Sweden

- Report to SDC 1 starting 20 jan. 2014
- ToR 1: Applicability of regulation 17
- Answers before 11 oktober.
- Deliver CG-report to IMO 18 NOV
- Scope broadened to also include the use of FRP onboard ships, not only the structure.
- Extend the work 1 year

# Conclusions

2009/45/EC- new rules earliest 2015-2016

Inland Water Ways- new possibilities

National rules- increased acceptance

IMO guidelines 2014-2015?