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**PERFORMANCE STANDARDS FOR THE SYSTEMS AND SERVICES TO REMAIN  
OPERATIONAL ON PASSENGER SHIPS FOR SAFE RETURN TO PORT AND  
ORDERLY EVACUATION AND ABANDONMENT AFTER A CASUALTY**

1 The Maritime Safety Committee, at its eighty-second session (29 November to 8 December 2006), approved the Performance standards for the systems and services to remain operational on passenger ships for safe return to port after a casualty and the Performance standards for the systems and services to remain operational on passenger ships for orderly evacuation and abandonment after a casualty, set out in annexes 1 and 2 respectively, to provide additional guidance for the uniform implementation of SOLAS regulations II-1/8-1, II-2/21.4, II-2/21.5.1.2 and II-2/22.3.1, which were adopted by resolution MSC.216(82) and are expected to enter into force on 1 July 2010.

2 Member Governments are invited to bring the annexed Performance standards to the attention of passenger ship owners, shipbuilders, designers and other parties concerned.

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**ANNEX 1****PERFORMANCE STANDARDS FOR THE SYSTEMS  
AND SERVICES TO REMAIN OPERATIONAL ON PASSENGER SHIPS  
FOR SAFE RETURN TO PORT AFTER A CASUALTY****General**

1 These performance standards provide additional guidance for the uniform implementation of SOLAS regulations II-2/21.4 and II-2/21.5.1.2, which require that, after a fire or flooding casualty, as defined in regulations II-1/8-1 and II-2/21.3, basic services be provided to all persons on board and that certain systems remain operational for safe return to port.

**Propulsion systems and their necessary auxiliaries and control systems**

2 Propulsion machinery and auxiliary machinery essential for the propulsion of the ship should remain operable.

**Ship's electrical-generation systems and their auxiliaries vital to the vessel's survivability and safety**

3 Electrical power should be available and sustainable for all essential services specified in SOLAS regulations II-2/21.4 and II-2/21.5.1.2, with due regard to such services as may be operated simultaneously. The application of regulation II-2/21.4 requires that other systems (e.g., engine-room ventilation, lighting of spaces outside safe areas not affected by the casualty, etc.) remain operational to support the functionalities listed therein.

**Steering systems and steering-control systems**

4 Steering systems and steering-control systems should be capable of manoeuvring the ship.

**Systems for fill, transfer and service of fuel oil**

5 Systems for internal fill transfer and service of fuel oil should be capable of fuel transfer to active propulsion and power generation equipment.

**Internal communications system**

6 Internal communications should be achieved by any effective portable or fixed means of communications.

**External communications**

7 The ship should be capable of communicating via the GMDSS or the VHF Marine and Air Band distress frequencies even if the main GMDSS equipment is lost.

### **Fire main system**

8 The fire main should remain operational in all main vertical zones not directly affected by the casualty. Water for fire-fighting purposes should be available to all areas of the ship.

### **Fixed fire-extinguishing systems (gaseous and water)**

9 The automatic sprinkler system or any other fixed fire-extinguishing system designed to protect an entire space should be operational in all spaces not directly affected by the casualty.

### **Fire and smoke detection systems**

10 The fire detection system should remain operational in all spaces not directly affected by the casualty.

### **Bilge and ballast systems**

11 The bilge pumping systems and all associated equipment essential for its operation should be available in all spaces not directly affected by the casualty.

### **Navigation systems**

12 Equipment essential for navigation, position fixing and detection of risk of collision should be available. The ship should be capable of displaying the proper light configuration in compliance with the International Regulations for Preventing Collisions at Sea in force.

### **Basic services to safe areas**

13 The basic services specified in SOLAS regulation II-2/21.5.1.2 should be available to all safe areas, as defined in SOLAS regulation II-2/3.5.1.

### **Flooding detection system**

14 The flooding detection system should remain operational after a casualty.

### **Other systems vital to damage control efforts**

15 This includes any system that the Administration determines is vital to damage control pertaining to fire or flooding.

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**ANNEX 2****PERFORMANCE STANDARDS FOR THE SYSTEMS TO REMAIN OPERATIONAL  
ON PASSENGER SHIPS FOR ORDERLY EVACUATION AND ABANDONMENT  
AFTER A CASUALTY****General**

1 These performance standards provide additional guidance for the uniform implementation of SOLAS regulation II-2/22.3.1, which requires that certain systems remain operational to support orderly evacuation and abandonment of the ship in the event of a fire.

**Fire main system**

2 The fire main should remain operational in all main vertical zones not directly affected by the casualty. Water for fire-fighting purposes should be available to all areas of the ship.

**Internal communications systems**

3 A means should be available for communicating orders to fire-fighting and damage control teams and personnel in charge of evacuation and abandonment.

**External communications**

4 The ship should be capable of communicating via the GMDSS or the VHF Marine and Air Band distress frequencies even if the main GMDSS equipment is lost.

**Bilge system**

5 The bilge pumping system and all associated equipment essential for its operation should be available in all spaces not directly affected by the casualty.

**Ship's power for damage control and abandonment**

6 Electrical power should be available for the abandonment of the ship, including life-saving appliances and arrangements and the systems referred to in SOLAS regulation II-2/22.3.1, with due regard being paid to such services as may be operated simultaneously.

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