

MARITIME SAFETY COMMITTEE  
104th session  
Agenda item 5

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**DISCLAIMER**

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**MEASURES TO IMPROVE DOMESTIC FERRY SAFETY**

**Report of the Working Group**

**General**

1 The Working Group on Domestic Ferry Safety met from 4 to 6 October 2021, chaired by Mr. Watchara Chiemanukulkit (Thailand).

2 The Group was attended by delegations from the following Member States:

ANGOLA	JAPAN
ARGENTINA	JORDAN
AUSTRALIA	KENYA
BAHAMAS	MALAYSIA
BOLIVIA (PLURINATIONAL STATE OF)	MALTA
BRAZIL	MARSHALL ISLANDS
CANADA	MEXICO
CHILE	NEW ZEALAND
CHINA	NORWAY
COOK ISLANDS	PANAMA
DENMARK	PERU
ECUADOR	PHILIPPINES
ESTONIA	POLAND
ETHIOPIA	PORTUGAL
FRANCE	REPUBLIC OF KOREA
GERMANY	RUSSIAN FEDERATION
GREECE	SAUDI ARABIA
GUYANA	SINGAPORE
INDIA	SLOVENIA
INDONESIA	SWEDEN
IRAN (ISLAMIC REPUBLIC OF)	THAILAND
IRELAND	TURKEY
ITALY	UNITED ARAB EMIRATES
	UNITED STATES

3 The session was also attended by representatives from the following United Nations specialized agency:

WORLD METEOROLOGICAL ORGANIZATION (WMO)

observers from the following intergovernmental organization:

EUROPEAN COMMISSION (EC)

observers from the following non-governmental organizations in consultative status:

INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (IACS)  
THE ROYAL INSTITUTION OF NAVAL ARCHITECTS (RINA)  
INTERNATIONAL TRANSPORT WORKERS' FEDERATION (ITF)

and observers from the following IMO training institute:

WORLD MARITIME UNIVERSITY (WMU)

### **Terms of reference of the working group**

- 4 The Chair recalled that the Group has been instructed by MSC 104:
  - .1 taking into account comments made in plenary, further develop the draft Model Regulations on Domestic Ferry Safety on the basis of document MSC 103/8, annex 1, with the aim of finalizing them, taking into account documents MSC 102/8, MSC 102/8/Add.1, MSC 102/8/1, MSC 102/8/2, MSC 102/8/3, MSC 102/8/4, MSC 102/8/5, MSC 102/8/6, MSC 104/5/1, MSC 104/5/2, MSC 104/5/3 and MSC 104/5/4, and comments made at MSC 103;
  - .2 review and update the work plan (MSC 104/5), as appropriate; and
  - .3 consider the need for establishing a Correspondence Group on Domestic Ferry Safety and if needed, identify a coordinator and prepare terms of reference.

### **Deliberations**

5 The Group, having considered document MSC 104/5/1 (Secretariat), providing comments relevant to the consideration of draft Model Regulations on Domestic Ferry Safety (MSC 103/8, annex 1) taking into account deliberations at MSC 103 and interaction with some stakeholders, expressed general support for the comments therein and during the ensuing discussion expressed the following views:

- .1 though the recommendatory/voluntary Model Regulations on Domestic Ferry Safety might not be of benefit to some countries as these countries might already have a robust set of domestic ferry safety regulations in place, nevertheless, the model regulations will be a product adopted by the Maritime Safety Committee;
- .2 the use of the term "recognized organization" was preferable over the use of the term "recognized entity" as the former was a term which is familiar to countries and industry and as such countries might be inspired to comply with the provisions of the RO Code even though the Code is not applicable to domestic ferries;
- .3 regardless of the language used in the adopted set of Model Regulations on Domestic Ferry Safety, these would be recommendatory in nature, and it

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- would be the prerogative of the countries concerned to adapt the provisions of the model regulations into their respective national legislation as deemed appropriate;
- .4 while an instrument might be mandatory in nature, certain provisions within the instrument may remain recommendatory or optional as specified within the instrument itself;
  - .5 a general lack for support for MSC 104/5/1, paragraph 10, due to a wide variety of existing domestic ferry regulations in various Member States;
  - .6 the Explanatory Manual to the Model Regulations on Domestic Ferry Safety would provide, as the title suggests, explanations to the provisions of the model regulations including guidance on incorporation of the model regulations into national legislation, and references to best practices where appropriate;
  - .7 the definitions within the model regulations are for the purpose of the instrument itself;
  - .8 the definition of the term domestic ferry in the model regulations is too broad, therefore further elaboration would be required in the explanatory manual;
  - .9 the document from the Islamic Republic of Iran (MSC 104/5/2) containing proposals for radio and navigation equipment on board domestic ferries, in accordance with article 14 of MSC 103/8, may be appropriate, after further consideration, for incorporation into the Explanatory Manual to the Model Regulations on Domestic Ferry Safety;
  - .10 inter alia, the definitions of marine casualty and marine incident should be aligned with those in the Casualty Investigation Code;
  - .11 any provisions which might criminalise the crew need to be avoided; and
  - .12 article 24 should be deleted as its provisions form part of the coastal State's obligations and are also covered under SOLAS;
  - .13 article 27 should be deleted and its provisions should be included in the under development MSC resolution on adoption of Model Regulations on Domestic Ferry Safety for consideration by the Committee;
  - .14 the first paragraph article 29 should be deleted and should the need arise to amend to the model regulations in the future, then a corresponding amendment should be made to the Committee in accordance with the associated guidelines; and
  - .15 the provisions of articles 28, 30, 31, 33 and 34 are relevant for the development of bi-lateral or multi-lateral agreements and such should not form part of the model regulations; however, these could be incorporated in the explanatory manual and MSC resolution, as appropriate.

### **Finalization of the draft Model Regulations on Domestic Ferry Safety**

6 As instructed by the Committee, the Group, using document MSC 103/8, annex 1, as base document which had general support of MSC 103, finalized the text of the draft Model Regulations on Domestic Ferry Safety, as set out in the annex, and invited the Committee to approve them with a view to adoption at MSC 105.

### **Authorization of the Secretariat**

7 Following the finalization of the model regulations, the Group invited the Committee to authorize the Secretariat to effect any necessary editorial changes to the finalized model regulations, as set out in the annex, subject to approval of the draft model regulations.

### **MSC resolution on adoption of the model regulations**

8 The Group invited the Committee to request the Secretariat to prepare a draft MSC resolution on adoption of the Model Regulations on Domestic Ferry Safety, subject to their approval by the Committee, for consideration at MSC 105.

### **Review and update of the work plan**

9 The Group expressed the view that the updated plan of work in document MSC 104/5 (Secretariat) was in line with the aspirations of the Committee and as such approved the updated plan of work; however, should the Committee decide otherwise, then the Committee may wish to consider requesting the Secretariat to update the plan of work for consideration by MSC 105.

### **Need for a correspondence group on domestic ferry safety**

10 The Group opined that as circumstances stood now, a Correspondence Group on Domestic Ferry Safety is not needed.

### **Action requested of the Committee**

- 11 The Committee is invited to approve the report in general and, in particular, to:
- .1 note the views reflected in paragraph 5;
  - .2 approve the Model Regulations on Domestic Ferry Safety as finalized by the Group and as set out in the annex (paragraph 6);
  - .3 authorize the Secretariat to effect any necessary editorial changes to the finalized model regulations (paragraph 7);
  - .4 request the Secretariat to prepare a draft MSC resolution on adoption of the Model Regulations on Domestic Ferry Safety for consideration by MSC 105 (paragraph 8);
  - .5 approve the updated plan of work (MSC 104/5), subject to approval of the model regulations, and request the Secretariat to keep it under review for consideration by the Committee as appropriate (paragraph 9); and
  - .6 concur with the view of the Group that as circumstances stood now, a Correspondence Group on Domestic Ferry Safety is not needed (paragraph 10).

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## **ANNEX**

### **DRAFT MODEL REGULATIONS ON DOMESTIC FERRY SAFETY**

#### **PREAMBLE**

1 These model regulations (a) provide framework provisions on domestic ferry safety for incorporation into national law; (b) do not promulgate provisions on facilitation, security and pollution; (c) are drafted in a way to enable easy translation and incorporation into national law; and (d) may serve as a basis for intergovernmental agreements, whether multilateral, bilateral or regional.

2 The incorporation of model regulations into national law by interested countries is purely voluntary and recommendatory and it is the prerogative of those countries to decide on their incorporation in their national law.

3 The modality through which these regulations are to be implemented is left to the competent authority, thereby encouraging, inter alia, indigenous solutions which may be low-cost yet fit-for-purpose, taking into account developments in the Organization. The Competent authority may delegate a responsibility to a recognized organization, an equivalent domestic entity, or a nominated surveyor.

4 A domestic ferry when in compliance with these regulations may move from the domestic waters of one country directly to another subject to bilateral or multilateral agreement(s) between the countries concerned.

#### **ARTICLE 1 Application**

These regulations shall apply to domestic ferries which operate in domestic waters as identified by the competent authority and as shown in annex 1.

#### **ARTICLE 2 General**

1 These regulations shall be complied with by all entities associated with the construction, modification, conversion, management and operational safety of domestic ferry, and education and training of crew on board and shore personnel.

2 The competent authority may take measures to protect, preserve and promote safe and secure ways of development and construction of craft and means of transport in domestic waters.

#### ***Use of terminology***

The words "shall", "should" and "may" when used in these regulations mean "mandatory", "recommendatory" and "optional", respectively.

## **Definitions**

For the purposes of these regulations:

*Certificated officer* means an officer holding a valid certificate of competency issued by an accredited institution and recognized by the competent authority.

*Chief Engineer* means a certificated officer in possession of a certificate of competency corresponding to the rank and responsible for the efficient running and maintenance of all machinery and electrical equipment on the domestic ferry.

*Competent authority* means a government entity responsible for the implementation of these regulations.

*Crew* means any person including the master working on or operating the domestic ferry.

*Dangerous goods* mean any goods including personal belongings covered by the provisions of the International Maritime Dangerous Goods Code.

*Deadweight tonnage* means the maximum carrying capacity, in tonnes, of the domestic ferry.

*Displacement* means the mass of water, in tonnes, displaced at any particular draught.

*Domestic ferry* means a craft of any type and construction, using any means of propulsion, intended for the carriage of passengers and their belongings, including accompanied or unaccompanied freight units, over water only within domestic waters and certified as such by the competent authority.

*Domestic waters* mean waters in which domestic ferries may operate, clearly identified, designated and promulgated as such by the competent authority.

*Draught* means the vertical distance from the keel amidships to the water line.

*Exception* means any provision enacted by the competent authority through a decree which gives blanket relief to certain types of domestic ferries from compliance with these regulations.

*Exemption* means any provision enacted by the competent authority in writing which gives relief from any obligation or liability imposed by these regulations.

*Gross tonnage* means the measure of the overall size of a ship determined in accordance with the provisions of the present International Convention on Tonnage Measurement of Ships.

*High-speed domestic ferry* means a high-speed craft capable of carrying passengers and as defined in SOLAS, chapter X.

*Marine casualty* means an event, or a sequence of events, that has resulted in any of the following which has occurred directly in connection with the operations of a domestic ferry:

- .1 the death of, or serious injury to, a person;
- .2 the loss of a person from a domestic ferry;
- .3 the loss, presumed loss or abandonment of a domestic ferry;

- .4 material damage to a domestic ferry;
- .5 the stranding or disabling of a domestic ferry, or the involvement of a domestic ferry in a collision;
- .6 material damage to marine infrastructure external to a domestic ferry, that could seriously endanger the safety of the domestic ferry, another ship or an individual; or
- .7 severe damage to the environment, or the potential for severe damage to the environment, brought about by the damage of a ship or ships.

However, a marine casualty does not include a deliberate act or omission, with the intention to cause harm to the safety of a domestic ferry, an individual or the environment.

*Marine incident* means an event, or sequence of events, other than a marine casualty, which has occurred directly in connection with the operations of a domestic ferry that endangered, or, if not corrected, would endanger the safety of the domestic ferry, its occupants or any other person or the environment.

*Master* means an officer in possession of a certificate of competency corresponding to the rank and having command or charge of the domestic ferry.

*Net tonnage* means the measure of the useful capacity of a ship determined in accordance with the provisions of the present International Convention on Tonnage Measurement of Ships.

*Nuclear domestic ferry* means a domestic ferry provided with a nuclear power plant.

*Organization* means International Maritime Organization.

*Passenger* means any person on board the domestic ferry other than the master and crew members.

*Recognized organization* means an organization that has been assessed by, and found to comply with the standards acceptable to, the competent authority. A recognized organization may be authorized to carry out surveys, issue certificates and to undertake any other activity required per these regulations at the request and on behalf of the competent authority.

*Seaworthy* means fit to undertake the intended voyage without danger to the ship, environment or persons and complying with the provisions of these regulations in all aspects.

### **ARTICLE 3**

#### **Safety culture**

The competent authority shall put in place effective mechanisms to promote and strengthen safety culture in all areas of domestic ferry operations.

#### **ARTICLE 4**

##### **Surveys and certificates**

1 All inspections, tests and surveys shall be carried out by the competent authority or the recognized organization, an equivalent domestic entity, or a nominated surveyor. Upon satisfactory completion of the inspections, tests and surveys, certificates issued in association with such inspections, tests and surveys shall clearly and legibly state the name, functional title and contact information of the person undertaking such inspections, tests and surveys.

2 Certificates issued by the competent authority or the recognized organization, an equivalent domestic entity, or a nominated surveyor shall be kept on board and readily available for inspection at short notice.

#### **ARTICLE 5**

##### **New built domestic ferry**

A new built domestic ferry shall comply with the following requirements, as appropriate:

###### *Construction*

A domestic ferry shall be issued with a safety construction certificate.

###### *Stability standards*

A domestic ferry shall comply with appropriate intact and damaged standards.

###### *Stability management*

The master shall be provided with an approved stability booklet and sufficient information in order to maintain stability and for damage control.

###### *Fire detection system*

A domestic ferry shall have adequate and approved fire detection system.

###### *Fire extinguishing equipment*

A domestic ferry shall have adequate and approved fire extinguishing equipment.

###### *High-speed domestic ferry*

A high-speed domestic ferry shall comply with SOLAS chapter X.

###### *Inclining test*

A domestic ferry shall undergo an inclining test upon completion of construction to determine its displacement and position of the centre of gravity for the lightship condition.

###### *Life-saving equipment*

A domestic ferry shall have adequate and approved life-saving equipment on board.

When determining the life-saving equipment to be carried on board a domestic ferry, the competent authority may consider the provisions of annex 2.

###### *Load line*

A domestic ferry shall be assigned a load line mark.

*Markings and displays*

A domestic ferry shall have the following marked or displayed, as appropriate, at a conspicuous place or places and clearly visible at all times:

- .1 name;
- .2 port of registry;
- .3 draught marks and scales;
- .4 load line mark;
- .5 deadweight tonnage;
- .6 gross tonnage;
- .7 net tonnage;
- .8 total number of passengers certified to carry;
- .9 number of passengers certified to carry on each deck;
- .10 number of life jackets required;
- .11 life-saving equipment location plan;
- .12 fire-extinguishing equipment location plan; and
- .13 navigational limits.

*Nuclear domestic ferry*

A nuclear domestic ferry shall comply with SOLAS chapter VIII.

*Note:* The domestic ferry shall retain on board certified copies of the above certificates, plans, markings and displays which shall be, where necessary, weatherproof and securely affixed to the domestic ferry at suitable place or places.

**ARTICLE 6**  
**Conversion to domestic ferry**

- 1 Any craft modified or converted to a domestic ferry shall comply with the requirements meant for new built domestic ferry.
- 2 Navigational routes shall be reassessed.

**ARTICLE 7**  
**Repair, modification and conversion**

All repairs, modifications and conversions shall be carried out under the supervision of the competent authority or the recognized organization, an equivalent domestic entity, or a nominated surveyor.

## **ARTICLE 8 Registration**

1 The competent authority shall maintain a register of domestic ferries under its jurisdiction with the name and details of the domestic ferry and the name and contact information of its owner.

2 All major repairs, modifications and conversions shall be recorded by the competent authority or the recognized organization, an equivalent domestic entity, or a nominated surveyor in the file or in an equivalent document.

## **ARTICLE 9 Manning**

1 The domestic ferry shall be manned with qualified, certificated, medically fit and properly rested seafarers.

2 A safe manning certificate shall be issued by the competent authority and available on board.

3 Crew shall be in possession of appropriate certification issued or recognized by the competent authority.

4 In addition, the crew shall be in possession of valid medical certificates prescribed by the competent authority prior to boarding the domestic ferry. A work arrangement schedule and record of rest hours shall be provided to ensure fitness for duty.

## **ARTICLE 10 Education and training**

1 Education and training of shore staff and domestic ferry crew shall be provided by institutions which are duly accredited by the competent authority.

2 Education and training institutions accredited by the competent authority shall be audited by the competent authority at regular intervals to conform to the institution's suitability for purpose.

3 Education and training of shore staff and domestic ferry crew may follow the training courses developed by the Organization or by the competent authority.

4 The competent authority may benefit from the provisions of explanatory notes, and guidelines or guidance prepared by the Organization when developing syllabuses for education and training of shore staff and domestic ferry crew.

## **ARTICLE 11 Safety management and governance**

1 The competent authority shall ensure adequate provision of safety management systems and governance mechanisms ashore and on board.

2 The competent authority shall audit the safety management system to ensure its effectiveness.

3 The company shall ensure that safety management systems clearly establish that the master has the overriding authority and the responsibility to make decisions with respect to safety.

4 The company shall review safety management systems regularly and following any marine casualty or incident to ensure it remains effective in achieving its safety outcomes.

5 The owner, the charterer, the company operating the domestic ferry, or any other person shall not prevent or restrict the master of the ship from taking or executing any decision which, in the master's professional judgement, is necessary for safety of life at sea and protection of the marine environment. The master shall consider the checklist in annex 3 when deciding the seaworthiness of the domestic ferry.

## **ARTICLE 12**

### **Occupational health and safety**

The competent authority shall ensure adequate provision of occupational health and safety systems ashore and on board with emphasis on new and emerging health and safety issues.

## **ARTICLE 13**

### **Navigation and radio communications**

1 All equipment on board shall be certified by the competent authority or the recognized organization, an equivalent domestic entity, or a nominated surveyor and be fully functional at the time of departure.

2 All domestic ferries should carry appropriate safety radio equipment which may comply with GMDSS requirements where appropriate.

#### *Equipment*

The competent authority shall establish the requirements for navigational and communication equipment for the domestic ferry taking into account its size, capacity and navigational limits.

#### *Navigational charts*

Navigational charts, including electronic versions, for the intended voyage shall be up to date.

#### *Navigational routes*

The competent authority should indicate regular navigational routes for high-speed domestic ferries.

#### *Navigational limits*

The competent authority should assign each domestic ferry navigational limits.

The domestic ferry shall not operate beyond its navigational limits other than in exceptional circumstances.

#### *Weather*

Approved weather monitoring equipment that is able to receive weather forecasts shall be fitted.

**ARTICLE 14**  
**Inspection and maintenance**

The condition of the domestic ferry and its machinery and equipment shall be routinely and regularly inspected and maintained by qualified crew or operating personnel to confirm with the provisions of these regulations to ensure that the ship in all respects will remain fit to proceed without danger to the ship or persons on board.

**ARTICLE 15**  
**Stowage and securing**

1 All personal belongings, baggage, cargo and vehicles shall be properly stowed and lashed before commencing the intended voyage so as to prevent as far as is practicable, throughout the voyage, damage or hazard to the ship and the persons on board, and loss of cargo overboard.

2 Dangerous goods shall not be allowed on board unless carried in compliance with relevant competent authority approved provisions.

**ARTICLE 16**  
**Embarkation and disembarkation**

1 Adequate and appropriate safe gangways, fenders and safety nets shall be in place, where necessary, for the safety of the domestic ferry.

2 Adequate and safe means of access between the domestic ferry and the berth shall be provided.

**ARTICLE 17**  
**Prior to departure and arrival**

1 Prior to departure from a port, the master shall confirm that the domestic ferry is in compliance with these regulations.

2 The master shall ensure that the crew is adequately rested and fit prior to the voyage.

3 Under no circumstances, the master shall, or be compelled to, take an unsafe or unseaworthy domestic ferry on any voyage.

*Checklist*

Prior to departure, the master shall complete a checklist, such as in annex 3, to ensure the domestic ferry's seaworthiness.

*Crew and passengers*

Prior to departure, all crew shall be accounted for by the master, and passengers and cargo shall be documented both on board and ashore.

The master shall ensure maximum number of passengers on each deck does not exceed assigned numbers.

Terms and conditions of carriage shall be clear and readily accessible.

Crew and passenger lists shall be clear and readily accessible.

*Departure*

The master shall be fully satisfied with safety matters on board and related external circumstances before taking the domestic ferry to sea.

The master shall not take an unsafe or unseaworthy domestic ferry on a voyage.

*Fitness for the voyage*

A valid certificate of fitness for the intended voyages issued by the competent authority shall be kept with the master.

*Life-saving equipment*

Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use.

*Load line marking and draughts*

The domestic ferry shall not sail with the appropriate load line mark submerged at any time during the voyage or on arrival.

Draught readings shall be taken by the master or a certificated officer and duly recorded in the logbook.

*Safety briefing*

Pre-departure safety briefing shall be conducted that shall include an abandon ship demonstration, donning and wearing of lifejackets and boarding of any lifesaving equipment or usage of floating devices as appropriate.

*Weather bulletin*

The master shall be provided with the latest weather bulletin to be encountered during the voyage.

The master shall not take the domestic ferry on the voyage in the absence of a latest weather bulletin or in receipt of an adverse weather forecast.

The competent authority shall not allow the domestic ferry to depart in or in the face of adverse weather.

*Arrival*

Prior to arrival the master shall conduct safety checks and make safety announcements.

The master shall be fully satisfied with safety matters on board and related external circumstances before bringing the domestic ferry to the port.

**ARTICLE 18**  
**Certificates**

All certificates shall be issued by or on behalf of the competent authority by the recognized organization, an equivalent domestic entity, or a nominated surveyor.

**ARTICLE 19**  
**Exemption and exception**

1 Under no circumstances shall the domestic ferry sail, or be allowed to sail, unless in full compliance with the provisions of these regulations or be in possession of a valid exemption certificate or covered by an exception decree, issued by the competent authority providing equivalent level of safety.

2 The exemption certificate shall clearly and explicitly show the reason for the exemption including the name, functional title and recognized and verifiable contact information of the authorized person issuing it. An exemption shall be verified by the master.

**ARTICLE 20**  
**Aids to navigation**

1 The competent authority shall ensure provision of sufficient number of aids to navigation to facilitate safe navigation.

2 Such aids to navigation shall be fully functioning and regularly maintained.

3 Deficiencies in the functioning of the aids to navigation shall be promptly promulgated as Notices to Mariners and other appropriate means.

**ARTICLE 21**  
**Marine casualties and marine incidents**

1 Any marine casualty or marine incident involving a domestic ferry shall be reported by the master to the competent authority as soon as practicable.

2 Any marine casualty or marine incident involving a domestic ferry shall be promptly investigated by the competent authority and duly recorded with emphasis on why and how it occurred.

3 The competent authority shall ensure appropriate measures are taken by all relevant parties to avoid similar or near similar future occurrences.

**ARTICLE 22**  
**Duty to render assistance**

The master shall render assistance to any person in distress or who appears to be in distress at sea regardless of the nationality or status and in accordance with domestic and international law.

**ARTICLE 23**  
**Breach of regulations**

The competent authority shall ensure appropriate national legal provisions are in place to take regulatory action where there is a breach of these regulations.

**ARTICLE 24**  
**Amendments**

Amendments to these regulations shall be promulgated by the competent authority, according to national legislation.

**ARTICLE 25**  
**Implementation**

In order to facilitate the implementation of and compliance with these regulations, the competent authority may issue guidance.

**ARTICLE 26**  
**Annexes**

The annexes shall form an integral part of these regulations.

**ANNEX 1**  
**NAVIGATIONAL AREA**

The competent authority shall insert:

- .1 Certified copy of domestic waters<sup>1</sup> of the country concerned chart with coordinates clearly shown.
- .2 Certified copy of the domestic ferry navigational area chart with coordinates clearly shown.

**ANNEX 2**  
**LIFE-SAVING EQUIPMENT**

The life-saving equipment required by article 5 may include:

- .1 float-free Emergency Position Indicating Radio Beacon (EPIRB);
- .2 two-way Automatic Identification System (AIS);
- .3 waterproof floating hand-held VHF radio;
- .4 flares;
- .5 sufficient float-free survival craft to carry all permitted passengers plus 25%; and
- .6 sufficient approved life jackets for all permitted passengers plus 25%.

**ANNEX 3**  
**CHECKLIST**

This declaration shall be signed by the Master and Chief Engineer.

*Notes:*

- 1 Responses shall be "Yes" or "No" only.
- 2 If in doubt, the response shall be "No".
- 3 For question 8, "NA" if the domestic ferry is not subject to damaged stability.
- 3 If the response to any question is "No", the domestic ferry shall not sail nor the master instructed to sail, except with written permission to do so by a competent authority.

	Question	Response
1	<b>Are the required certificates valid, including exemption certificate where required?</b>	
2	Is the manning according to safe manning certificate?	
3	Are the crew adequately rested and fit for duties?	
4	Are there adequate and enough bunkers?	
5	Is the intended voyage within the assigned navigational area?	
6	Are the fire and bilge pumps in operational readiness?	
7	<b>Is its stability sufficient per the stability booklet?</b>	
8	Does it comply with the damage stability requirements?	
9	Are watertight doors and hatches closed and secured?	
10	Are the passengers distributed on various decks safely?	
11	Is it confirmed that the load line mark is not submerged?	
12	Are the draughts been taken and recorded?	
13	Is the navigational and communications equipment fully functional?	
14	Is the weather forecast confirmed for a safe journey?	
15	Are the crew and passengers accounted and reported for?	
16	Are the preparations been made for the safety briefing?	
17	Is all lifesaving equipment certified and ready for use?	
18	Is the vessel safe and seaworthy?	

Date, location, name of Master and signature

Date, location, name of Chief Engineer and signature

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