



Office of
Deputy Commissioner
of Maritime Affairs

THE REPUBLIC OF LIBERIA LIBERIA MARITIME AUTHORITY

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Marine Advisory: 32/2024

Subject: Retroactive Requirements for Existing Passenger Ships

Reference: (a) [Resolution MSC.550\(108\)](#)

Dear Shipowners/Operators/Recognized Organizations/Masters:

The purpose of this Marine Advisory is to highlight recent retroactive SOLAS requirements for existing passenger ships that were recently adopted by [reference \(a\)](#), and which require compliance not later than the first Passenger Ship Safety Survey on or after 1 January 2028.

These requirements apply to passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, and which are fitted with either vehicle, special category and/or open and/or closed ro-ro spaces, and/or with weather decks intended for the carriage of vehicles.

These requirements include the following:

Detection and alarm

A fixed fire detection and fire alarm system complying with the requirements of the Fire Safety Systems Code shall be provided in any special category spaces, open and/or closed ro-ro and/or vehicle spaces. The system shall be capable of rapidly detecting the onset of fire and shall provide smoke and heat detection throughout the vehicle, special category and/or ro-ro spaces. Heat detectors shall comply with the spacing and coverage area requirements as applicable for smoke detectors and are only required where there is already a smoke detector.

Video monitoring

An effective video monitoring system shall be arranged in vehicle, special category and/or 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.

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 24 hours for existing ro-ro passenger ships (those with special category and/or ro-ro spaces). 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.

Fixed fire-extinguishing systems

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 the 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.

The 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.

The Administration recommends that Owners, Operators, Recognized Organizations and Masters carefully review the retroactive requirements and determine those that apply to their vessel(s), planning accordingly to ensure compliance not later than the first Passenger Ship Safety Survey on or after 1 January 2028.

For more information, please contact the investigations department at regsandstandards@liscr.com.

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