



# 香 港 商 船 資 訊

HONG KONG MERCHANT SHIPPING INFORMATION NOTE

## **Guidelines on Human Element Considerations for the Design and Management of Emergency Escape Arrangements on Passenger Ships**

*To : Shipowners, Ship Managers, Ship Operators, Ship Masters, Classification Societies and Shipbuilders*

### *Summary*

The purpose of this Note is to promulgate IMO circular MSC/Circ.846 related to the design and management of emergency escape arrangements on new passenger ships. This Note supersedes Hong Kong Merchant Shipping Notice No. 30/1998.

1. Survival craft muster and embarkation arrangements for passenger ships are specified in Chapter III, Regulations 11 and 23, of the SOLAS Convention. Certain requirements in respect of escape routes on ro-ro passenger ships are further stipulated in Chapter II-2, Regulation 28-1, of the SOLAS Convention.
2. The Maritime Safety Committee (MSC) of the International Maritime Organization (IMO) at its 69th session in May 1998, approved a circular MSC/Circ.846 which contain further advice related to the design and management of emergency escape arrangements on new passenger ships. The circular further recommends that, where practicable, the operational requirements specified in the circular should be applied to existing passenger ships as well.
3. The circular MSC/Circ.846 can be found as attachments to this Note on the website of Marine Department (<http://www.mardep.gov.hk/en/msnote/msin.html>).
4. Please note that the term "assembly station" in the annex to the enclosed circular has the same meaning as the term "muster station" used in the SOLAS Convention.

5. Shipowners, ship managers, ship operators, ship masters, classification societies and shipbuilders of Hong Kong registered ships are requested to ensure compliance with the enclosed guidelines in respect of the design and management of emergency escape arrangement on passenger ships.

6. This Note supersedes Hong Kong Merchant Shipping Notice No. 30/1998.

Marine Department  
Multi-lateral Policy Division

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