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**GUIDELINES ON HUMAN ELEMENT CONSIDERATIONS FOR THE  
DESIGN AND MANAGEMENT OF EMERGENCY ESCAPE  
ARRANGEMENTS ON PASSENGER SHIPS**

1 The Maritime Safety Committee, at its sixty-ninth session (11 to 20 May 1998), recognizing the importance of emergency escape arrangements being well designed and maintained, approved Guidelines on human element considerations for the design and management of emergency escape arrangements on passenger ships, as contained in the annex.

2 Member Governments are invited to bring the annexed Guidelines to the attention of shipowners, designers, shipbuilders, shipmasters and all other parties concerned.

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## ANNEX

**GUIDELINES ON HUMAN ELEMENT CONSIDERATIONS FOR THE  
DESIGN AND MANAGEMENT OF EMERGENCY ESCAPE  
ARRANGEMENTS ON PASSENGER SHIPS**

**Contents**

1	General
2	Definitions
3	Assembly stations
4	Embarkation stations
5	Lifts
6	Arrangement of escape routes
7	Lifejackets
8	Emergency station assignments

## **1 General**

These guidelines address those human element issues that are additional to requirements that already exist in IMO Conventions, codes, resolutions and other recommendations related to the design and management of emergency escape arrangements on new passenger ships. When applicable, operational requirements may be applied to existing ships as well.

## **2 Definitions**

- 2.1 "Assembly station" means an area where passengers are assembled in the event of an emergency.\*
- 2.2 "Embarkation station" means a place from where a survival craft is boarded.
- 2.3 "Emergency station" means a place where crew members are assigned in the event of an emergency, as specified on the ship's muster list.

## **3 Assembly stations**

- 3.1 At the assembly stations, passengers are to be accounted for, given instructions, information on the nature of the emergency and the steps being taken to deal with the emergency. If necessary, passengers should be prepared and organized to abandon ship.
- 3.2 As far as practicable, assembly station assignments should be made on the basis of passengers' most probable location on the ship, as an example, passengers assigned to cabins should be assigned to an assembly station in the same or an adjacent main vertical zone as the cabin; unberthed passengers should be assigned to or directed to an assembly station in the same or adjacent main vertical zone of the public space where they are located.

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\* Refer to MSC/Circ.777.

3.3 Furniture that is not fixed should be designed to be quickly folded or stowed to make the necessary space available.

3.4 An assembly station may serve several embarkation stations and should be as close as possible to the embarkation stations it serves, preferably on the same deck. Access from assembly stations to embarkation stations should be suitably sheltered and protected.

#### **4 Embarkation stations**

4.1 Passengers should be directed to the embarkation stations from their respective assembly stations. As survival craft are boarded, an accurate count should be made and conveyed to the master.

4.2 An embarkation station may also serve as an assembly station provided the assembly station activities can safely take place there.

#### **5 Lifts**

5.1 In no case should lifts be considered as forming one of the required means of escape (refer to SOLAS regulation II-2/28.4).

5.2 Notwithstanding paragraph 5.1, in emergencies, lifts may be used as an additional means of escape, provided they are controlled by the assigned member of the crew and are supplied from the ship's emergency source of electrical power. Members of the crew should be assigned to manually operate each lift designated for use in emergencies, and to clear and shut down lifts which are not to be used.

#### **6 Arrangement of escape routes**

6.1 Designers should take into consideration requirements of SOLAS regulation II-2/28-1 - "Escape routes on ro-ro passenger ships" when designing ships in general.

6.2 Doors in the escape routes should open in-way of the direction of escape.

6.3 The emergency escape arrangements should be sufficiently flexible to provide for the possibility that certain escape routes, assembly stations, embarkation stations, or survival craft may not be available as a result of a casualty.

#### **7 Lifejackets**

Lifejackets should be so placed as to be readily accessible and their position should be plainly indicated. Bulk stowage lockers in particular should be marked with the appropriate symbol, in accordance with resolution A.760(18). The lifejackets should be stowed so that their distribution and donning does not impede orderly movement to assembly stations and embarkation stations.

#### **8 Emergency station assignments**

If the number of crew permits, they should be assigned to locations along escape routes where passengers may require assistance.