



香港商船資訊

HONG KONG MERCHANT SHIPPING INFORMATION NOTE

Emergency Escape Breathing Devices (EEBDs) inside accommodation spaces and machinery spaces

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

Summary

The purpose of this Note is to inform all parties concerned about the application of the unified interpretations (MSC/Circ. 1081) relating to emergency escape breathing devices (EEBDs) on Hong Kong registered ships commencing 1 July 2003. This Note supersedes Hong Kong Merchant Shipping Information Note No. 22/2003.

1. Regulation II-2/13.3.4 and II-2/13.4.3 of SOLAS 1974, as amended by Resolution MSC. 99(73), containing vague wording that is open to different interpretations on the requirements of emergency escape breathing devices (EEBDs). The Maritime Safety Committee (MSC) of the International Maritime Organization (IMO) at its 77th session in 2003, approved a circular MSC/Circ.1081 to provide unified interpretation on the requirements of EEBDs under revised Chapter II-2 of the 1974 SOLAS Convention.

2. In accordance with MSC/Circ. 1081, this Administration stipulates that Hong Kong registered ships,

- i) built on or after 1 July 2003, commencing on 1 July 2003; or
- ii) built before 1 July 2003, not later than the date of the first survey after 1 July 2003,

shall comply with the following requirements under the revised Chapter 11-2 of the 1974 SOLAS Convention:

(a) Emergency escape breathing devices (EEBDs) to be provided within accommodation spaces

Under SOLAS 11-2/13.3.4, the minimum number of EEBDs to be kept within accommodation spaces shall be as follows:

- .1 for cargo ships: two (2) EEBDs and one (1) spare EEBD;
- .2 for passenger ships carrying not more than 36 passengers: two (2) EEBDs for each main vertical zone, except those defined in the regulation 13.3.4.5, and a total of two (2) spare EEBDs; and
- .3 for passenger ships carrying more than 36 passengers: four (4) EEBDs for each main vertical zone, except those defined in the regulation 13.3.4.5, and a total of two (2) spare EEBDs.

(b) Emergency escape breathing devices (EEBDs) to be provided in machinery spaces

Under SOLAS 11-2/13.4.3, the minimum number of EEBDs to be provided in machinery spaces where crew are normally employed or may be present on a routine basis shall be as follows:

1. In machinery spaces for category A containing internal combustion machinery used for main propulsion, EEBDs should be positioned as follows:
 - .1 one (1) EEBD in the engine control room, if located within the machinery space;
 - .2 one (1) EEBD in workshop areas. If there is, however, a direct access to an escape way from the workshop, an EEBD is not required; and
 - .3 one (1) EEBD on each deck or platform level near the escape ladder constituting the second means of escape from the machinery space (the other means being an enclosed escape trunk or watertight door at the lower level of the space).
2. For machinery spaces of category A other than those containing internal combustion machinery used for main propulsion, one (1) EEBD should, as a minimum, be provided on each deck or platform level near the escape ladder constituting the second means of escape from the space (the other means being an enclosed escape trunk or watertight door at the lower level of the space).

3. Shipowners, ship managers, ship operators, ship masters, classification societies and shipbuilders of Hong Kong registered ships are requested to note the information provided in this note and act accordingly.

4. This Note supersedes Hong Kong Merchant Shipping Information Note No. 22/2003.

Marine Department
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