

標題

パナマ籍船の非常脱出用呼吸具(EEBD)について

ClassNK

テクニカル インフォメーション

No. TEC-1149
発行日 2018 年 4 月 27 日

各位

今般、パナマ政府は、非常脱出用呼吸具の特別要件についての解釈(Merchant Marine Circular No.142)を一部改正しましたので、以下のとおりお知らせ致します。

非常用脱出呼吸具

1. EEBD の数

- (1) 貨物船: 居住区域に 2 組。
- (2) 36 人以下の旅客を運送する旅客船: 各垂直区域に 2 組。(SOLAS II-2/13.3.4.5 規則で定義されるものを除く)
- (3) 36 人を超える旅客を運送する旅客船: 各垂直区域に 4 組。(SOLAS II-2/13.3.4.5 規則で定義されるものを除く)
- (4) 乗組員が通常または定期的に従事する A 類機関区域に次のとおり EEBD を備えること。
 - (i) 機関制御室が当該機関区域内に配置される場合、機関制御室に 1 組。
 - (ii) 工作室がある場合、工作室に 1 組。ただし、工作室から脱出経路に直接アクセスできる場合、工作室に対する EEBD を省略して差し支えない。
 - (iii) 各甲板または台甲板において、脱出経路となる脱出はしごの近くに 1 組(閉囲された脱出トランク及び機関区域下層の水密扉を除く。)
- (5) 2 つ以上の甲板を持つ機関室には、各甲板の上記(4)(iii)の場所に 1 組。

2. 予備

船上に 10 組以下の EEBD を備える場合は少なくとも 1 組の予備の EEBD を備えること。11 から 20 組の EEBD を備える場合は少なくとも 2 組の予備の EEBD を備えること。20 組より多く EEBD を備える場合は要求される EEBD の 10%分の予備の EEBD を備えること。ただし、4 組を超える予備の EEBD は要求されない。

3. 訓練用

居住区域及び機関区域に要求される EEBD 及び予備の EEBD に加え、少なくとも 1 組の訓練用であることを明記した EEBD を備えること。

4. 上記要件は全てのパナマ籍船に適用されます。2018 年 5 月 1 日以降の安全設備 (Safety Equipment) の最初の定期的検査において弊会検査員が適合していることを確認します。配置の変更が必要な場合、船上の火災制御図の訂正が必要となりますのでご注意ください。

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NOTES:

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なお、本件に関してご不明な点は、以下の部署にお問い合わせください。

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添付:

1. Merchant Marine Circular No.142



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MERCHANT MARINE CIRCULAR MMC-142

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To: Ship-owners/Operators, of Panamanian Flagged Vessels, Class Societies and Recognized Organizations (RO's).

Subject: Emergency Escape Breathing Devices (EEBD)

Reference: a. SOLAS 74, 2000 amendments
b. MSC/Circ.1081 – Unified interpretation of the revised SOLAS Chapter II-2 – 13 June 2003.
c. IMO MSC.1/Circ.849 – May 1998

1 Purpose

This Merchant Marine Circular replaces MMC 119.

2 Application

The 2000 amendments to SOLAS 74, Chapter II-2, Reg. 13 require Emergency Escape Breathing Devices (EEBD) which will be used for escape from a compartment that has a hazardous atmosphere. The EEBD have become mandatory under the new amendments for all ships to which the safety equipment certificate is required. The application of EEBDs provisions onboard Panama flag ships shall be as follow:

3 Number of EEBDs

- a. At least two (2) EEBDs in accommodation spaces of cargo ships and one (1) spare EEBD. Applicable to new and existing ships.
- b. At least two (2) EEBDs per main vertical zone, and a total of two (2) spare EEBDs. Applicable to new and existing passenger ships carrying not more than 36 passengers.
- c. At least four (4) EEBDs per main vertical zone , and a total of two (2) spare EEBDs.. Applicable to new and existing passenger ships carrying more than 36 passengers.
- d. For the purpose of this requirement (based on UI MSC/Circ. 1081), the minimum number of EEBDs required on machinery spaces shall be as follows:
 - i. One (1) EEBD at the engine control room if located inside the machinery space;
 - ii. One (1) EEBD at the machine shop or work shop area. If there is, however, a direct

Prepared by: Lawyer	Revised by: Compliance and Enforcement Deputy Chief	Aproved by: Compliance and Enforcement Chief
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- access to an escape way from the workshop, an EEBD is not required; and
- iii. One (1) EEBD located near the escape ladder used a second means of escape from the machinery space.

If the ship has a machinery space with more than one deck, then one (1) EEBD for each deck shall be placed at the same area as in point (.3)

4 Additional Spares

Ships with ten or less EEBDs on board shall carry at least one (1) additional spare device more than the one mentioned in item 3. Ships with 11 to 20 EEBDs on board shall carry at least two spare devices. Ships with more than 20 EEBDs on board shall carry spares equal to at least 10 % of the total EEBDs but no more than 4 spares will be required. Applicable to new and existing ships.

Additional to the above requirements, the EEBD shall have a service duration of at least 10 minutes. Also, the number and location of EEBDs and spares shall be indicated in the fire control plan.

For existing ships, the requirement is to be complied with by the first survey after 1 July 2002. For more reference, the 2000 amendments to SOLAS 74, Chapter II-2, Reg. 1.2.2 clarify the applicable requirements to existing ships.

The detailed technical standards for the EEBD, are separately provided in a mandatory code called “The International Code for the Fire Safety System (FSS Code)” adopted simultaneously.

Note: “New ships” cited above means ships constructed on or after 1 July 2002 and “Existing ships” means ships constructed prior to that date.

Authorized Organizations are instructed to follow the above mentioned guidelines, before issuing the appropriate certificate.

5 Training (as per the IMO MSC.1/Circ.849 – May 1998)

Training in the use of the EEBD should be considered as a part of basic safety training .At least one EEBD training device shall be provided for training purposes at first Safety Equipment survey on or after 1st May 2018.. This device will be in addition to EEBDs required for the machinery and accommodation spaces.

All EEBD training units should be clearly marked and placed in addition to those minimum number required and its spare parts

Personnel should be trained to immediately don an EEBD prior to exiting a space when the atmosphere becomes life threatening. This is necessary due to the possibility of encountering smoke during escape. Such training should be accomplished by scheduling routine escape drills for crew members working in the engineering or machinery spaces.

An EEBD may also be used to escape from a machinery space due to an accidental release of a fixed CO2 system and can be carried by firefighters for the sole purpose of providing the device to personnel in need of emergency assistance.

April, 2018

March, 2018 – Point 4, Point 5

January, 2018 – Point 3 a), b) and c) amended as well as 3 d) ii); subtitle 4 amended, and point 5 “Training added” as per IMO MSC.1/Circ.849 – may, 1998.

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June, 2013
November 2005 (revised)
April 2002

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