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UNIFIED INTERPRETATION OF THE REVISED SOLAS CHAPTER II-2

1 The Maritime Safety Committee, at its seventy-seventh session (28 May to 6 June 2003), with a view to ensuring uniform application of the fire protection, fire detection and fire extinction provisions of the 1974 SOLAS Convention, as amended by resolution MSC.99(73), containing vague wording which is open to diverging interpretations, approved the unified interpretations relating to emergency escape breathing devices (EEBD), set out in the annex.

2 Member Governments are invited to use the annexed unified interpretations as guidance when applying relevant provisions of the revised SOLAS chapter II-2 for ships constructed on or after 1 July 2003 and to bring them to the attention of all parties concerned.

ANNEX

UNIFIED INTERPRETATIONS OF SOLAS REGULATIONS II-2/13.3.4 AND II-2/13.4.3

Regulation 13.3.4 Emergency escape breathing devices (EEBD)

The minimum number of EEBDs to be kept within accommodation spaces should 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.

Regulation 13.4.3 Emergency escape breathing devices (EEBD)

1 This interpretation applies to machinery spaces where crew are normally employed or may be present on a routine basis.

2 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).

Alternatively, different number or location may be determined by the Administration taking into consideration the layout and dimensions or the normal manning of the space.

3 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).

4 For other machinery spaces, the number and location of EEBDs are to be determined by the Administration.