Sjøfartsdirektoratet
Norwegian Maritime Authority

Circular - Series V

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Reference to:	Rules for fishing vessels of 15 metres or more in overall length;

Means of escape on production decks on fishing vessels

The Circular specifies how the Norwegian Maritime Authority (NMA) will enforce the requirements for means of escape for factory facilities on fishing vessels of 15 metres in overall length (LOA) and upwards, and applies to factory facilities constructed/altered after 1 July 2016.

Background

The NMA has, through inspections in recent years, noted that the requirements for emergency exits, along with associated escape routes, for factory facilities are not always met. Often, this has been discovered late in the construction process, making it challenging to implement the necessary changes to comply with regulatory requirements.

Requirements

The overall requirement for an emergency exit with associated escape route is that it must be able to serve as a quick emergency exit to open deck. There shall be a minimum of two separate emergency exits from the factory.

To ensure quick emergency exit to open deck, there shall be a minimum of two separate escape routes with associated emergency exits close to each working position. If there are no two separate escape routes close to the working position, the escape route can be a minimum of 5 metres in length on vessels of 60 metres in length and above, up to the emergency exit.

The width of emergency exits and escape routes in spaces in which the crew is normally operating must be at least 700 mm. The width requirement applies to walkways to and from working positions in the factory, walkways through the factory, stairways and doors or other openings which form part of the emergency exit.

The headroom on a sheltered production deck must be at least two metres.

Preconditions

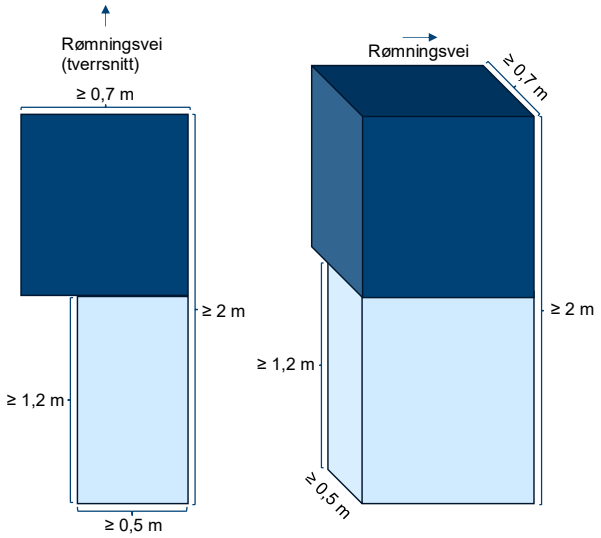
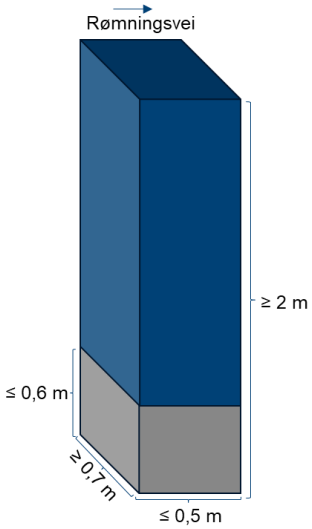
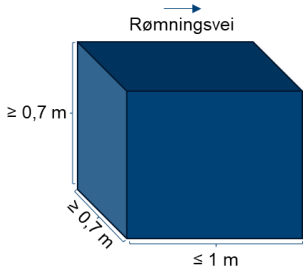
The following preconditions must be met if the restrictions presented in this Circular are to be used:

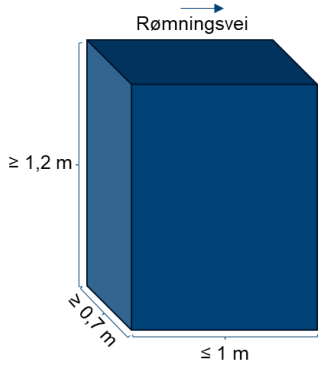
- In areas where the escape route ”turns”, the height and width requirements may not be modified.
- There must be a distance of at least 1.5 metres between each narrowing, so that the combination of reduced height, reduced width and sills does not interfere with quick movement through the escape route.

- Sufficient padding, rounding of sharp corners, lighting, cleats, handles, etc. must be arranged to ensure safe passage through narrowings.
- Narrowings must not interfere with the possibility of evacuating people not capable of helping themselves through the factory.

Acceptable narrowing for parts of an escape route, in or through a factory

The four different narrowings presented below are considered acceptable, provided that the conditions outlined in this Circular are met.

Acceptable narrowing	Illustration
From deck and up to a height of 1.2 metres, the width can be reduced to a minimum of 500 millimetres (illustrated in light blue).	
Sills or obstructions (illustrated in grey) which must be crossed over can have a height of up to 600 millimetres over a length of up to 500 millimetres.	
The headroom requirements for the escape route to one of the emergency exits may be reduced once over a length of up to 1 metre, provided that there is a width of at least 700 mm from deck level up to a height of minimum 700 millimetres above deck.	

The headroom of the escape route may be reduced over a length of up to 1 metre, provided that from deck level up to a height of at least 1.2 metres, the width is at least 700 millimetres.	

The Norwegian Maritime Authority will, upon application, consider whether other alternative solutions can be accepted, as long as the shipping company can demonstrate that the proposed solution provides at least the same level of safety as compliance with regulatory requirements or solutions described in this Circular.

Legal basis

Regulations of 13 June 2000 No. 660 on the construction, equipment and operation of fishing vessels of 15 m in length and over sections 2-16 (6), 5-13, 5-33 and 5-50.

Thomas Angell Bergh
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