



SLOVENSKI STANDARD

oSIST prEN 17556:2020

01-november-2020

Plovila za celinske vode - Varnostna vloga in varnostni načrti za potniške ladje

Inland navigation vessels - Safety rota and safety plans for passenger vessels

Fahrzeuge der Binnenschifffahrt - Sicherheitsrolle und Sicherheitspläne für Fahrgastschiffe

Bateaux de navigation intérieure - Rôle de sécurité et plans de sécurité à bord de navires à passagers

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ICS:

47.060

Jezerska in rečna plovila

Inland navigation vessels

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English Version

Inland navigation vessels - Safety rota and safety plans for passenger vessels

Bateaux de navigation intérieure - Rôle de sécurité et plans de sécurité à bord de navires à passagers

Fahrzeuge der Binnenschifffahrt - Sicherheitsrolle und Sicherheitspläne für Fahrgastschiffe

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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

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COMITÉ EUROPÉEN DE NORMALISATION
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European foreword

This document (prEN 17556:2020) has been prepared by Technical Committee CEN/TC 15 “Inland navigation vessels”, the secretariat of which is held by DIN.

This document is currently submitted to the CEN Enquiry.

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Introduction

In the case of emergency on board of a passenger vessel for inland navigation, each crew member and each member of the shipboard personnel is expected know which duty he or she has to fulfil. For the emergency cases breakdown, fire on board, evacuation, and person over board, the relevant duties for the various positions in one of the above mentioned emergencies are listed herein.

The object of the safety rota is the distribution of such duties so that each person on board knows his/her duty in a case of emergency and that the duties are not allocated twice or that too many duties are assigned to the same person (e.g. a boatmaster cannot secure the vessel and, at the same time, at the same time, carry out safety measures in engine room).

The intention of safety plans is to support quick orientation, especially for external persons (e.g. passengers, rescue workers) in the case of emergency.

This document is intended to facilitate the preparation of a safety rota and safety plans according to consistent and comprehensible criteria. In addition, this document should support the persons in charge of the operation of a passenger vessel to train and deploy the employees on board so that qualified assistance can be given in every case of emergency mentioned above.

With the help of this document, the requirements of Article 19.13 of ES-TRIN 2019 can easily be fulfilled.

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1 Scope

This document provides guidelines for the preparation of a safety rota and safety plans on passenger vessels for inland navigation. It supports the safety organization on board. Furthermore, it describes the code of conduct necessary for passengers on cabin vessels. Annex B contains an example of a safety rota, safety plan and code of conduct for passengers, respectively.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN ISO 7010, *Graphical symbols - Safety colours and safety signs - Registered safety signs (ISO 7010)*

ISO 17631, *Ships and marine technology - Shipboard plans for fire protection, life-saving appliances and means of escape*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <http://www.electropedia.org/>

3.1

crew member

person who is in charge of the operation of the vessel

3.2

ship's command

crew member who is in charge of commanding the vessel

3.3

engine personnel

crew member who is in charge of operating the engine

3.4

deck personnel

crew member who is in charge of the nautical operation of the vessel

3.5

shipboard personnel

employees on board of a passenger vessel who are not members of the crew

3.5.1

kitchen staff

employees responsible for the usual kitchen activities

prEN 17556:2020 (E)**3.5.2****operating personnel**

staff responsible for serving passengers

3.5.3**cabin service**

staff responsible for the maintenance and cleaning of the cabin area

3.6**safety rota**

notice board showing an overview of the safety duties for each person on board in case of emergency

3.7**safety plan**

notice board, showing the locations of safety and life-saving equipment in their correct locations

3.8**simplified safety plan**

abbreviated safety plan that is intended to be placed in each cabin

3.9**position**

duty of the crew member according to the crew regulations or duty of the shipboard personnel

EXAMPLE Boatmaster, deckhand or steward.

3.10**evacuation**

transfer of all the persons on board into ship's boats, onto life rafts or via means of transfer into shallow waters or on shore

4 Design and layout requirements**4.1 Design**

Safety plans, code of conduct for passengers and safety rota shall be promptly recognizable to anyone due to its design. The frame of the safety plans shall be green.

Safety plans shall be suitable to be posted at a prominent place on deck. Simplified safety plans shall be suitable to be posted in each cabin next to the cabin door.

4.2 Type face

Safety rota, safety plans and codes of conduct for passengers shall have a clearly legible type face. The lettering shall be of dark colour (e.g. black) on light background (e.g. white).

4.3 Scale

Safety plans shall show the ship true to scale. The scale shall be chosen so that the symbols, e.g. for items of equipment and controls, can be directly marked on the safety plan at their actual location on the vessel or by means of an indicator arrow. The scale shall be at least 1:150. For smaller vessels, a larger scale according to Table 1 should be used.

Table 1 — Scale for safety plans

Ship length	Scale
More than 100 m	1:150
60 m to 100 m	1:125
Less than 60 m	1:100

4.4 Symbols

The size of the symbols shall be such that the representation is clear, distinct and unmistakable. The edge length of symbols at the shortest edge shall not be less than 7 mm.

5 Safety rota

5.1 General requirements for a safety rota

In the safety rota, each position of the crew members is registered with its assigned safety duties. If the number of crew members is not sufficient to meet the requirements of the safety-rota, positions of the shipboard personnel have to be included to the required extent in the safety rota.

5.2 Content of safety rota

The safety rota shall specify and explain the duties for the following emergencies:

- breakdown;
- fire on board;
- evacuation of the persons on board;
- person over board.

An example of a safety rota is given in Annex B, see Figure B.1.

Specific safety measures required for persons with reduced mobility shall be taken into consideration.

5.3 Consideration of the qualification of persons

When assigning safety duties, the qualifications expected for the position need to be taken into account, e.g. according to the certification or training regulation or, if relevant, according to further qualifications. For the shipboard personnel, the members with the highest positions should be included first.

5.4 Structure of a safety rota

The safety rota shall be structured so that the duties to be allocated are assigned to the position and not to actual existing people. This makes the safety rota applicable even in the case of crew change or shipboard personnel turnover. The boatmaster decides on the sequence and performance of activities which are assigned to the ship's command. The decision on the activities assigned to the remaining positions is made by the person in charge for the given situation in coordination with the ship's command.

5.5 Special considerations for bigger and smaller passenger vessels

In the case of bigger passenger vessels, it has to be ensured that the vessel is divided into sections and that the positions are exactly allocated to these sections. If, for example, the regulations for the crew and the operator's specifications for the size of shipboard personnel require several persons on board having the same position, this has to be considered in the safety rota by dividing the duties, e.g. task sharing between 1st Boatmaster and 2nd Boatmaster or between deckhand and boatswain or between upper-deck steward and lower-deck steward.

In the case of smaller passenger vessels, the duties of the safety rota which are assigned to several positions, e.g. engine personnel, deck personnel, need to be combined.

If the crew and the shipboard personnel consist of only three persons, e.g. boatmaster, deckhand and steward, the safety-related duties of the engine and deck personnel shall be assigned to the deckhand and the duties of the shipboard personnel to the steward.

5.6 Text modules

Annex A gives a selection of text modules to compile the contents of the various safety rotas. The individual safety rota shall be adapted to the actual facts (ship, crew, operating area).

6 Notice boards

6.1 Safety plan

The safety plan shall show all decks and structural features of the passenger vessel where facilities and equipment are present which need to be illustrated.

The safety plan shall visibly and clearly indicate all escape routes, areas, equipment and facilities which are relevant for the safety of the passenger vessel and the persons on board and which require control operations or which are intended for personal use. This includes at least:

- a) areas intended for use by persons with reduced mobility;
- b) escape routes, emergency exits and muster and evacuation areas;
- c) life-saving equipment, transfer equipment, recovery platforms and ship's boats;
- d) fire extinguishers and stationary fire extinguishing systems;
- e) other safety equipment;
- f) alarm call point to alert the ship's command/crew;
- g) alarm call point to alert the passengers;
- h) doors and their controls as well as other openings in bulkheads;
- i) doors in partitions;
- j) fire dampers;
- k) fire alarm system;
- l) emergency power plant;
- m) ventilation system control units;

- n) electrical shore connections;
- o) fuel line shut-offs;
- p) liquefied gas installations;
- q) public address systems;
- r) radiotelephone equipment;
- s) first-aid kits and other equipment for first aid.

The escape routes, areas, facilities and equipment mentioned in a) to s) should be indicated by pictograms. The pictograms shall comply with EN ISO 7010 if contained in that standard or shall comply with ISO 17631 if contained in the latter. They shall be indicated in correct position in the safety plan and shall be described in a key. Annex B contains an example of a safety plan, see Figure B.1.

6.2 Simplified safety plan

The simplified safety plan shall contain the information according to 6.1 a) to f).

6.3 Code of conduct for passengers

A notice board with code of conduct for passengers shall be designed so that it can be posted in each cabin next to the cabin door. The code of conduct for passengers shall contain at least:

- a) designation of emergencies: fire, flooding, general hazard;
- b) description of the various alarm signals;
- c) instructions concerning the escape routes, the behaviour (what to do) and the need to keep calm;
- d) instructions concerning
 - no smoking,
 - non-use of fire and naked flame,
 - closure of windows,
 - use of certain equipment/facilities,
 - donning life jackets.

The code of conduct shall be written at least in the languages English, German, French and Dutch.