

Special requirements of each major flag regarding EEBDs for cargo ships

Please refer to each link for detail information.

Item	Flag	Panama	Singapore	Liberia	Marshall Island	Japan	Hong Kong	Greece	Bahamas	Cyprus	
EMERGENCY ESCAPE BREATHING DEVICE (EEBD)	Accommodation spaces	2	2	2	2	2	2	2	2	2	
	Machinery Spaces	Engine control room	1	※2	1	—	1 ※4	1	1	1 ※11	1
		Workshop	1 ※1	※2	1 ※1	—	1 ※4	1 ※1	1	1 ※1, ※11	1 ※1
		Other	1 for each deck	※2	1 for each deck	2 for each deck ※3	1 for each deck ※4	1 for each deck	1 for each emergency exit	1 for each deck ※11	1 for each deck
	Pump room for tanker	—	—	※5	—	—	1	—	—	—	
	Spare	1 or more ※6	2 ※7	10% of total	1	1	1	1	1	1 or more ※6	
	Training	1 or more ※8, ※9	Necessary ※8, ※10	1 or more ※8, ※10	1	—	—	—	—	1 or more ※8, ※9	1 or more ※8
	Technical information (No.) or instructions by flag administrations on special requirements of each flag	<a href="#">TEC-1236</a>	<a href="#">Marine Circular No.4 of 2002</a>	<a href="#">TECHNICAL LETTER (2017-01)</a>	<a href="#">MN-2-011-14</a>	<a href="#">TEC-0478</a>	<a href="#">TEC-0566</a>	<a href="#">Circular No. 4231/21/2002</a>	<a href="#">TEC-1291</a>	<a href="#">TEC-1256</a>	

NOTE

- ※1. If there is a direct access to an escape way from the workshop, an EEBD is not required.
- ※2. It should be decided for each ship, taking into consideration various factors.
- ※3. If a machinery space contains an enclosed primary escape trunk having a door at each level, only one EEBD need be located on each level.
- ※4. i) Where the engine control room is located adjacent to the work shop, either device may be omitted.  
ii) Where the engine control room and/or the workshop is located adjacent to an escape route from the engine room, the device for such control room and/or workshop may be omitted.  
iii) At least three EEBDs are to be provided.
- ※5. EEBDs should be made available for individual carriage for the maximum number of persons who may enter the pump room during such operations. Ships may opt to install EEBDs in the pump room in lieu of providing additional EEBDs for individual carriage. If this option is chosen a minimum of two EEBDs should be installed in the pump room.
- ※6. Ships with ten or less EEBDs on board shall carry at least one spare device. 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.
- ※7. A minimum of two fully functional spares are to be provided – one for accommodation spaces and another for engine room.
- ※8. It must be marked as “training” in any case.
- ※9. If onboard means of recharging breathing apparatus cylinders is provided, no additional training cylinder will be necessary. Additional mask and associated devices for training are still required.
- ※10. It should be stowed away from operational EEBDs.
- ※11. The company, which is responsible for the management of the ship in accordance with the ISM Code, is to carry out a risk assessment whenever the location and number of EEBDs in the machinery spaces is changed. Documentation related to the risk assessment results/conclusions is to be maintained onboard.