

Symbols for Escape Routes, Life-Saving Appliances and Fire Control Plans

Amended Guidance

Guidance for the Survey and Construction of Steel Ships Part R

Guidance for the Survey and Construction of Passenger Ships

Reason for Amendment

In response to a 2012 accident involving the passenger ship Costa Concordia, a proposal was submitted at the 94th session of the IMO Maritime Safety Committee (MSC 94) held in November 2014 which stated the necessity for further uniformity and more effective marking of escape routes and life-saving appliances. Deliberations regarding this proposal were held from the 2nd meeting of the Sub-committee on Ship Systems and Equipment (SSE 2 / March, 2015) to the 4th meeting of the sub-committee (SSE 4 / March 2017).

During the SSE deliberations, the advantages of using the globally recognized symbols was confirmed and it was agreed to develop a new resolution for incorporating the symbols used to indicate escape routes and life-saving appliances in cooperation with the International Standards Organization (ISO). In addition, it was agreed that the symbols used in the fire control plans required by SOLAS II-2/Reg.15 were to be included in the resolution, and that the resolution is to be used in conjunction with the already existing IMO resolution A.952(23). This new resolution was thereafter adopted as IMO resolution A.1116(30) (*Escape Route Signs and Equipment Location Markings*) at the 30th regular session of the IMO Assembly held from November to December 2017.

Accordingly, relevant requirements were amended in accordance with A.1116(30).

Outline of Amendment

Added references to resolution A.1116(30) to relevant requirements.

Amended Requirements

Guidance for the Survey and Construction of Steel Ships

Part R: R15.2.2

Guidance for the Survey and Construction of Passenger Ships

Annex 7-1: Table 7-1-A1