BS ISO 24409-3:2014

BSI Standards Publication

Ships and marine technology — Design, location and use of shipboard safety signs, safety-related signs, safety notices and safety markings

Part 3: Code of practice

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National foreword

This British Standard is the UK implementation of ISO 24409-3:2014.

The UK participation in its preparation was entrusted to Technical Committee SME/32/-/1, Lifesaving and fire protection.

A list of organizations represented on this committee can be obtained on request to its secretary.

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

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Part 3: Code of practice

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Partie 3: Code de bonne pratique

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: Foreword - Supplementary information

The committee responsible for this document is ISO/TC 8, *Ships and marine technology*, Subcommittee SC 1, *Lifesaving and fire protection*.

ISO 24409 consists of the following parts, under the general title *Ships and marine technology — Design, location and use of shipboard safety signs, safety-related signs, safety notices and safety markings*:

— *Part 1: Design principles*

— *Part 2: Catalogue*

— *Part 3: Code of practice*

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Introduction

The growth of international travel by ship and the variety of work on offshore installations have created a need to provide people travelling and working on-board ships and other marine installations with signs and associated systems that communicate consistent and effective safety information. This part of ISO 24409 specifies a system of signs on ships and other marine installations that is generally consistent with standardized systems of signs with which many will have gained familiarity in other applications.

As such, this part of ISO 24409 clarifies and supplements existing requirements set out in SOLAS regulations II-2/13.3.2.5.1, II-2/13.1.3, II-2/13.7.1.1, II-2/13.7.2, III/8, III/9, III/11.5, III/20.10, and ISO 17631.

This part of ISO 24409 is intended to improve the safety of passengers and crew on board ships and marine installations by providing guidance on the signing of escape routes, including the use of arrows to provide directional information, and in so doing to assist in orientation and in the description of the planned escape process to passengers and crew. In addition, it provides guidance in signing of the location and instructions for the use of fire-fighting equipment and life-saving equipment.

This part of ISO 24409 does not specify if and when escape route signs will be required. However, it has been assumed in the drafting of this part of ISO 24409 that its execution will be entrusted to a competent person familiar with the relevant regulatory requirements. This part of ISO 24409 is also intended for use by regulatory authorities to assist in judging compliance with appropriate IMO regulations and resolutions. It should be noted that the signing of escape routes comprises only a part of the management of means of escape. Many other considerations have to be taken into account, including the requirements of people with special needs, in order to establish a safe evacuation procedure.

This part of ISO 24409 reflects best practice; the illustrations reflect a system designed to provide the optimum amount of information to clearly identify the location and direction of the means of escape from any location within a ship, or offshore installation, to the assembly stations and appropriate survival craft embarkation stations. However, as shown in examples, by the use of supplementary text, escape route signing can also have a role to play in the management of a ship in non-emergency situations.

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Ships and marine technology — Design, location and use of shipboard safety signs, safety-related signs, safety notices and safety markings —

Part 3:
Code of practice

1 Scope

This part of ISO 24409 is intended to provide for the consistent use of shipboard safety and fire control plan signs, guidance on their location and size, and for the use of appropriate graphical symbols and supplementary text to furnish additional directional information. This part of ISO 24409 does not apply to low-location lighting systems (or components of such systems) which are covered in ISO 15370.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 15370, *Ships and marine technology — Low-location lighting (LLL) on passenger ships — Arrangement*

ISO 17398, *Safety colours and safety signs — Classification, performance and durability of safety signs*

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

ISO 24409-1, *Ships and marine technology — Design, location and use of shipboard safety signs, safety-related signs, safety notices and safety markings — Part 1: Design principles*

ISO 24409-2, *Ships and marine technology — Design, location and use of shipboard safety signs, safety-related signs, safety notices and safety markings — Part 2: Catalogue*

International Convention for the Safety of Life at Sea, 1974 (SOLAS 1974), as amended

International Maritime Organization, *International Code for Fire Safety Systems* (FSS Code)

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 24409-1 and ISO 24409-2 and the following apply.

3.1
assembly station
muster station
designated internal or external space where persons are gathered in the event of an emergency

3.2
assembly station symbol
sign MES001 given in ISO 24409-2 used to identify assembly stations and which may be combined with supplementary arrow to give directional information and/or supplementary text to increase comprehension, as appropriate

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