

TECHNICAL REPORT

ISO TR 14564

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Shipbuilding and marine structures — Marking of escape routes

*Construction navale et structures maritimes — Marquage des voies
d'évacuation*



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 main task of technical committees is to prepare International Standards, but in exceptional circumstances a technical committee may propose the publication of a Technical Report of one of the following types:

- type 1, when the required support cannot be obtained for the publication of an International Standard, despite repeated efforts;
- type 2, when the subject is still under technical development or where for any other reason there is the future but not immediate possibility of an agreement on an International Standard;
- type 3, when a technical committee has collected data of a different kind from that which is normally published as an International Standard ("state of the art", for example).

Technical Reports of types 1 and 2 are subject to review within three years of publication, to decide whether they can be transformed into International Standards. Technical Reports of type 3 do not necessarily have to be reviewed until the data they provide are considered to be no longer valid or useful.

ISO/TR 14564, which is a Technical Report of type 3, was prepared by Technical Committee ISO/TC 8, *Ships and marine technology*, Subcommittee SC 1, *Lifesaving and fire protection*.

Introduction

In the former ISO/TC 8/SC 9 (Lifesaving equipment) meeting held in Tokyo in 1990, an item "Escape route and marking standards" *) was proposed by Japan as a new work item.

This new work item was put to a vote for decision in accordance with a formal procedure. The result revealed no support for the proposal of the new work item. At this stage, IMO offered the opinion that in view of the IMO's on-going work on the same subject and to avoid possible duplication of effort, ISO should defer the consideration until IMO finished the work.

Considering that the item "Marking of escape route" is directly related to the safety of human life and that the tendency of becoming multi-national in passengers and crew members of ships is growing recently, the item is thought to be an important issue.

Therefore, the Secretariat of former SC 9 (Japan), taking note of the IMO's work process and considering that investigation on the possibility of standardization of "Marking of escape route" should be done, carried out this investigation within the framework of a domestic committee in Japan after having approval of the ISO/TC 8/AG meeting held in 1991.

The result of the investigation revealed as mentioned in this report that if standards for escape routes were prepared respectively by fields of land, sea and air traffic, confusion may be created unwillingly and that there is no necessity of having the standardization work taken up as a work item of ISO/TC 8. A way to use the currently existing standards should be put to consideration. This was our conclusion obtained from the investigation.

This investigation result was reported to the ISO/TC 8/ AG meeting, held in 1992, for consideration. Then it was concluded that this report should be published as a Technical Report. Under the above circumstances, this investigation result is published as a Technical Report (Type 3).

This report consists of the following items.

- a) Kind of shipboard marking
- b) Posted symbols which are necessary to represent escape routes
- c) Regulations and standards regarding escape route symbols
- d) Actual cases of posted symbols (investigation result)
- e) Trend of IMO
- f) The standardization of symbols
- g) Symbols for escape route on board ships

*) The title "Escape route and marking standards" was amended as "Marking of escape route" after the voting on the draft of escape route and marking standards to be issued as a "Technical Report of Type 3".

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