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of Maritime Affairs

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Marine Advisory: 08/2025/Rev.1

SUBJECT: Escape trunks from machinery spaces of category A (engine room)

REF: (a) Regulation 13.4 of SOLAS Chapter II-2, as amended

The following change has been included:

- a. Paragraph B 4. has been amended to clarify those cases when a technical justification is acceptable**

Purpose

The purpose of this Advisory is to inform all Shipowners, Operators, Masters and Recognized Organizations of this Administration's policy on the acceptance of engine room escape trunks.

Background

Regulation 13.4.2.1 for cargo ships (13.4.1.1 for passenger ships) of SOLAS Chapter II-2 requires, for escape from machinery spaces of category A (engine room), "two sets of steel ladders, as widely separated as possible, leading to doors in the upper part of the space... One of these ladders shall be located within a protected enclosure [escape trunk] that satisfies regulation 9.2.3.3, category (4), from the lower part of the space it serves to a safe position outside the space".

Acceptable arrangements of engine room escape trunks

A. Vessels contracted for construction on or after 1 March 2025, or in the absence of a building contract, the keel of which is laid, or which is at a similar stage of construction, on or after 1 March 2025

Until further notice, the phrase, "the lower part of the space" is to be regarded as the lowest deck level in the engine room, and the escape trunk shall extend to this lowest deck level.

B. Vessels contracted for construction on or after 01 February 2016, but not coming under item A

For existing vessels with escape trunks that do not extend to the lowest deck level in the engine room, the Administration will accept existing arrangements, subject to the following:

1. Necessary amendments to the drill plans for rescue of a person from the bottom of the machinery space into the escape trunk have been made to include the use of stretcher or trolley or other means for the emergency recovery of the person located close to the emergency escape trunk. The person being rescued should be provided with an EEBD

during evacuation. These are to be included in vessels SMS.

2. Crew training according to the amended procedures is documented.
3. Regular rescue drills ascending the stairs with an injured person in stretcher or trolley or other means, from the lowest platform of the machinery space up to inside the escape trunk to be carried out and recorded in the vessel's logbook.
4. The Class Society's technical justification statement is to be available on board. The technical justification is only applicable to the escape trunk which cannot be extended to the lowest deck level due to restrictions from the ship's hull lines, structure, shafting and the escape trunk cannot be located somewhere else so that it can be extended to the lowest deck level.

C. Vessels contracted for construction before 01 February 2016

The Administration accepts the existing arrangements for existing vessels constructed before 01 February 2016 with escape trunks that do not extend to the lowest deck level in the engine room, subject to Section B items 1, 2 and 3 above for existing vessels constructed on or after 01 February 2016.

For more information, please contact the Regulations and Standards Department at RegsandStandards@liscr.com or telephone +1 703 790 3434.

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