

# Technical Regulation No. 6 of 3 July 1997 on mechanical extraction from rooms for handling paint, etc., and from workstations in ships

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**Translation: Only the Danish version is authentic**

*Technical Regulation no. 6 of 3 July 1997*

## **Technical regulation on mechanical extraction from rooms for handling paint, etc., and from workstations in ships<sup>\*)</sup>**

<sup>\*)</sup> These regulations are notified in accordance with the Council's Directive 83/189/EEC as last amended in directive 94/10/EF.

The following provisions are laid down pursuant to § 2, subsection 5, § 5, § 11, subsection 2 and § 28 of the Safety of Ships, etc. Act, cf. Consolidation Act No. 594 of 26 June 1996 and by order pursuant to Order No. 694 of 17 August 1995:

### *Application*

§ 1. These regulations shall apply to all new ships except pleasure ships with a gross tonnage of less than 20.

### *Definitions*

§ 2. The following definitions shall apply in these regulations:

- 1) »Rooms for handling paint«: Rooms in which paint, organic solvents and inflammable liquids are handled or open containers stored, and which are of such a size that there is floor space for one person.
- 2) »Separate mechanical extraction«: Mechanical extraction system not connected to other ventilation systems.
- 3) »Mechanical local extraction«: Extraction which, removes air-borne particles, fumes and gases as closely as possible to the source of the pollution.
- 4) »Permanent workstations«: Tables or similar places where paint is mixed and associated tools are cleaned, welding benches, open cleaning containers for the cleaning of machine parts, filters and similar, frying areas in the galley, larger dishwashers, etc.
- 5) »New ship«: Ship of which the keel was completed or which was in an equivalent stage of completion on 1 January 1998 or thereafter.

### *Mechanical extraction*

§ 3. Rooms for handling paint shall be equipped with separate mechanical extraction.

(2) On installation, the stipulations stated in the order from the Danish Maritime Authority B, chapter II-1, rule 45, section 10 and chapter II-2, rule 16 shall also be observed.

(3) It shall be possible to stop the extraction at the trigger point for the fire-extinguishing installation as required in accordance with the order from the Danish Maritime Authority B, chapter II-2, rule 18, section 7.

§ 4. All permanent workshops shall be equipped with permanently installed mechanical local extraction where there is a risk of effects from airborne particles, fumes and gases, including inflammable gases, which are injurious to safety and/or health.

(2) At other workshops where the same effects mentioned in section 1 can arise, portable extraction equipment and/or personal protective aids shall be used.

§ 5. The air extracted from the places stated in § 3 and § 4 shall be lead to open deck, where it is impossible for it to be recirculated in other ventilation systems in the ship.

(2) The extraction system must be fitted with an operation indicator.

### *Equivalence*

§ 6. The provisions in these regulations shall not prevent the use of other equipment, materials, instruments, apparatus, etc., or implementering of other arrangements which represent at least the same degree of safety as these regulations.

(2) The Danish Maritime Authority accepts testing performed by approved testing institutes, including the testing institutes of other EU member states and countries covered by the EEA agreement and which provide suitable and satisfactory guarantees of a technical, professional and independent nature.

### *Penalty provisions*

§ 7. Contravention of these regulations shall be punished with a fine, mitigated imprisonment for a term not exceeding one year.

(2) The penalty may be increased to simple detention or imprisonment for a term not to exceed two years where the contravention has been committed by an intentional or negligent act and if the contravention

- 1) has resulted in health damage to young persons of less than 18 years of age, or if a risk of such damage has been provoked, or
- 2) has produced or been intended to produce financial benefits to the contravener or others, including benefits obtained by cost cutting.

(3) If the financial benefit achieved or intended is not confiscated, special consideration shall be taken to the size of the achieved or intended financial benefit when determining fines, including supplementary fines, cf. Subsection 2, No. 2.

(4) Where an offence is committed by a limited liability company, an association, an independent institution, a foundation or similar, liability to pay a fine may be imposed on the corporate body as such. Where the offence is committed by the Danish Government, a municipality or an inter-municipal enterprise covered by section 60 of the Danish Local Government Act, liability to pay a fine may be imposed on the Danish Government, the municipality or the inter-municipal enterprise.

*Entry into force*

§ 8. This order shall enter into force on 1 January 1998.

The Danish Maritime Authority, 3 July 1997

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