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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB 5980-2009

Replacing GB 5980-2000

Regulation on noise levels on board inland ships

内河船舶噪声级规定

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Foreword

All the technical contents of this standard is mandatory. This standard replaces GB 5980-2000 "inland waters ship noise levels." This standard and GB 5980-2000 compared to the main changes are as follows:

- The "Ship Classification and noise level limit values" to "ship classification and the maximum noise level limit value" (see Chapter 3).
- 'Sailing time, h "adjusted" continuous sailing time T/h "(see Table 1).
- The captain 75m, adjusted to 70m (see Table 1).
- I class ship cabin control room by the 74dB (A) adjusted to 75dB (A); II class ship cabin control room by the 76dB (A) adjusted to 75dB (A); the workplace by the 86dB (A) adjusted to 85dB (A); Class I boat cab by a 60dB (A) adjusted to 65dB (A); II class ship cabin by the 64dB (A) adjusted to 65dB (A); Class I boat Treasury chamber by the 60dB (A) adjusted to 65dB (A); II class ship from the kitchen 85dB (A) adjusted to 80dB (A) (see Table 2).
- Added "captain less than 25m high speed craft may refer to." (See Table 2). The standard proposed by the Ministry of Transport of the People's Republic of China. This standard by the National Standardization Technical Committee riverboats (SAC/TC130) centralized. This standard was drafted. Changjiang Ship Design Institute. The main drafters of this standard. king forward. This standard replaces the standards previously issued as follows:
 - GB 5980-1986, GB 5980-2000. Inland vessels on noise levels

1 Scope

GB 5980-2009 is the Chinese national standard on regulation on noise levels on board inland ships, in the field of metrology and measurement. It carries no /T suffix, which in the Chinese system means compliance is mandatory: a product or a practice within its scope has to meet it to be lawfully made, sold or carried out in China. It was issued on 9 March

2009 by the General Administration of Quality Supervision, Inspection and Quarantine of the People's Republic of China; Standardization Administration of China, and has been in force since 1 November 2009. Classification: ICS 17.140.20, CCS Z67. This page is published from the official record of the standard held by the Chinese standards administration: the identification, the dates, the classification and the issuing body are taken from there. The clause text, the tables and the numeric limits are in the document itself, which is delivered complete in English translation.

This standard specifies the maximum limit for inland vessels cabin noise levels. This standard applies to dry cargo ships, tankers, container ships, passenger ships, push (drag) boat, ship, speed boat, trailing suction and cutter suction dredger, Other ships for implementation.

2 Normative references

The following documents contain provisions which, through reference in this standard and become the standard terms of dated references, all subsequent Amendments (not including errata content) or revisions do not apply to this standard, however, encourage the parties to study under this agreement is standard Whether the latest versions of these documents, undated reference documents, the latest versions apply to this standard.

GB/T 4595 boat noise measurement (GB/T 4595-2000, idt ISO 2923.1996)

3 Ship Classification and maximum noise level limit

3.1 by captain and continuous sailing time inland vessels divided into three categories (Table 1). Table

1 Classification inland vessels Category Captain (between two column length) L/m
continuous sailing time T/h I $L \geq 70$ $T \geq 24$ $L \geq 70$ $12 \leq T < 24$ $30 \leq L < 70$ $T \geq 12$ $L < 30$ - -
 $2 \leq T < 12$

Note 1. The table does not include inland high-speed craft.

Note 2. less than 2h continuous sailing ship, with reference to the implementation of Class III ship.

3.2 Inland vessels to A noise sound level evaluation basis. Different types of ships the largest cabin noise level limit values in Table 2. Table 2 inland vessels limit the maximum noise level in decibels Place The maximum noise limit values I II III inland high-speed craft Cabin area Staffed cabin manipulate host at 90-- There are no control room or cabin 110-- Cabin control room 75 - - Workshop 85 - Driving area Cab 656 970 Treasury chamber 65 - - Table 2 (Continued) decibels Place The maximum noise limit values I II III inland high-speed craft Living area Bedroom 606570-- Medical 60 65 - - Office, lounge, cabin seats 65 70 75 78/75a Kitchen 8085-- a river captain than or equal to 25m high-speed boat

cabin. continuous sailing time of not more than 4h noise limit is 78dB (A); sail for more than 4h, the noise limit is 75dB (A). Captain less than 25m high speed craft may refer to.

4 Measurement

Boat noise measurement shall comply with GB/T 4595's.

5 Protective measures

When the crew enters the noise level is greater than 90dB (A) sites, measures should be taken to protect the ears. Where noise levels greater than 90dB (A) compartments should Setting up clear signs at the entrance "into the high noise area, you must wear ear protectors."