
To: Ship owners, Shipyards, Products Manufacturers and Designers, Relevant departments of CCS Headquarters, CCS site surveyors, CCS plan approval centers

Technical Notice on “UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2” (MSC.1/Circ.1616)

Issued by IMO

I Foreword

1.1 The Maritime Safety Committee of International Maritime Organization, at its 101th session (5 to 14 June 2019), approved “UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2” (MSC.1/Circ.1616).

1.2 The circular applies to all passenger ships and cargos ships with GT ≥ 500 constructed on or after 26 June 2019.

II. Technical points

2.1 Main contents

(1) Interpretation of SOLAS II-2/9.2

In cases where urea or sodium hydroxide solution tanks for selective catalytic reduction (SCR) systems, exhaust gas recirculation (EGR) systems or exhaust gas cleaning systems (EGCS) are installed in a space separated from the engine-room, in determining fire integrity of divisions, the solution tank space should be considered as "similar spaces" in the definition of "machinery spaces" in regulation 3.30 and should be categorized as:

"(10) Tanks, voids and auxiliary machinery spaces having little or no fire risk" in regulation 9.2.2.3.2.2, for ships carrying more than 36 passengers; or

"(7) Other machinery spaces" in regulations 9.2.2.4.2.2, 9.2.3.3.2.2 or 9.2.4.2.2.2, for ships carrying not more than 36 passengers and cargo ships.

The division between the engine-room and the solution tank space should have a fire integrity of at least "A-0" class.

(2) Interpretation of SOLAS II-2/9.7.5

The reference to ISO 15371:2009 in the footnote to both regulations 9.7.5.1.1.3 and 9.7.5.2.4 is given as an example of a suitable performance standard for pre-engineered galley duct fixed fire-extinguishing systems.

CO₂ fire-extinguishing systems, which are not pre-engineered fixed fire-extinguishing systems, should be designed according to the requirements set out in regulation 10.6.3.1.1 (spaces containing flammable liquids) or another suitable standard acceptable to the Administration.

(3) Interpretation of SOLAS II-2/10.10.4

Two-way portable radiotelephone apparatus for fire-fighter's communication required by regulation 10.10.4 should be of certified safe type suitable for use in zone 1 hazardous areas, as defined in IEC Publication 60079.

The minimum requirements in respect to the apparatus group and temperature class are to be consistent with the most restrictive requirements for the hazardous area zone on board which is accessible to fire party.

Annex: UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2
(MSC.1/Circ.1616)

Any question on this Notice please contact the Technology & Information Department of CCS Headquarters at: ti@ccs.org.cn

(Rev.7.0 20151001-1/1)

4 ALBERT EMBANKMENT
LONDON SE1 7SR
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

MSC.1/Circ.1616
26 June 2019

UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2

1 The Maritime Safety Committee, at its 101st session (5 to 14 June 2019), with a view to providing more specific guidance on SOLAS regulations II-2/9 and II-2/10, approved unified interpretations of SOLAS chapter II-2, prepared by the Sub-Committee on Ship Systems and Equipment, at its sixth session, as set out in the annex.

2 Member States are invited to use the annexed unified interpretations as guidance when applying SOLAS regulations II-2/9 and II-2/10, and to bring them to the attention of all parties concerned.

ANNEX**UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2****CHAPTER II-2****Construction – Fire protection, fire detection and fire extinction****Regulation 9.2 – Containment of fire, thermal and structural boundaries**

In cases where urea or sodium hydroxide solution tanks for selective catalytic reduction (SCR) systems, exhaust gas recirculation (EGR) systems or exhaust gas cleaning systems (EGCS) are installed in a space separated from the engine-room, in determining fire integrity of divisions, the solution tank space should be considered as "similar spaces" in the definition of "machinery spaces" in regulation 3.30 and should be categorized as:

"(10) Tanks, voids and auxiliary machinery spaces having little or no fire risk" in regulation 9.2.2.3.2.2, for ships carrying more than 36 passengers; or

"(7) Other machinery spaces" in regulations 9.2.2.4.2.2, 9.2.3.3.2.2 or 9.2.4.2.2.2, for ships carrying not more than 36 passengers and cargo ships.

The division between the engine-room and the solution tank space should have a fire integrity of at least "A-0" class.

Regulation 9.7.5 – Containment of fire, Ventilation systems, Exhaust ducts from galley ranges

The reference to ISO 15371:2009 in the footnote to both regulations 9.7.5.1.1.3 and 9.7.5.2.4 is given as an example of a suitable performance standard for pre-engineered galley duct fixed fire-extinguishing systems.

CO₂ fire-extinguishing systems, which are not pre-engineered fixed fire-extinguishing systems, should be designed according to the requirements set out in regulation 10.6.3.1.1 (spaces containing flammable liquids) or another suitable standard acceptable to the Administration.

Regulation 10.10.4 – Fire-fighting, Fire-fighter's outfits, Fire-fighter's communication

Two-way portable radiotelephone apparatus for fire-fighter's communication required by regulation 10.10.4 should be of certified safe type suitable for use in zone 1 hazardous areas, as defined in IEC Publication 60079.

The minimum requirements in respect to the apparatus group and temperature class are to be consistent with the most restrictive requirements for the hazardous area zone on board which is accessible to fire party.