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MSC.1/Circ.1555  
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## **UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2**

1 The Maritime Safety Committee, at its ninety-seventh session (21 to 25 November 2016), with a view to providing more specific guidance on the definition of vehicle carrier; suitable connections for the supply of inert gas to double-hull spaces; ventilation provided by fan coil units and internal circulation fans; the fire integrity of the bulkheads between the wheelhouse and a toilet inside the wheelhouse; the suitable number of spare air cylinders to be provided in connection with drills; and sources of ignition on board ships carrying dangerous goods, approved unified interpretations of SOLAS chapter II-2, prepared by the Sub-Committee on Ship Systems and Equipment at its third session (14 to 18 March 2016), as set out in the annex.

2 Member States are invited to use the annexed unified interpretations as guidance when applying SOLAS regulations II-2/3 to II-2/5, II-2/7, II-2/9, II-2/15, II-2/19 and II-2/20-1, and to bring the unified interpretations to the attention of all parties concerned.

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## ANNEX

### UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2

#### **SOLAS REGULATIONS II-2/3.56 AND II-2/20-1, AS AMENDED BY RESOLUTION MSC.365(93)**

##### **Definition of vehicle carrier**

The definition of vehicle carrier in SOLAS regulation II-2/3.56 is intended for pure car and truck carriers, and should exclude other types of ro-ro cargo ships or container/ro-ro ships, even when carrying empty cars and trucks as cargo.

#### **SOLAS REGULATION II-2/4.5.5.1, AS AMENDED BY RESOLUTION MSC.365(93)**

##### **Inert gas supply to double-hull spaces**

Double-hull spaces required to be fitted with suitable connections for the supply of inert gas as per SOLAS regulation II-2/4.5.5.1.4.1 are all ballast tanks and void spaces of double-hull and double-bottom spaces adjacent to the cargo tanks, including the forepeak tank and any other tanks and spaces under the bulkhead deck adjacent to cargo tanks, except cargo pump-rooms and ballast pump-rooms.

#### **SOLAS REGULATIONS II-2/5.2.1.2, II-2/5.2.1.3 AND II-2/7.9.3**

##### **Ventilation by fan coil units and internal circulation fans**

The fan in a heat, ventilation and air conditioning (HVAC) temperature control unit, or a circulation fan inside a cabinet/switchboard, is not considered to be a ventilation fan as addressed in SOLAS regulations II-2/5.2.1.2, II-2/5.2.1.3 and II-2/7.9.3, if it is not capable of supplying outside air to the space when the power ventilation is shut down (e.g. small units intended for recirculation of air within a cabin). Therefore, such fans need not be capable of being stopped from an easily accessible position (or a safe position) outside the space being served when applying SOLAS regulations II-2/5.2.1.2 or II-2/5.2.1.3, and need not be capable of being controlled from a continuously manned central control station for passenger ships carrying more than 36 passengers when applying SOLAS regulation II-2/7.9.3.

#### **SOLAS REGULATION II-2/9**

##### **Bulkhead between the wheelhouse and toilet inside the wheelhouse**

A bulkhead separating the wheelhouse and the toilet, installed completely within the wheelhouse, requires no fire rating.

#### **SOLAS REGULATION II-2/15.2.2.6, AS INTRODUCED BY RESOLUTION MSC.338(91)**

##### **Suitable number of spare air cylinders to be provided in connection with drills**

1 "A suitable number of spare cylinders" to be carried on board to replace those used for fire drills should be at least one "set of cylinders" for each mandatory breathing apparatus, unless additional spare cylinders are required by the shipboard safety management system (SMS).

2 "Set of cylinders" means the number of cylinders which are required to operate the breathing apparatus.

3 No additional cylinders are required for fire drills for breathing apparatus sets required by SOLAS regulation II-2/19, IMSBC Code, the IBC Code or IGC Code.

### **SOLAS REGULATION II-2/19.3.2**

#### **Certified safe type electrical equipment for ships carrying dangerous goods**

1 Reference should be made to IEC 60092-506:2003 standard, Electrical installations in ships – Part 506: Special features – Ships carrying specific dangerous goods and materials hazardous only in bulk.

2 For pipes having open ends (e.g. ventilation and bilge pipes) in a hazardous area, the pipe itself should be classified as a hazardous area (see IEC 60092-506:2003 table B1, item B).

3 When carrying flammable liquids having flashpoints less than 23°C as Class 3, Class 6.1 or Class 8 in cargo spaces, the bilge pipes with flanges, valves, pumps, etc. constitute a source of release and the enclosing spaces (e.g. pipe tunnels, bilge pump-rooms) should be classified as an extended hazardous area (comparable with zone 2) unless these spaces are continuously mechanically ventilated with a capacity for at least six air changes per hour. Except where the space is protected with redundant mechanical ventilation capable of starting automatically, equipment not certified for zone 2 should be automatically disconnected following loss of ventilation while essential systems such as bilge and ballast systems should be certified for zone 2. Where redundant mechanical ventilation is employed, equipment and essential systems not certified for zone 2 should be interlocked so as to prevent inadvertent operation if the ventilation is not operational. Audible and visible alarms should be provided at a manned station if failure occurs.