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(Feb 2020)

Fire integrity of the division between engine room and urea or sodium hydroxide solution tank installation spaces

SOLAS Chapter II-2, Regulation 3.30 reads:

“30 Machinery spaces are machinery spaces of category A and other spaces containing propulsion machinery, boilers, oil fuel units, steam and internal combustion engines, generators and major electrical machinery, oil filling stations, refrigerating, stabilizing, ventilation and air conditioning machinery, and similar spaces, and trunks to such spaces.”

SOLAS Chapter II-2, Regulation 9.2 reads:

Regulation 9.2.2.3.2.2 (Ships carrying more than 36 passengers)

“(10) Tanks, voids and auxiliary machinery spaces having little or no fire risk

Water tanks forming part of the ship's structure.

Voids and cofferdams.

Auxiliary machinery spaces which do not contain machinery having a pressure lubrication system and where storage of combustibles is prohibited, such as:

*ventilation and air-conditioning rooms;
windlass room; steering gear room;
stabilizer equipment room;
electrical propulsion motor room;
rooms containing section switchboards and purely electrical equipment other than oil-filled electrical transformers (above 10 kVA);
shaft alleys and pipe tunnels;
spaces for pumps and refrigeration machinery (not handling or using flammable liquids).*

Closed trunks serving the spaces listed above.

Other closed trunks such as pipe and cable trunks.”

Note:

1. This Unified Interpretation is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 July 2020.
2. The “contracted for construction” date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of “contract for construction”, refer to IACS Procedural Requirement (PR) No. 29.

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(Cont)**Regulation 9.2.2.4.2.2 (Ships carrying not more than 36 passengers)**

“(7) *Other machinery spaces*

Electrical equipment rooms (auto-telephone exchange, air-conditioning duct spaces).

Spaces as defined in regulation 3.30 excluding machinery spaces of category A.”

Regulation 9.2.3.3.2.2 (Cargo Ships except tankers)

“(7) *Other machinery spaces*

Electrical equipment rooms (auto-telephone exchange, air-conditioning duct spaces).

Spaces as defined in regulation 3.30 excluding machinery spaces of category A.”

Regulation 9.2.4.2.2.2 (Tankers)

“(7) *Other machinery spaces*

Electrical equipment rooms (auto-telephone exchange and air-conditioning duct spaces).

Spaces as defined in regulation 3.30 excluding machinery spaces of category A.”

Interpretation

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 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.

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