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National interpretation regarding IMO Publication

International Convention for Safety of Life at Sea (SOLAS 1974) as amended

General notes for interpretations

Whenever this document refers to a recognised organization (RO) or classification society, it means recognised organisation authorised by the Finnish Transport and Communications Agency Traficom.

The RO shall inform Traficom if any communication with IMO, or any agreement with other Governments, is needed.

Unless expressly provided otherwise; exemptions, equivalents and exceptions are to be handled by Traficom.

Footnotes are to be complied with.

Order to be followed to find an interpretation:

1. Interpretations from Traficom are to be followed. If not available,
2. Interpretations in IMO Resolutions and Circulars are to be followed. If not available,
3. Interpretations in IACS UI supported by IMO are to be followed. If not available,
4. Traficom must be consulted with.

SOLAS Chapter II-2

Construction – Fire protection, fire detection and fire extinction

Part A General	
Reg. 1	Application
6.2.1.2	Application of requirements for tankers Foam concentrates shall be according to MSC.1/Circ.1312 and MSC.1/Circ.1312/Corr.1.

Part B Prevention of fire and explosion	
Reg. 4	Probability of ignition
2.2.3.2	Oil fuel tanks The arrangement of oil fuel tanks within machinery space of category A should follow the guidelines provided in MSC.1/Circ.1322.

2.2.5.1	Oil fuel piping In cases where flexible pipes are permitted by the Administration to be used, they shall be in accordance with ISO standard 15540:1999 and ISO 15541:1999.
5.1.4.4	Separation of cargo oil tanks Cargo oil lines placed in special ducts are permitted only if these can be cleaned and ventilated in a sufficient way. Traficom recommends that special duct spaces should be cleaned and ventilated as specified in section 5.3.
5.3.3	Safety devices in venting systems The design, testing and location of these devices shall comply with the requirements in MSC.1/Circ.677, MSC.1/Circ.731, MSC/Circ.1009 and MSC.1/Circ.1324.
5.5.2	Inert gas systems of chemical tankers and gas carriers Should be arranged according to the FSS Code chapter 15 or Res. A.567(14).

Part C Suppression of fire	
Reg. 7	Detection and alarm
3.2	Initial and periodical tests The periodical tests for fixed fire detection systems shall follow the guidelines provided in MSC.1/Circ.1432.
Reg. 9	Containment of fire
2.2.1.5.1	Main vertical zones and horizontal zones According to regulation 20.2.2.1.
2.3.1.1.3	Methods of protection in accommodation area on cargo ships In public spaces this area may be extended to maximum 75 m ² .
2.3.2.4	Bulkheads within accommodation area In public spaces this area may be extended to maximum 75 m ² .
2.3.3.4	Fire integrity of bulkheads and decks Traficom advises, that an example of material with acceptable safety standard regarding doors in accordance with 9.2.3.3.4 is solid wood.
2.4.2.4	Fire integrity of bulkheads and decks on tankers Traficom advises, that an example of material with acceptable safety standard regarding doors in accordance with 9.2.4.2.4 is solid wood.
Reg. 10	Fire fighting
2.1.2.1.3	Ready availability of water supply Periodically unattended machinery spaces shall comply with either Paragraph 1.1 or 1.2 depending on the ships size.
2.1.2.2.1	The fire pumps shall be capable of remote start at the navigation bridge, one fire control station and the engine control room.
2.3.2.1	Number and diameter of fire hoses New fire hoses shall be wheelmarked according to the MED directive.

3.2.1	Arrangement of fire extinguishers Shall follow the guidelines provided in Resolution A.951(23), FSS Code Chapter 4, Unified Interpretation of SOLAS II-2 MSC.1/Circ.1275 and MSC.1/Circ.1275/Corr.1.
3.2.2	Where a fire extinguisher is required for a small space, the extinguisher may be located outside of that space, as close to the entrance as possible.
5.4	Other machinery spaces The number of fire extinguishers should follow the guidelines provided in MSC.1/Circ.1275 and MSC.1/Circ.1275/Corr.1.
5.6.2	Fixed local application fire-extinguishing system The system shall be designed according to the revised guidelines provided in MSC.1/Circ.1387. Systems installed before 10 December 2010 shall be according to the guidelines in MSC.1/Circ.913 and MSC/Circ.1276.
6.3.2	Fixed local application fire-extinguishing system The system shall be designed according to the revised guidelines provided in MSC.1/Circ.1387. Systems installed before 10 December 2010 shall be according to the guidelines in MSC.1/Circ.913 and MSC/Circ.1276.
6.4	Deep-fat cooking equipment Fire extinguishing system shall be designed according to ISO 15371:2015.
Reg. 11	Structural integrity
3.1	Structure of aluminum alloy The definition of "Load bearing structures" follows the interpretation in MSC/Circ.1120.

Part D Escape	
Reg. 12	Notification of crew and passenger
1	Purpose Guidance for general design of alarms and indicators should follow Resolution A.1021(26) - Code on alerts and indication, 2009
Reg. 13	Means of escape
3.1.4	Means of escape from control stations, accommodation spaces and service spaces Traficom recommends that if one of the escape ways is a porthole or a window this should have a minimum free opening of 400x600mm.
3.4.1	Emergency escape breathing devices Traficom recommends that the amount and positioning of the emergency escape breathing devices follows the guidelines provided in MSC.1/Circ.1081.
4.3.1	Emergency escape breathing devices Should follow the guidelines provided in MSC.1/Circ.849 and MSC.1/Circ.1081.
5.1	Special category spaces According to paragraphs 3.2.1.1, 3.2.2, 3.2.4.1 and 3.2.4.2.

Part E	
Operational requirements	
Reg. 14	Operational readiness and maintenance
2.2.1	Maintenance, testing and inspection Maintenance, testing and inspection shall be carried out according to the guidelines provided in MSC.1/Circ.1432.
Reg. 15	Instructions, on-board training and drills
2.4.1	Fire control plans The onboard plans and booklets shall be written in either English or French, as well as the working language of the ship in case. Graphical symbols used in Fire control plans should be according to ISO 17631:2002 or Resolution A.952(23).
2.4.2	The fire control plans shall be stored as defined in MSC.1/Circ.451.

Part G	
Special requirements	
Reg. 19	Carriage of dangerous goods
2.1	General requirements For "open-top containerships", special regulations concerning firefighting and dangerous goods should be followed according to the guidelines provided in MSC/Circ.608/Rev.1.
3.1.2	Water supplies Traficom may allow equivalent arrangements, provided that the required amount of water is available to be dispensed.
3.1.3	Fire hoses may be used for cooling purpose in small cargo spaces and in small areas of larger cargo spaces. The area should not be greater than it is possible to cool down with one fire hose. Fixed fire extinguishing systems for special category spaces that fulfill the requirements in 3.1.3 should follow the guidelines provided in MSC.1/Circ.1430 as revised and Resolution A.123(V).
3.2	Sources of ignition Where electrical equipment is deemed necessary to be fitted in enclosed cargo or vehicle spaces, they shall preferably be able to be entirely isolated from the space(s). Where this is not possible, the equipment shall meet the requirements of IEC 60092-506. In case the electrical system is isolated, a sign with the text: "The switch shall be in off position when the ship is carrying dangerous goods of an explosive or flammable character" should be located outside the dangerous goods space.
3.9	Water-spray system Fixed fire extinguishing systems required in 3.9 should follow the guidelines provided in MSC.1/Circ.1430 as revised and Resolution A.123(V).
Reg. 20	Protection of vehicle, special category and ro-ro spaces

3.1.1	Ventilation systems According to the guidelines and operational recommendations for ventilation systems in ro-ro cargo spaces provided in MSC.1/Circ.1515.
3.2.1	Electrical equipment and wiring According to the requirements provided in SFS-EN-IEC 60079.
6.1.2	Fixed fire-extinguishing systems Fixed pressure water spraying systems should follow the guidelines provided in MSC.1/Circ.1430 as revised and Resolution A.123(V)
6.1.3	A full-scale test as described in 6.1.3 should be according to guidelines provided in MSC.1/Circ.1272 and MSC.1/Circ.1430.
6.1.4.2	In accordance with MSC.1/Circ.1234 and Res A.123(V).
Reg. 23	Safety center on passenger ships
4	Layout and ergonomic design The layout should be arranged according to the guidelines provided in MSC.1/Circ.1368