

SUB-COMMITTEE ON SHIP DESIGN AND
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**UNIFIED INTERPRETATION OF PROVISIONS OF IMO SAFETY, SECURITY, AND
ENVIRONMENT-RELATED CONVENTIONS**

Draft unified interpretation of SOLAS regulation II-1/42.2.3.1

Submitted by IACS

SUMMARY

Executive summary: This document proposes a draft unified interpretation relating to means of internal communication equipment required in an emergency to be supplied from the emergency source of power in passenger ships as required by SOLAS regulation II-1/42.2.3.1, with a view to facilitating a consistent implementation.

Strategic direction, if applicable: 7

Output: 7.1

Action to be taken: Paragraph 6

Related documents: None

Introduction

1 SOLAS regulation II-1/42.2 addresses the emergency source of electrical power in passenger ships and requires the emergency source to be capable of supplying simultaneously specified services for specified periods of time as follows:

"2 The electrical power available shall be sufficient to supply all those services that are essential for safety in an emergency, due regard being paid to such services as may have to be operated simultaneously. The emergency source of electrical power shall be capable, having regard to starting currents and the transitory nature of certain loads, of supplying simultaneously at least the following services for the periods specified hereinafter, if they depend upon an electrical source for their operation:

...

2.3 For a period of 36 hours:

.1 all internal communication equipment required in an emergency;

...".

2 According to SOLAS regulation II-1/42.2.3.1, the services to be supplied shall include all internal communication equipment required in an emergency.

Discussion

3 Emergency events, such as fire and flooding, may result in the loss of the main source of electrical power supply. SOLAS regulation II-1/42.2 requires the services that need to be in operation in such a situation to handle the emergency events, as well as to ensure the safety of the passengers and crew. In this respect, availability of internal communication is essential, both for handling the emergency events as well as to ensure the safety of the passengers and crew.

4 IACS deems that "all internal communication equipment required in an emergency" should cover means of communication between the bridge and the persons attending to the emergency events of flooding and fire. It should also cover the communications listed in SOLAS regulation II-2/23.5 for the safety centre. Further, it should cover the public address system as required by SOLAS regulation III/6.5.

Proposal

5 Taking into account the above discussion, IACS developed a draft unified interpretation of SOLAS regulation II-1/42.2.3.1 clarifying the phrase "internal communication equipment required in an emergency", with a view to facilitating a consistent implementation. The draft unified interpretation is provided in the annex to this document for consideration by the Sub-Committee.

Action requested of the Sub-Committee

6 The Sub-Committee is invited to consider the foregoing, the proposal in paragraph 5 and in the annex of this document, and take action, as appropriate.

ANNEX

DRAFT UNIFIED INTERPRETATION OF SOLAS REGULATION II-1/42.2.3.1

SOLAS regulation II-1/42.2.3 reads:

"2 The electrical power available shall be sufficient to supply all those services that are essential for safety in an emergency, due regard being paid to such services as may have to be operated simultaneously. The emergency source of electrical power shall be capable, having regard to starting currents and the transitory nature of certain loads, of supplying simultaneously at least the following services for the periods specified hereinafter, if they depend upon an electrical source for their operation:

...

2.3 For a period of 36 hours:

.1 all internal communication equipment required in an emergency;...".

Interpretation

"All internal communication equipment required in an emergency" should be interpreted as:

- 1 the means of communication which is provided between the officer of the watch and the person responsible for closing any watertight door which is not capable of being closed from a central control station;
- 2 the public address system or other effective means of communication which is provided throughout the accommodation, public and service spaces;
- 3 the means of communication which is provided between the navigating bridge and the main fire control station; and
- 4 the means of communication which is provided between the safety centre, the central control station, the navigation bridge, the engine control room, the storage room(s) for fire extinguishing system(s) and fire equipment lockers.
