

Amendments of the Rules for the Classification of Steel Ships

(Circular)

Pt. 8



2025. 09.

Hull Rule Development Team

Background and main contents of the amendments

1. Background of amendments

(1) Resolution MSC 550(108) Reflecting the amendments to SOLAS II-2 (effective on and after 1 January 2026)

: Ch 7, 501. Protection of cargo space boundaries. : Deleting fire protection requirements for special category spaces and Ro-Ro spaces for passenger ships carrying 36 or more persons due to the duplication of requirement in Ch 13.

: Ch 13, Sec 4. Structural fire protection of vehicles, special category, open/closed Ro-Ro spaces and weather decks intended for carriage of vehicles are revised and arrangement of openings for those spaces are newly added.

2. Main Contents: Refer to the amendments

Present	Amendment
<p data-bbox="230 209 1097 252">CHAPTER 7 CONTAINMENT OF FIRE</p> <p data-bbox="416 357 911 400">Section 1 ~ 4 <omitted></p> <p data-bbox="309 472 1021 539">Section 5 Protection of Cargo Space Boundaries</p> <p data-bbox="221 592 757 619">501. Protection of cargo space boundaries</p> <p data-bbox="248 639 1106 842">1. In passenger ships carrying more than 36 passengers, the boundary bulkheads and decks of special category and ro-ro spaces shall be insulated to "A-60" class standard. However, where a category ⑥, ⑨, ⑩ space, as defined in 102.3 (2), is on one side of the division the standard may be reduced to "A-0". Where fuel oil tanks are below a special category space, the integrity of the deck between such spaces may be reduced to "A-0" standard.</p> <p data-bbox="248 863 1106 948">2. In passenger ships, indicators shall be provided on the navigating bridge which shall indicate when any fire door leading to or from the special category spaces is closed.</p> <p data-bbox="248 968 1106 1110">3. In tankers, for the protection of cargo tanks carrying crude oil and petroleum products having a flashpoint not exceeding 60 °C, materials readily rendered ineffective by heat shall not be used for valves, fittings, tank opening covers, cargo vent piping, and cargo piping so as to prevent the spread of fire to the cargo. 【See Guidance】</p> <p data-bbox="468 1150 860 1193">Section 6 <omitted></p>	<p data-bbox="1137 209 2004 252">CHAPTER 7 CONTAINMENT OF FIRE</p> <p data-bbox="1198 357 1946 400">Section 1 ~ 4 <same as the present></p> <p data-bbox="1216 472 1928 539">Section 5 Protection of Cargo Space Boundaries</p> <p data-bbox="1128 592 1664 619">501. Protection of cargo space boundaries</p> <p data-bbox="1155 863 2013 948">1. In passenger ships, indicators shall be provided on the navigating bridge which shall indicate when any fire door leading to or from the special category spaces is closed.</p> <p data-bbox="1155 968 2013 1110">2. In tankers, for the protection of cargo tanks carrying crude oil and petroleum products having a flashpoint not exceeding 60 °C, materials readily rendered ineffective by heat shall not be used for valves, fittings, tank opening covers, cargo vent piping, and cargo piping so as to prevent the spread of fire to the cargo. 【See Guidance】</p> <p data-bbox="1247 1150 1897 1193">Section 6 <same as the present></p>

Present	Amendment
<p style="text-align: center;">CHAPTER 13 PROTECTION OF VEHICLE, SPECIAL CATEGORY AND RO-RO SPACES</p> <p style="text-align: center;">Section 1 <omitted></p> <p style="text-align: center;">Section 2 Precaution against ignition of flammable vapours in closed vehicle spaces closed ro-ro spaces and special category spaces</p> <p>201. Ventilation systems</p> <p>1. ~ 4. <omitted></p> <p>5. Permanent openings [See Guidance]</p> <p><u>Permanent openings in the side plating, the ends or deckhead of the space shall be so situated that a fire in the cargo space does not endanger stowage areas and embarkation stations for survival craft and accommodation spaces, service spaces and control stations in superstructures and deckhouses above the cargo spaces.</u></p> <p>202. ~ 205. <omitted></p> <p style="text-align: center;">Section 3 <omitted></p>	<p style="text-align: center;">CHAPTER 13 PROTECTION OF VEHICLE, SPECIAL CATEGORY, OPEN AND CLOSED RO-RO SPACES, AND WEATHER DECKS INTENDED FOR THE CARRIAGE OF VEHICLES (2026)</p> <p style="text-align: center;">Section 1 <omitted></p> <p style="text-align: center;">Section 2 Precaution against ignition of flammable vapours in closed vehicle spaces closed ro-ro spaces and special category spaces</p> <p>201. Ventilation systems</p> <p>1. ~ 4. <same as the present></p> <p>5. Permanent openings [See Guidance]</p> <p><u>In cargo ships, permanent openings in the side plating, the ends or deckhead of the space shall be so situated that a fire in the cargo space does not endanger stowage areas and embarkation stations for survival craft and accommodation spaces, service spaces and control stations in superstructures and deckhouses above the cargo spaces.</u> <i>(2026)</i></p> <p>202. ~ 205. <same as the present></p> <p style="text-align: center;">Section 3 <omitted></p>

Present	Amendment
<p style="text-align: center;">Section 4 <u>Structure protection</u></p> <p>401. <u>Structure protection</u></p> <p>Notwithstanding the provisions of Ch 7, 102., in passenger ships carrying more than 36 passengers, the boundary bulkheads and decks of special category spaces and ro-ro spaces shall be insulated to "A-60" class standard. However, where a category ⑤, ⑨, ⑩ space, as defined in regulation Ch 7, 102. 2 (3) (B), is on one side of the division the standard may be reduced to "A-0". Where fuel oil tanks are below a special category space or a ro-ro space, the integrity of the deck between such spaces, may be reduced to "A-0" standard. (newly added)</p>	<p style="text-align: center;">Section 4 <u>Structural fire protection and arrangement of openings (2026)</u></p> <p>401. <u>Structural fire protection (2026)</u></p> <p>1. In passenger ships carrying more than 36 passengers, the boundary bulkheads and decks of special category and ro-ro spaces shall be insulated to A-60 class standard. However, where a category ⑤, ⑨, ⑩ space, as defined in Ch 7, 102. 2 (3) (B), is on one side of the division, the standard may be reduced to A-0. Where fuel oil tanks are below a special category space, the integrity of the deck between such spaces may be reduced to A-0 standard.</p> <p>2. <u>Where a special category space or ro-ro space is sub-divided with internal decks, the fire rating of these decks shall be determined based on the capacity and arrangement of the fixed water-based fire-extinguishing system. If the fixed water-based fire-extinguishing system cannot simultaneously cover the applicable area above and below a given deck, this deck shall be of A-30 standard while any ramps and doors between decks shall be made of steel and of a design being as tight as practical. (2026)</u></p> <p>402. <u>Arrangement of openings in ro-ro spaces and special category spaces (2026)</u></p> <p>1. <u>Openings in the side plating, the ends or deckhead of the ro-ro space shall be situated and arranged so that a fire in the ro-ro space does not endanger:</u></p> <ul style="list-style-type: none"> <u>(1) stowage areas for survival craft;</u> <u>(2) embarkation stations and assembly stations, including access to such stations; and</u> <u>(3) accommodation spaces, control stations and normally occupied service spaces in superstructures and deckhouses above the ro-ro space.</u> <p><u>Openings are not permitted for all decks directly below these objects and within a safety distance of minimum 6.0 m measured horizontally.</u></p>

Present	Amendment
	<p data-bbox="1160 225 2018 405"><u>2. This requirement does not apply to openings fitted with closing arrangements, such as ramps and doors. Ramps and doors shall be of steel for all decks directly below accommodation spaces, control stations and normally occupied service spaces, and minimum A-0 for all decks directly below survival craft, embarkation stations and assembly stations.</u></p> <p data-bbox="1160 427 2018 730"><u>3. Openings are, however, accepted in ro-ro spaces below accommodation spaces, control stations and normally occupied service spaces, when the fire integrity of the ship's side, including windows and doors, is A-60 on boundaries in a rectangular area measured 6.0 m horizontally forward and aft of the openings and vertically minimum two deck levels above the deck level with the opening. A-0 windows protected by a water-based system with an application rate of at least 5.0 L/(min • m²) may be accepted as equivalent to A-60 windows. Ventilation inlets shall be designed to minimize the risk of contamination. 【See Guidance】</u></p> <p data-bbox="1160 753 2018 1023"><u>4. Openings for mechanical ventilation of ro-ro and special category spaces are permitted below accommodation spaces, service spaces and control stations in superstructures, if the opening is protected by a closing device, with a closing arrangement not likely to be cut off in case of a fire in the ro-ro spaces, capable of being closed from a readily accessible position. The closing device shall be made of steel or other fire-resistant material. Such openings are not permitted below survival craft, the emergency generator and air intakes for the engine-room(s).</u></p> <p data-bbox="1160 1045 2018 1163"><u>5. Notwithstanding the above, air intakes serving machinery used for the ship's main propulsion, power generation and emergency power generation shall be in a position minimizing the risk of being contaminated by a fire in the ro-ro space or special category space.</u></p> <p data-bbox="1133 1222 2018 1281">403. Arrangement of weather deck intended for the carriage of vehicles (2026)</p> <p data-bbox="1160 1303 2018 1390"><u>1. Appropriate arrangements shall be made so that a fully developed fire on weather decks intended for the carriage of vehicles does not endanger:</u></p>

Present	Amendment
	<p>(1) <u>stowage areas for survival craft;</u></p> <p>(2) <u>embarkation stations and assembly stations including access to these; and</u></p> <p>(3) <u>accommodation spaces, control stations and normally occupied service spaces in superstructures and deckhouses adjacent to the weather deck.</u></p> <p>2. <u>Appropriate arrangements shall be made providing a safety distance, measured horizontally, of more than 6.0 m from the designated vehicle lanes to accommodation spaces, control stations and normally occupied service spaces in superstructures and deckhouses adjacent to the weather deck.</u></p> <p>3. <u>The safety distance can be reduced to 3.0 m when boundaries, including windows and doors, within 6.0 m are of A-60 integrity. Alternatively, A-0 boundaries protected by a water-based system with an application rate of at least 5.0 L/(min • m²) may be accepted as equivalent.</u></p> <p>4. <u>Survival craft and embarkation stations, including access to these, shall be protected with a safety distance of more than 12.0 m. Safety distances shall be measured horizontally.</u></p> <p>5. <u>Notwithstanding the above, air intakes serving machinery used for the ship's main propulsion, power generation and emergency power generation shall be in a position minimizing the risk of being contaminated by a fire on the weather deck intended for carriage of vehicles.</u></p>

Amendments of the Guidance relating to the Rules for the Classification of Steel Ships

(Circular)

Pt. 8



2025. 09.

Hull Rule Development Team

Background and main contents of the amendments

1. Background of amendments (effective on or after 1 January 2026)

(1) To align the requirement of the Guidance with those of MSC.1/Circ.1684
: Ch9 503. 3 has been amended.

(2) To align the requirements of with Guidance with those of MSC.1/Circ.1511(Rev.1)
: Ch10 203. 6 (2) and 8 (2) have been amended..

(3) To reflect the amendment of IACS UI 269/Rev.2
: Ch10 203. 9 (3) has been newly added.

(4) To reflect the footnote of Resolution MSC.550(108)
: Ch13 402. has been newly added.

2. Main Contents: Refer to the amendments

Present	Amendment
<p data-bbox="226 209 1102 252">CHAPTER 9 STRUCTURAL INTEGRITY</p> <p data-bbox="226 336 1102 411">Section 5 Protection of Cargo Tank Structure Against Pressure Or Vacuum In Tankers</p> <p data-bbox="226 464 495 488">501. ~ 502. <omitted></p> <p data-bbox="226 544 689 568">503. Safety measures in cargo tanks</p> <p data-bbox="253 592 450 616">1. ~ 2. <omitted></p> <p data-bbox="253 639 1102 967">3. For ships that apply pressure sensors in each tank as an alternative secondary means of venting as per 503. 2 of the Rules, the setting of the over-pressure alarm is to be above the pressure setting of the P/V-valve and the setting of the under-pressure alarm is to be below the vacuum setting of the P/V-valve. The alarm settings are to be within the design pressures of the cargo tanks. The settings are to be fixed and not arranged for blocking or adjustment in operation. An exception is permitted for ships that carry different types of cargo and use P/V valves with different settings, one setting for each type of cargo. The settings may be adjusted to account for the different types of cargo.</p> <p data-bbox="226 1015 405 1038">504. <omitted></p>	<p data-bbox="1135 209 2002 252">CHAPTER 9 STRUCTURAL INTEGRITY</p> <p data-bbox="1135 336 2011 411">Section 5 Protection of Cargo Tank Structure Against Pressure Or Vacuum In Tankers</p> <p data-bbox="1135 464 1404 488">501. ~ 502. <omitted></p> <p data-bbox="1135 544 1599 568">503. Safety measures in cargo tanks</p> <p data-bbox="1162 592 1359 616">1. ~ 2. <omitted></p> <p data-bbox="1162 639 2011 967">3. <u>In applying 503. 2 and Ch 2, 403. 2 (2), for ships that apply pressure sensors in each tank as an alternative secondary means of venting as per 503. 2 of the Rules, the setting of the over-pressure alarm is to be above the pressure setting of the P/V-valve and the setting of the under-pressure alarm is to be below the vacuum setting of the P/V-valve. The alarm settings are to be within the design pressures of the cargo tanks. The settings are to be fixed and not arranged for blocking or adjustment in operation. An exception is permitted for ships that carry different types of cargo and use P/V valves with different settings, one setting for each type of cargo. The settings may be adjusted to account for the different types of cargo. <u>(2026)</u></u></p> <p data-bbox="1135 1015 1314 1038">504. <omitted></p>

Present	Amendment
<p style="text-align: center;">CHAPTER 10 ESCAPE</p> <p style="text-align: center;">Section 2 Means of escape</p> <p>201. ~ 202. <omitted></p> <p>203. Means of escape from machinery spaces</p> <p>1. ~ 5. <omitted></p> <p>6. In applying 203. 1 (1), (4) and (6) of the Rules, the following requirements are to be applied.</p> <p>(1) <omitted></p> <p>(2) Machinery spaces may include working platforms and passageways, or intermediate decks at more than one deck level. In such case, the lower part of the space should be regarded as the lowest deck level, platform or passageway within the space.</p> <p style="padding-left: 40px;">Smaller working platforms in-between deck levels, or only for access to equipment or components, need not be provided with two means of escape.</p> <p>(3) <omitted></p> <p>7. <omitted></p> <p>8. In applying 203. 2 (1), (3), (5) and (6) of the Rules, the following requirements are to be applied.</p> <p>(1) <omitted></p> <p>(2) Machinery spaces of category A may include working platforms and passageways, or intermediate decks at more than one deck level. In such case, the lower part of the space should be regarded as the lowest deck level, platform or passageway within the space.</p> <p style="padding-left: 40px;">Smaller working platforms in-between deck levels, or only for access to equipment or components, need not be provided with two means of escape.</p>	<p style="text-align: center;">CHAPTER 10 ESCAPE</p> <p style="text-align: center;">Section 2 Means of escape</p> <p>201. ~ 202. <same as the present></p> <p>203. Means of escape from machinery spaces</p> <p>1. ~ 5. <same as the present></p> <p>6. In applying 203. 1 (1), (4) and (6) of the Rules, the following requirements are to be applied.</p> <p>(1) <same as the present></p> <p>(2) Machinery spaces may include working platforms and passageways, or intermediate decks at more than one deck level. In such case, the lower part of the space should be regarded as the lowest deck level, platform or passageway within the space. <u>At deck levels, other than the lowest one, where only one means of escape other than the protected enclosure is provided, self-closing fire doors shall be fitted in the protected enclosure at that deck level.</u> Smaller working platforms in-between deck levels, or only for access to equipment or components, need not be provided with two means of escape. <i>(2026)</i></p> <p>(3) <omitted></p> <p>7. <same as the present></p> <p>8. In applying 203. 2 (1), (3), (5) and (6) of the Rules, the following requirements are to be applied.</p> <p>(1) <same as the present></p> <p>(2) Machinery spaces of category A may include working platforms and passageways, or intermediate decks at more than one deck level. In such case, the lower part of the space should be regarded as the lowest deck level, platform or passageway within the space. <u>At deck levels, other than the lowest one, where only one means of escape other than the protected enclosure is provided, self-closing fire doors shall be fitted in the protected enclosure at that deck level.</u> Smaller working platforms in-between deck levels, or only for access to equipment or components, need not be provided with two means of escape. <i>(2026)</i></p>

Present	Amendment
<p>(3) ~ (4) <omitted></p> <p>9. In applying 203. 2 (2) <u>&</u> (3) of the Rules, means of escape from the steering gear space in cargo ships shall satisfy the following requirements.</p> <p>(1) Steering gear spaces which do not contain the emergency steering position need only have one means of escape.</p> <p>(2) Steering gear spaces containing the emergency steering position can have one means of escape provided it leads directly onto the open deck. Otherwise, two means of escape are to be provided but they do not need to lead directly onto the open deck.</p> <p>205. <omitted></p>	<p>(3) ~ (4) <same as the present></p> <p>9. In applying 203. 2 (2) <u>and</u> (3) of the Rules, means of escape from the steering gear space in cargo ships shall satisfy the following requirements.</p> <p>(1) Steering gear spaces which do not contain the emergency steering position need only have one means of escape.</p> <p>(2) Steering gear spaces containing the emergency steering position can have one means of escape provided it leads directly onto the open deck. Otherwise, two means of escape are to be provided but they do not need to lead directly onto the open deck.</p> <p>(3) <u>The dispensations allowed in the last sentence of 203. 2 (2) and by 203. 2 (3) of the Rules, are to apply regardless of the ship's size. (2026)</u></p> <p>205. <same as the present></p>

Present	Amendment
<p data-bbox="250 209 1077 344" style="text-align: center;">CHAPTER 13 PROTECTION OF VEHICLE, SPECIAL CATEGORY AND RO-RO SPACES</p> <p data-bbox="546 584 779 624" style="text-align: center;">〈새롭게 추가〉</p>	<p data-bbox="1137 209 2011 435" style="text-align: center;">CHAPTER 13 PROTECTION OF VEHICLE, SPECIAL CATEGORY, OPEN AND CLOSED RO-RO SPACES, AND WEATHER DECKS INTENDED FOR THE CARRIAGE OF VEHICLES</p> <p data-bbox="1193 539 1966 619" style="text-align: center;">Section 4 <u>Structural fire protection and arrangement of openings</u></p> <p data-bbox="1128 735 2018 791"><u>402. Arrangement of openings in ro-ro spaces and special category spaces</u></p> <p data-bbox="1160 815 2018 903">1. In applying <u>402. 3</u> of the Rules, for the design of ventilation intakes refer to <u>Ch 3, Sec 1</u> of the Rules, <u>Ch 6, 101.</u> of the Rules, <u>Ch 7, 601. 5</u> of the Rules, and <u>Ch 13, 201. 4</u> of the Rules. 【See Rules】</p>

Amended Rules for Classification of Steel Ships

Pt. 8



2025. 6.

Machinery Rule Development Team

- Main Amendments -

- (1) Effective date : 1 Jan. 2026 (details refer to below), SOLAS Amendment by Res.MSC.550(108) reflected.
(Circular will be issued.)
- Pt.8 Ch.2 101. : limitation on use of fuel amended, (Effective date : 1 Jan. 2026)
 - Pt.8 Ch.5 302. : detection and alarm requirement slightly changed. (Effective date : 1 Jan. 2026)
 - Pt.8 Ch.5 305. : detection and alarm for cargo ship revised. (Effective date : 1 Jan. 2026 based on the ship's construction date)
 - Pt.8 Ch.13 related parts : SOLAS requirements for protection of vehicle, special category and open/closed ro-ro spaces, and weather decks intended for the carriage of vehicles reflected. (Effective date : 1 Jan. 2026 based on the ship's construction date)

Amendment	Note
<p style="text-align: center;">CHAPTER 5 DETECTION AND ALARM</p> <p style="text-align: center;">Section 3 Protection of Accommodation and Service Spaces and Control Stations</p> <p>301. Smoke detectors in accommodation spaces Smoke detectors shall be installed in all stairways, corridors and escape routes within accommodation spaces as provided in 302., 303. and 304.. Consideration shall be given to the installation of special purpose smoke detectors within ventilation ducting.</p> <p>302. Requirements for passenger ships carrying more than 36 passengers A fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in service spaces, control stations and accommodation spaces, including corridors, stairways and escape routes within accommodation spaces. Smoke detectors need not be fitted in private bathrooms and galleys. Spaces having little or no fire risk such as voids, public toilets, carbon dioxide rooms and similar spaces need not be fitted with a fixed fire detection and fire alarm system. Detectors fitted in cabins, when activated, shall also be capable of emitting, or cause to be emitted, an audible alarm within the space where they are located.</p> <p>303. Requirements for passenger ships carrying not more than 36 passengers (Omitted)</p>	<p><1 Jan. 2026, Circular will be issued.> * Res.MSC.550(108) – Res.MSC.550(108)</p>

Amendment	Note
<p style="text-align: center;">CHAPTER 5 DETECTION AND ALARM</p> <p style="text-align: center;">Section 3 Protection of Accommodation and Service Spaces and Control Stations</p> <p>⟨Omitted⟩</p> <p>305. Cargo ships (2025)</p> <p>For Cargo ships, aAccommodation and service spaces and control stations of cargo ships shall be protected by a fixed fire detection and fire alarm system and/or an automatic sprinkler, fire detection and fire alarm system as follows depending on a protection method adopted in accordance with Ch 7 103. 1 (1). [See Guidance]</p> <p>1. Method IC</p> <p>For ships constructed on or after 1 January 2026, aA fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in all corridors, stairways and escape routes within accommodation spaces <u>and in all control stations and cargo control rooms.</u></p> <p>2. Method IIC</p> <p>For ships constructed on or after 1 January 2026, anAn automatic sprinkler, fire detection and fire alarm system of an approved type complying with the relevant requirements of the FSS Code shall be so installed and arranged as to protect accommodation spaces, galleys and other service spaces, except spaces which afford no substantial fire risk such as void spaces, sanitary spaces, etc. In addition, a fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in all corridors, stairways and escape routes within accommodation spaces <u>and in all control stations and cargo control rooms.</u></p> <p>3. Method IIIC</p> <p>A fixed fire detection and fire alarm system shall be so installed and arranged as to detect the presence of fire in all accommodation spaces and service spaces except spaces which afford no substantial fire risk such as void spaces, sanitary spaces, etc. In addition, a fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in all corridors, stairways and escape routes within accommodation spaces:</p> <p>For ships constructed on or after 1 January 2026, a fixed fire detection and fire alarm system shall be so installed and arranged as to detect the presence of fire in all accommodation spaces and service spaces providing smoke detection in corridors, stairways and escape routes within accommodation spaces, except spaces which afford no substantial fire risk such as void spaces, sanitary spaces, etc. In addition, a fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in all corridors, stairways and escape routes within accommodation spaces and in all control stations and cargo control rooms.</p> <p>⟨Omitted⟩</p>	<p>⟨1 Jan. 2026 (Constructed date), Circular will be issued.⟩</p> <p>* Res.MSC.550(108)</p> <p>– SOLAS II-2/7.5.5</p>

Amendment	Note
<p style="text-align: center;">CHAPTER 13 PROTECTION OF VEHICLE, SPECIAL CATEGORY- AND RO-RO SPACES, OPEN AND CLOSED RO-RO SPACES, AND WEATHER DECKS INTENDED FOR THE CARRIAGE OF VEHICLES</p> <p style="text-align: center;">Section 1 General Requirements</p> <p>101. Application</p> <p>1. In addition, as appropriate, vehicle, special category and ro-ro spaces shall comply with the requirements of this regulation.</p> <p>2. On all ships, vehicles with fuel in their tanks for their own propulsion may be carried in cargo spaces other than vehicle, special category or ro-ro spaces, provided that all the following conditions are met: <i>(2020)</i></p> <p>(1) the vehicles do not use their own propulsion within the cargo spaces;</p> <p>(2) the cargo spaces are in compliance with the appropriate requirements of regulation 19; and</p> <p>(3) the vehicles are carried in accordance with the IMDG Code, as defined in SOLAS VII/1.1."</p> <p><u>3. Passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, shall also comply with regulations 301. 6, 304. and 502. 3.(2025)</u></p> <p><Omitted></p> <p>Section 2 Precaution against ignition of flammable vapours in closed vehicle spaces closed ro-ro spaces and special category spaces</p> <p><Omitted></p>	<p><1 Jan. 2026 (Constructed date), Circular will be issued.></p> <p>* Res.MSC.550(108)</p> <p>- SOLAS II-2/20.2.1.3</p>

Amendment	Note
<p style="text-align: center;">Section 3 Detection and alarm <i>(2025)</i></p> <p><u>Passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with the requirements of paragraph 301. 6 not later than the first survey on or after 1 January 2028.</u></p> <p>301. Fixed fire detection and fire alarm systems 【See Guidance】</p> <p><u>Except as provided in 303. 1, there shall be provided a fixed fire detection and fire alarm system complying with the requirements of the FSS Code. The fixed fire detection system shall be capable of rapidly detecting the onset of fire. The type of detectors and their spacing and location shall be to the satisfaction of the Society taking into account the effects of ventilation and other relevant factors. After being installed the system shall be tested under normal ventilation conditions and shall give an overall response time to the satisfaction of the Society.</u></p> <p><u>The requirements of 1 through 4 shall only apply to passenger ships constructed on or after 1 January 2026. Passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with the requirements of 6 and the previously applicable Rule requirements of 301. The requirements of 5 shall apply to cargo ships constructed on or after 1 January 2026. Cargo ships constructed before 1 January 2026 shall comply with the previously applicable Rule requirements of 301.</u></p> <p><u>1. In vehicle, special category and ro-ro spaces, there shall be provided an individually identifiable fixed fire detection and fire alarm system. The system shall comply with the requirements of the Fire Safety Systems Code.</u></p> <p><u>(1) The fixed fire detection and fire alarm system shall provide smoke and heat detection throughout vehicle, special category and ro-ro spaces. The Society may accept linear heat detectors as the required system for heat detection. The system shall be capable of rapidly detecting the onset of fire. The location of detectors shall be to the satisfaction of the Society, taking into account the effects of ventilation and other relevant factors. After being installed, the system shall be tested under normal ventilation conditions and shall give an overall response time to the satisfaction of the Society.</u></p> <p><u>2. If a fixed water-based deluge system is used for vehicle, special category and ro-ro spaces, then a fire detection and fire alarm system identifiable to the same sections of the deluge system shall be arranged.</u></p> <p><u>3. The fire detection and fire alarm system shall be designed with a system interface which provides logical and unambiguous presentation of the information, to allow a quick and correct understanding and decision-making. In particular, section numbering of the alarm system shall coincide with that of other systems, such as a fixed water-based fire-extinguishing system or video monitoring system, if available.</u></p>	<p><1 Jan. 2026 (Constructed date), Circular will be issued.></p> <p>* Res.MSC.550(108)</p> <p>- SOLAS II-2/20.4&20.4.1</p>

Amendment	Note
<p>4. <u>There shall be provided a fixed fire detection and fire alarm system for the area on the weather deck intended for the carriage of vehicles. The fixed fire detection system shall be capable of rapidly detecting the onset of the fire anywhere on the area. The type of detectors and their spacing and location shall be to the satisfaction of the Society, taking into account the effects of weather conditions, cargo obstruction and other relevant factors. Different settings may be used for specific operation sequences, such as during loading or unloading and during voyage, in order to reduce the false alarms.</u></p> <p>5. <u>In cargo ships, vehicle spaces, special category spaces and ro-ro spaces shall be provided with a fixed fire detection and fire alarm system complying with the requirements of the Fire Safety Systems Code. The fixed fire detection system shall be capable of rapidly detecting the onset of fire. The type of detectors and their spacing and location shall be to the satisfaction of the Society, taking into account the effects of ventilation and other relevant factors. After being installed, the system shall be tested under normal ventilation conditions and shall give an overall response time to the satisfaction of the Society.</u></p> <p>6. <u>For passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, a fixed fire detection and fire alarm system complying with the requirements of the Fire Safety Systems Code shall be provided in special category spaces, open and closed ro-ro and vehicle spaces. The fixed fire detection system shall be capable of rapidly detecting the onset of fire. The fixed fire detection and fire alarm system shall provide smoke and heat detection throughout vehicle, special category and ro-ro spaces. In this context, heat detectors shall comply with the spacing and coverage area requirements as applicable for smoke detectors. Heat detectors are only required where there is already a smoke detector.</u></p> <p>302. Sample extraction smoke detection systems</p> <p>Except open ro-ro spaces, open vehicle spaces and special category spaces, a sample extraction smoke detection system complying with the requirements of the FSS Code may be used as an alternative of the fixed fire detection and fire alarm system required in 301..</p> <p>303. Special category spaces</p> <p>1. <u>An efficient fire patrol system shall be maintained in special category spaces. However, if an efficient fire patrol system is maintained by a continuous fire watch at all times during the voyage, a fixed fire detection and fire alarm systems is not required.</u></p> <p>2. Manually operated call points shall be spaced so that no part of the space is more than 20 m from a manually operated call point, and one shall be placed close to each exit from such spaces.</p>	<p><1 Jan. 2026 (Constructed date), Circular will be issued.></p> <p>* Res.MSC.550(108)</p> <p>- SOLAS II-2/20.4&20.4.1,</p>

Amendment	Note
<p>304. Video monitoring</p> <p>The requirements of paragraphs 1 and 2 apply to ships constructed on or after 1 January 2026. Passenger ships with vehicle, special category or ro-ro spaces constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with the requirements of paragraphs 1 and 2 not later than the first survey on or after 1 January 2028.</p> <ol style="list-style-type: none"> 1. For passenger ships, an effective video monitoring system shall be arranged in vehicle, special category and ro-ro spaces for continuous monitoring of these spaces. The system shall be provided with immediate playback capability to allow for quick identification of fire location, as far as practicable. Cameras shall be installed to cover the whole space, high enough to see over cargo and vehicles after loading. 2. The videos recorded by this monitoring system shall be available for replay at a continuously manned control station or at the safety centre for at least seven days for installation on ro-ro passenger ships constructed on or after 1 January 2026 and 24 hours for existing ro-ro passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012. The correspondence between any one video camera and the section of the fixed water-based fire-extinguishing system protecting the space covered by this camera shall be clearly displayed close to the video monitor. Continuous monitoring of the video image by the crew is not required. <p style="text-align: center;">Section 4 Structure protection</p> <p>401. Structure protection</p> <p>⟨Omitted⟩</p>	<p>⟨1 Jan. 2026 (Constructed date), Circular will be issued.⟩</p> <p>* Res.MSC.550(108)</p> <p>- SOLAS II-2/20.4.4</p>

Amendment	Note
<p style="text-align: center;">Section 5 Fire-extinction</p> <p>501. Fixed fire-extinguishing systems</p> <ol style="list-style-type: none"> 1. Vehicle spaces and ro-ro spaces which are not special category spaces and are capable of being sealed from a location outside of the cargo spaces shall be fitted with one of the following fixed fire-extinguishing system: <ol style="list-style-type: none"> (1) a fixed gas fire-extinguishing system complying with the provisions of the FSS Code; (2) a fixed high-expansion foam fire-extinguishing system complying with the provisions of the FSS Code; or (3) a fixed water-based fire fighting system complying with the provisions of the FSS Code and 2 (1) to (4). 【See Guidance】 2. Vehicle spaces and ro-ro spaces not capable of being sealed and special category spaces shall be fitted with a fixed water-based fire-fighting system for ro-ro spaces and special category spaces complying with the provisions of the the FSS Code which shall protect all parts of any deck and vehicle platform in such spaces. Such a water-based fire-fighting system shall have: 【See Guidance】 <ol style="list-style-type: none"> (1) a pressure gauge on the valve manifold; (2) clear marking on each manifold valve indicating the spaces served; (3) instructions for maintenance and operation located in the valve room; and (4) a sufficient number of drainage valves to ensure complete drainage of the system. 3. The Society may permit the use of any other fixed fire-extinguishing system that has been shown that it is not less effective by a full-scale test in conditions simulating a flowing petrol fire in a vehicle space or a ro-ro space in controlling fires likely to occur in such a space. 4. When fixed pressure water-spraying systems are provided, in view of the serious loss of stability which could arise due to large quantities of water accumulating on the deck or decks during the operation of the fixed pressure water-spraying system; the following arrangements shall be provided: <ol style="list-style-type: none"> (1) in passenger ships: 【See Guidance】 <ol style="list-style-type: none"> (A) in the spaces above the bulkhead deck, scuppers shall be fitted so as to ensure that such water is rapidly discharged directly overboard, taking into account the guidelines of MSC.1/Circ.1320; (B) in ro-ro passenger ships discharge valves for scuppers, fitted with positive means of closing operable from a position above the bulkhead deck in accordance with the requirements of the International Convention on Load Lines in force, shall be kept open while the ships are at sea; (C) any operation of valves referred to in paragraph (B) shall be recorded in the log-book; (D) in the spaces below the bulkhead deck, the Society may require pumping and drainage facilities to be provided additional to the requirements of regulation of SOLAS. In such case, the drainage system shall be sized to remove no less than 125% of the combined capacity of both the water spraying system pumps and the required number of fire hose nozzles, taking into account the guidelines of MSC.1/Circ.1320. The drainage system valves shall be operable from outside the protected space at a position in the vicinity of the extinguishing system controls. Bilge wells shall be of sufficient holding capacity and shall be arranged at the side shell of the ship at a distance from each other of not more than 40 m in each watertight compartment; 	

Amendment	Note
<p>(2) in cargo ships, the drainage and pumping arrangements shall be such as to prevent the build-up of free surfaces. In such case, the drainage system shall be sized to remove no less than 125% of the combined capacity of both the water spraying system pumps and the required number of fire hose nozzles, taking into account the guidelines of MSC.1/Circ.1320. The drainage system valves shall be operable from outside the protected space at a position in the vicinity of the extinguishing system controls. Bilge wells shall be of sufficient holding capacity and shall be arranged at the side shell of the ship at a distance from each other of not more than 40 m in each watertight compartment. If this is not possible the adverse effect upon stability of the added weight and free surface of water shall be taken into account to the extent deemed necessary by the Society in its approval of the stability information.* Such information shall be included in the stability information supplied to the master as required by regulation of SOLAS.</p> <p>5. On all ships, for closed vehicles and ro-ro spaces and special category spaces, where fixed pressure water-spraying systems are fitted, means shall be provided to prevent the blockage of drainage arrangements, taking into account the guidelines of MSC.1/Circ.1320. Ships constructed before 1 January 2010 shall comply with the requirements of this paragraph by the first survey after 1 January 2010.</p> <p>502. Fixed water-based fire-extinguishing system on weather decks intended for carriage of vehicles (2025)</p> <p><u>The requirements of paragraphs 1. of 502. and 2. of 502. shall apply to ro-ro passenger ships constructed on or after 1 January 2026. Passenger ships with vehicle, special category or ro-ro spaces constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with the requirements of paragraph 3. of 502. not later than the first survey on or after 1 January 2028. (2025)</u></p> <p><u>1. In passenger ships, a fixed water-based fire-extinguishing system based on monitor(s) shall be installed in order to cover weather decks intended for the carriage of vehicles. The monitor(s) shall comply with the provisions of the Fire Safety Systems Code.</u></p> <p><u>2. In passenger ships, drainage shall be provided where a fixed water-based fire-extinguishing system is installed to cover weather decks intended for carriage of vehicles. The system shall be sized to remove no less than 125% of the combined capacity of both the monitor(s) and the required number of fire hose nozzles.</u></p> <p><u>3. For passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, a fixed water-based fire-extinguishing system based on monitor(s) shall be installed in order to protect areas on weather decks intended for the carriage of vehicles. Monitors shall be located in positions which ensure unobstructed protection of vehicles in the area on the weather deck intended for carriage for vehicles, as far as practicable. Operation of monitors shall be ensured by safe access ways or remote control not to be impaired by a fire in the area protected by that monitor. Capacity of each monitor shall be at least 1,250 L/min. The Society may permit lower flow rates when the required rate is not practical given the size and arrangement of the ship. The Society may also permit alternative arrangements for ships that have already installed a fixed water-based fire-extinguishing system based on monitor(s) prior to 1 January 2026.</u></p>	<p><1 Jan. 2026 (Constructed date), Circular will be issued.> * Res.MSC.550(108)</p> <p>- SOLAS II-2/20.6.2</p>

Amendment	Note
<p>502503. Portable fire extinguishers</p> <ol style="list-style-type: none"> 1. Portable extinguishers shall be provided at each deck level in each hold or compartment where vehicles are carried, spaced not more than 20 m apart on both sides of the space. At least one portable fire-extinguisher shall be located at each access to such a cargo space. 2. In addition to the provision of 1, the following fire extinguishing appliances shall be provided in vehicle, ro-ro and special category spaces intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion: 【See Guidance】 <ol style="list-style-type: none"> (1) at least three water-fog applicators; and (2) one portable foam applicator unit complying with the provisions of the FSS Code, provided that at least two such units are available in the ship for use in such ro-ro spaces. <p style="text-align: center;"><u>Section 6 Decision-making (2025)</u></p> <p>601. Decision-making</p> <p>The requirements of 1. shall apply to passenger ships constructed on or after 1 January 2026.</p> <p><u>1. In passenger ships, vehicle, special category and ro-ro spaces, where fixed pressure water-spraying systems are fitted, shall be provided with suitable signage and marking on deckhead and bulkhead and on the vertical boundaries allowing easy identification of the sections of the fixed fire-extinguishing system. Suitable signage and markings shall be adapted to typical patterns of crew movement taking into consideration obstruction by cargo or fixed installations. Section number signs shall be of photoluminescent material (Refer to chapter 11 of the FSS Code for the evaluation and testing of photoluminescent material.). The section numbering indicated inside the space shall be same as section valve identification and section identification at the safety centre or continuously manned control station.</u></p> <p style="text-align: center;">Section <u>67</u> Requirements for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo (2017)</p> <p>601701. Purpose <Omitted></p> <p>602702. Requirements for spaces intended for carriage of motor vehicles with compressed natural gas in their tanks for their own propulsion as cargo <Omitted></p> <p>603703. Requirements for spaces intended for carriage of motor vehicles with compressed hydrogen in their tanks for their own propulsion as cargo <Omitted></p> <p>604704. Detection <Omitted></p>	<p><1 Jan. 2026 (Constructed date), Circular will be issued.> * Res.MSC.550(108)</p> <p>- SOLAS II-2/20.7</p> <p>- SOLAS II-2/Reg.20-1 : Re-numbering</p>

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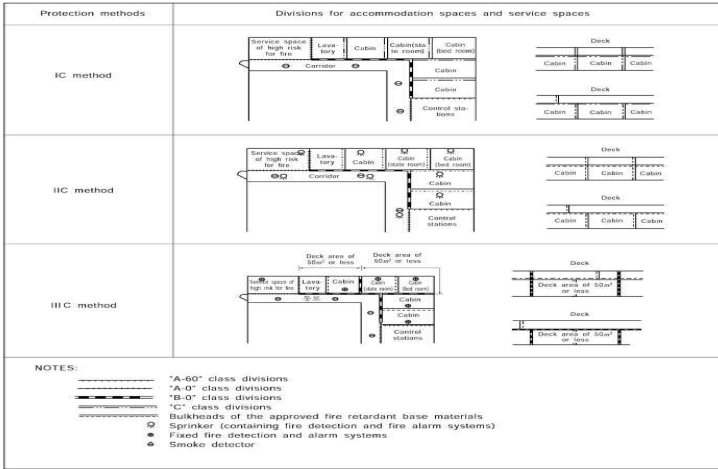
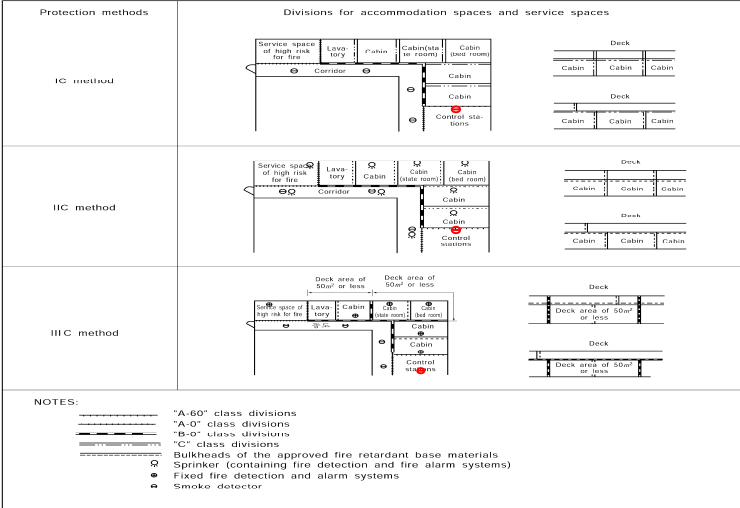
Machinery Rule Development Team

- Main Amendments -

- (1) Effective date : 1 Jan. 2026 (based on the contracted date), Circular will be issued.
 - IACS UI SC 307 : UI for SOLAS requirements reflected

- (2) Effective date : 1 Jan. 2026 (based on the ship's construction date), Circular will be issued.
 - Res.MSC.550(108) reflected and related parts modified.

Amendment	Note
<p style="text-align: center;">Section 4 Cargo Areas of Tankers</p> <p>410. Protection of cargo pump-rooms in Tanker [See Rule]</p> <p><Omitted></p> <p>3. In applying 410. 3 of the Rules, a system for continuous monitoring of the concentration of hydrocarbon gases is to be in accordance with the followings: [See Rule]</p> <p>(1) The system may be of a sampling type provided that the system is dedicated for cargo pump rooms. In this case a sampling period is to be as short as possible.</p> <p>(2) "Suitable positions in order that potentially dangerous leakages are readily detected" means the zone where air circulation is reduced(e.g. recessed corners).</p> <p>(3) Where a gas analysing units of the sampling type with non-explosion proof measuring equipment may be located in areas outside cargo areas, e.g. in cargo control room, navigation bridge or engine room when mounted on the forward bulkhead provided the following requirements are observed:</p> <p>(A) Sampling lines shall not run through gas safe spaces, except where permitted under 5.</p> <p>(B) The gas sampling pipes shall be equipped with flame arresters. Sample gas is to be led to the atmosphere with outlets arranged in a safe location.</p> <p>(C) Bulkhead penetrations of sample pipes between safe and dangerous areas shall be of approved type and have same fire integrity as the division penetrated. A manual isolating valve shall be fitted in each of the sampling lines at the bulkhead on the gas safe side.</p> <p>(D) The gas detection equipment including sample piping, sample pumps, solenoids, analysing units etc. shall be located in a reasonably gas tight enclosure (e.g. a fully enclosed steel cabinet with a gasketed door) which is to be monitored by its own sampling point. At gas concentrations above 30% LFL inside the enclosure the entire gas analysing unit is to be automatically shut down.</p> <p>(E) Where the enclosure cannot be arranged directly on the bulkhead, sample pipes shall be of steel or other equivalent material and without detachable connections, except for the connection points for isolating valves at the bulkhead and analysing units, and are to be routed on their shortest ways.</p> <p>4. In applying 410. 3 and 410. 4 of the Rules, followings are to be applied. (2025) [See Rule]</p> <p><u>(1) Characteristics of the cargoes and their vapors (flammability, density, etc.) should be taken into consideration to determine the type and arrangement of detectors.</u></p> <p><u>(2) Suitable numbers of detectors or sampling heads should be provided in the cargo pump room at upper and lower positions, at least covering the following places:</u></p> <p><u>(A) (perpendicular) upper part of each cargo pump or between two cargo pumps.</u></p> <p><u>(B) within 30 cm above the lowest part of the cargo pump-room bottom floor.</u></p> <p><u>(C) not more than 1 m below the cargo pump room ceiling/head deck.</u></p> <p><u>(D) one detector every 10 m length or width of the cargo pump-room.</u></p> <p><u>(E) areas where the air circulation is reduced (e.g. recessed corners).</u></p> <p><u>(3) A high level of liquid in the pump room should activate a continuous audible and visual alarm signal in the pump-room, cargo control room, engine control room and on the navigation bridge. ⚓</u></p>	<p><1 Jan. 2026 (Contracted date), Circular will be issued.></p> <p>* IACS UI SC 307</p>

Present	Amendment	Note
<p style="text-align: center;">CHAPTER 5 DETECTION AND ALARM</p> <p>Section 3 Protection of Accommodation and Service Spaces and Control Stations</p> <p>303. Requirements for passenger ships carrying not more than 36 passengers</p> <p>In applying 303. 2 and 305 of the Rules, for sizing the sprinkler pumps and pressure tank of sprinkler system complying with Ch 8 of the FSS code, the calculation method is to be in accordance with the requirements of MSC.1/Circ.1556. (2018) [See Rule]</p> <p>305. Cargo ships</p> <p>As for the methods of divisions and protections for accommodation spaces and service spaces, Fig 8.5.1 of the Guidance is to be referred to as the standard arrangements. And in case of ships built in accordance with Method IIC, the detection system is only relevant to the accommodation block and then service spaces built away from the accommodation block need not be fitted with a fixed fire detection system. [See Rule]</p>  <p style="text-align: center;">Fig 8.5.1 Method of division and protection for accommodation spaces and service spaces</p>	<p style="text-align: center;">CHAPTER 5 DETECTION AND ALARM</p> <p>Section 3 Protection of Accommodation and Service Spaces and Control Stations</p> <p>303. Requirements for passenger ships carrying not more than 36 passengers</p> <p>In applying 303. 2 and 305 of the Rules, for sizing the sprinkler pumps and pressure tank of sprinkler system complying with Ch 8 of the FSS code, the calculation method is to be in accordance with the requirements of MSC.1/Circ.1556. (2018) [See Rule]</p> <p>305. Cargo ships</p> <p>As for the methods of divisions and protections for accommodation spaces and service spaces, Fig 8.5.1 of the Guidance is to be referred to as the standard arrangements. And in case of ships built in accordance with Method IIC, the detection system is only relevant to the accommodation block and then service spaces built away from the accommodation block need not be fitted with a fixed fire detection system. [See Rule]</p>  <p style="text-align: center;">Fig 8.5.1 Method of division and protection for accommodation spaces and service spaces</p>	<p><1 Jan. 2026 (Constructed date), Circular will be issued.)</p> <p>* Res.MSC.550(108)</p> <ul style="list-style-type: none"> - Based on the amended SOLAS requirements, related parts reviewed. - UI SC 160 related parts removed. - Figure 8.5.1 revised.

Present	Amendment	Note
<p style="text-align: center;">CHAPTER 13 PROTECTION OF VEHICLE, SPECIAL CATEGORY AND RO-RO SPACES</p> <p style="text-align: center;">Section 3 Detection and alarm</p> <p>301. Fixed fire detection and fire alarm systems [See Rule] This requirement need not apply to weather decks used for carriage of vehicles with fuel in their tanks.</p> <p style="text-align: center;">Section 5 Fire-extinction</p> <p>501. Fixed fire-extinguishing systems</p> <ol style="list-style-type: none"> 1. In applying 501. 1 (3) and 2 of the Rules, a fixed water-based fire fighting system complying with the provisions of the Fire Safety System Code is to be of a type approved and requirements of design and installation complying with MSC.1/Circ.1430 of the recommendation adapted by the IMO. The fire and component tests previously conducted in accordance with MSC.1/Circ.1272 are to be remained valid for the approval of new systems. [See Rule] 2. In applying 501. 4 (1) of the Rules, (A), (B), (C) are to be applied above the bulkhead deck and (D) is to be applied below the bulkhead deck. [See Rule] 3. In applying 301. and 501. of the Rules, the regulations for a fixed fire extinguishing system, fire detection, foam applicators and portable extinguishers need not apply to weather decks used for the carriage of vehicle with fuel in their tanks. <p>502. Portable fire extinguishers In applying 502. 2 of the Rules, cargo holds loaded with vehicles with fuel in their tanks which are stowed in open or closed containers need not to be provided with portable fire extinguishers, water-fog applicators and foam applicator units. [See Rule] ⚓</p>	<p style="text-align: center;">CHAPTER 13 PROTECTION OF VEHICLE, SPECIAL CATEGORY AND RO-RO SPACES, OPEN AND CLOSED RO-RO SPACES, AND WEATHER DECKS INTENDED FOR THE CARRIAGE OF VEHICLES</p> <p style="text-align: center;">Section 3 Detection and alarm</p> <p>301. Fixed fire detection and fire alarm systems [See Rule] This requirement need not apply to weather decks used for carriage of vehicles with fuel in their tanks:</p> <p style="text-align: center;">Section 5 Fire-extinction</p> <p>501. Fixed fire-extinguishing systems</p> <ol style="list-style-type: none"> 1. In applying 501. 1 (3) and 2 of the Rules, a fixed water-based fire fighting system complying with the provisions of the Fire Safety System Code is to be of a type approved and requirements of design and installation complying with MSC.1/Circ.1430 of the recommendation adapted by the IMO. The fire and component tests previously conducted in accordance with MSC.1/Circ.1272 are to be remained valid for the approval of new systems. [See Rule] 2. In applying 501. 4 (1) of the Rules, (A), (B), (C) are to be applied above the bulkhead deck and (D) is to be applied below the bulkhead deck. [See Rule] 3. In applying 301. and 501. of the Rules, the regulations for a fixed fire extinguishing system, fire detection, foam applicators and portable extinguishers need not apply to weather decks used for the carriage of vehicle with fuel in their tanks: <p>502. Portable fire extinguishers In applying 502. 2 of the Rules, cargo holds loaded with vehicles with fuel in their tanks which are stowed in open or closed containers need not to be provided with portable fire extinguishers, water-fog applicators and foam applicator units. [See Rule] ⚓</p>	<p><1 Jan. 2026 (Constructed date), Circular will be issued.) * Res.MSC.550(108)</p> <p>- Name of chapter revised</p> <p>- Deletion of 301., 501.3 and 502 because U I SC73 needs to be revised as per SOLAS amendment..</p> <p>- Deletion of 301., 501.3 and 502 because U I SC73 needs to be revised as per SOLAS amendment.</p>

Amended Guidances for Classification of Steel Ships

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2025. 9.

Machinery Rule Development Team

- Main Amendments -

- (1) Effective date : 1 Jan. 2026 (based on the contract date, Circular will be issued.)
 - MSC.1/Circ.1683 : UI for gas free arrangement reflected in Pt.8, Pt. 7 Ch.1 & Ch. 6

Amendment	Note
<p style="text-align: center;">PART 8 FIRE PROTECTION AND FIRE EXTINGUISHMENT</p> <p style="text-align: center;">CHAPTER 2 PROBABILITY OF IGNITION</p> <p style="text-align: center;">Section 4 Cargo Areas of Tankers</p> <p>406. Inerting, purging and gas freeing</p> <p>1. In applying 406. 2 of the Rules, "the Guidance as provided separated" means 21 of Annex 8-6, special requirements of the Guidance. 【See Rule】</p> <p>2. In applying 406. 3 of the Rules, the outlets mentioned in (1) (2) (3) are to be located in compliance with 403. 4 (1) (C) of the Rules as far as the horizontal distance is concerned. 【See Rule】</p> <p><u>3. In applying 406. 1 of the Rules, all cargo piping (including cargo tank venting piping, relief valve discharge piping, cargo tank purging and gas-freeing piping/ducts), except those serving for inerting gas supply and for bow or stern loading and unloading arrangement, should be arranged within the cargo areas, as defined in 103. 6 of the Rules and in Pt 7 Ch 6 106. 6 of the Rules for the Classification of Steel Ships. However, gas-freeing air-supply fan(s)/blower(s) and related air-supply piping/ducts may be located in the forecastle area, outside of the cargo area, subject to the followings. (2025) 【See Rule】</u></p> <p><u>(1) The air-supply piping/ducts should not be permanently connected to cargo piping or cargo tank venting piping/ducts and additionally the following conditions should also be met.</u></p> <p><u>(a) the connection should be made with detachable connections (e.g. spool pieces, detachable ducts/hoses, etc.) and two shut-off valves fitted as specified in (b) below. Such detachable connections should be located within the cargo area.</u></p> <p><u>(b) a non-return valve should be provided within the cargo area at the cargo side (i.e. between the said detachable connection and cargo tank(s)). A shut-off valve should be fitted at the fan/blower side (i.e. between the said detachable connection and the fan(s)/blower(s)), and another shut-off valve should be fitted at the cargo side (i.e. between the said detachable connection and cargo tank(s)). The shut-off valve at the cargo side may or may not be located after the non-return valve and therefore, a single non-return valve with a positive means of closure can be located between the said detachable connection and cargo tank(s) in lieu of the combination of the said non-return valve and shut-off valve at the cargo side.</u></p> <p><u>(c) the shut-off valve at the fan/blower side should open after the air-supply fan(s)/blower(s) is/are started. This should be triggered/activated by the fan discharge pressure.</u></p> <p><u>(d) the shut-off valve at the fan/blower side should automatically close when the air-supply fan(s)/blower(s) is/are stopped or in the event of loss of gas freeing air pressure.</u></p> <p><u>(e) when the air-supply duct is arranged penetrating through the bulkhead facing the cargo area, the shut-off valve at the fan/blower side should be fitted directly on the bulkhead. This shut-off valve may or may not be located inside the fan/blower room. Alternatively, the shut-off valve at the fan/blower side may be fitted on the open deck apart from the bulkhead. In all cases, electrical parts (if any) of this shut-off valve should, if fitted in a hazardous area, be of certified safe type (Refer to IEC 60092-502-1999) for use in the concerned hazardous area (Zone 1 or Zone 2).</u></p> <p><Continued></p>	<p><1 Jan. 2026 (Based on the contract date), Circular will be issued.></p> <p>* MSC.1/Circ.1683 Relected</p> <p>- Paragraph 3. added according to MSC.1/Circ.1683</p>

Amendment	Note
<p>(2) <u>the part of the air-supply piping/duct from air intakes of the fan(s)/blower(s) till the shut-off valve at the fan/blower side, except the part necessary to extend into a hazardous area (depending on the location of this shut-off valve), should be arranged in a non-hazardous area. The air intakes for the gas-freeing fans/blowers should be located on the open deck and in a non-hazardous area.</u></p> <p>(3) <u>when not being used in gas-freeing operation, the said detachable connection should be dismantled, with all the openings closed with blank flanges; and a warning plate should be provided in the vicinity of each opening, stating "This opening is to be closed with a blank flange when not in gas-freeing operation".</u></p> <p>(4) <u>the air-supply fan(s)/blower(s), as well as the associated piping/ducts, should not be used for any other purpose.</u></p> <p>(5) <u>the air-supply fan(s)/blower(s) should be of the non-sparking type in accordance with Pt 8 Ch 3 104, of the Rules for the Classification of Steel Ships.</u></p> <p>(6) <u>electrical motor(s) driving the air-supply fan(s)/blower(s) should be of the explosionproof type when fitted in the duct or located- in the cargo area.</u></p> <p>(7) <u>suitable and clear operational procedures should be provided stating, inter alia:</u> <u>(a) the flexible hose, detachable duct or spool piece can only be connected and fixed to the piping/duct just or within 10 minutes before the gas-freeing operation.</u> <u>(b) the shut-off valves can only be opened after the air-supply fan(s)/blower(s) are put into operation and this action should be interlocked with the fan discharge pressure.</u></p> <p><Continued></p>	<p><1 Jan. 2026 (Based on the contract date), Circular will be issued.></p> <p>* MSC.1/Circ.1683 Relected</p> <p>- Pt.8 referenced for UR F29</p>

Amended Guidances to the Rules for Classification of Steel Ships

Pt. 8



2025. 5.

Machinery Rule Development Team

- Main Amendments -

(1) Effective date : Immediately (Circular will be issued.)

- Amendments for AFP-C(EV) notation - Establishment of the character for the ships which the requirement of the notation partially satisfied. AI based Camera related notation (FI) added. Requested clarification added.

Amendment	Note
<p style="text-align: center;">Annex 8-9 Special Requirements of Fire Protection and Fire Extinguishment for Cargo Ships (2021)</p> <p style="text-align: center;">Section 4 Protection of Cargo areas</p> <p>402. Ro-ro ship and vehicle carrier (2022)</p> <p>1. Application</p> <p>This article is applicable to the ro-ro ship and vehicle carrier which apply to the following notations.</p> <p>(1) AFP-C: Ships whose cargo spaces comply with the requirements specified in 402. 2</p> <p>(2) AFP-C(EV): PCC notation assigned pure car carriers or pure car/truck carriers whose cargo spaces comply with the requirements specified in 402. 3 (2024)</p> <p><u>(A) In assignment of the AFP-C(EV), for ships that partially satisfy the requirements of 402. 3, the characters corresponding to the satisfied items may be assigned in the bracket one or a combination of them in addition to AFP-C(EV). The characters corresponding to the items are as follows: (2025)</u></p> <p><u>(a) FD : Combined type smoke and heat detectors, fire alarms in accordance with 402. 3 (1) (A)</u></p> <p><u>(b) FC : Cameras (CCTV) in accordance with 402. 3 (1) (B)</u></p> <p><u>(c) FI : AI based cameras (AI CCTV) in accordance with 402. 3 (1) (C)</u></p> <p><u>(d) FT : Portable thermal imaging cameras in accordance with 402. 3 (1) (D)</u></p> <p><u>(e) FE : Fixed fire extinguishing arrangement in accordance with 402. 3 (2)</u></p> <p><u>(f) FA : Fire fighting equipment in accordance with 402. 3 (3) (A) and (B)</u></p> <p>2. AFP-C</p> <p>The fixed fire detection and fire alarm systems for all ro-ro spaces and vehicle spaces are to be capable of individually identifying each detector.</p> <p>3. AFP-C(EV) (2022)(2025)</p> <p>The following requirements are to be satisfied for ro-ro spaces and vehicle spaces intended for the carriage of battery-powered electric vehicles and a plan for fighting its fire is to be available on board.</p> <p>(1) Fire detection and fire alarm system</p> <p>(A) Combined type smoke and heat detectors and fire alarms are to be arranged and installed for all ro-ro spaces and vehicle spaces.</p> <p>(B) Cameras (CCTV) are to be installed that can monitor the ro-ro spaces and vehicle spaces intended for the carriage of battery-powered electric vehicles. Colour video monitoring is to be available at the navigation bridge or the fire control station.</p> <p><u>(C) As an alternative to (B) above, AI-based cameras (AI CCTV) may be installed that can monitor the ro-ro spaces and vehicle spaces intended for the carriage of battery-powered electric vehicles. Colour video monitoring is to be available at the navigation bridge or the fire control station.</u></p> <p><u>(D)</u> At least two explosion-proof portable thermal imaging cameras are to be provided on board to measure the temperature of the ro-ro spaces and the vehicle spaces periodically.</p>	<p>⟨Effective date : Immediately, Circular will be issued.⟩</p> <p>- Establishment of the characters for ships which partially satisfying the requirements of AFP-C(EV) notations.</p> <p>- For example, AFP-C(EV) (FD, FC) can be assigned for ships satisfy the requirement of 402.3(1)(A) & (B)</p> <p>- AI CCTV related notation added.</p>

Amendment	Note
<p>(2) Fixed fire extinguishing arrangement <u>A fixed fire-extinguishing system complying with SOLAS Reg. Ch. II-2/20.6.1 is to be fitted in ro-ro spaces and vehicle spaces.</u> Where the fixed CO₂ fire extinguishing system is fitted for ro-ro spaces and vehicle spaces, a connection such as spool piece or flexible hose that connects the fire main system and the CO₂ discharge piping is to be provided to supply water to the CO₂ discharge nozzles. The purpose of this arrangement is to provide an auxiliary means to cool down the ro-ro spaces and vehicle spaces by supplying water to the CO₂ discharge nozzles, in case the total amount of CO₂ extinguishing agent is discharged in the event of fire or the CO₂ fire extinguishing system fails to operate.</p> <p>(4)(3) Fire fighting equipment (A) In addition to the fire-fighter's outfits required by SOLAS Reg. Ch. II-2, at least two sets of fire-fighter's outfits are to be provided in an easily accessible location adjacent to the designated area for the carriage of battery-powered electric vehicles. (B) At least one water mist lance together with at least one fire blanket shall be provided at each cargo space where capable of being sealed and carrying battery-powered electric vehicles.</p> <p>(5)(4) Recommendations for the safe operation of battery-powered electric vehicle charging In case an electric vehicle charging facility is installed on board, charging of electric vehicles is available only when safety is presented while vehicles are being unloaded. The following items are to be considered; (A) Available charging per unit shall in general be provided with low/medium power (up to 5 kW). (B) Power supply circuits serving such units shall be monitored for short circuit/ground fault with alarm to a continuously manned control station. Means to isolate these circuits shall be readily accessible for the crew and clearly marked. (C) A manual for the safe operation of the charging facility shall be available on board. The connection of chargers shall be monitored by the crew. (D) Charging shall be in an area where the impact from a fire in other units is minimized and impact from a fire starting in charges or electrical vehicle being charged is minimized. Charging of electric vehicles is available only when safety is presented while vehicles are being unloaded. Safety procedures such as sufficient ventilation while charging and limitation of the State of Charge (SOC) of the battery, etc. are to be complied with in order to minimize fire risk.</p>	<p>- Addition of clarification requested during internal opinion inquiry</p> <p>- Numbering correction</p>

Amendments of the Rules

(For external opinion inquiry)

Annex 8-9 Special Requirements of Fire Protection and Fire Extinction for Cargo Ships



2026. 1.

Hull Rule Development Team

– Major revisions –

Effective Date: 1 July 2026 (to ships constructed)

- (1) Amendments to Annex 8–9, Special Requirements of Fire Protection and Fire Extinction for Cargo Ships:
Subdivision of Class Notations for Cargo Hold Flooding

(Existing) AFP–C(FSC):

Applicable to ships satisfying both the flooding system requirements (filling, dewatering, and water level monitoring) and the structural safety requirements during flooding.

(New) AFP–C(FSC–Structure):

Applicable to ships satisfying only the structural safety assessment requirements during flooding, excluding the system requirements.

Present	Amendment	Note
<p data-bbox="107 225 969 331">Annex 8–9 Special Requirements of Fire Protection and Fire Extinction for Cargo Ships (2021)</p> <p data-bbox="293 405 779 437">Section 1 ~ Section 3 <omitted></p> <p data-bbox="248 480 824 512">Section 4 Protection of Cargo areas</p> <p data-bbox="91 549 371 580">401. ~ 404. <omitted></p> <p data-bbox="91 632 353 663">405. Container ships</p> <p data-bbox="125 676 322 708">1. ~ 4. <omitted></p> <p data-bbox="125 724 297 756">5. AFC–C(FSC)</p> <p data-bbox="159 807 322 839">(1) Application</p> <p data-bbox="199 839 981 959"><u>(A) The FSC notation recognizes Container Carriers that are provided with specific arrangements to flood individual container holds for the purpose of extinguishing a fire in a container hold and for the dewatering thereafter.</u></p>	<p data-bbox="1014 225 1877 331">Annex 8–9 Special Requirements of Fire Protection and Fire Extinction for Cargo Ships (2026)</p> <p data-bbox="1059 405 1836 437">Section 1 ~ Section 3 <same as the current Rules></p> <p data-bbox="1160 480 1736 512">Section 4 Protection of Cargo areas</p> <p data-bbox="1003 549 1525 580">401. ~ 404. <same as the current Rules></p> <p data-bbox="1003 639 1265 671">405. Container ships</p> <p data-bbox="1037 687 1456 719">1. ~ 4. <same as the current Rules></p> <p data-bbox="1032 735 1888 791">5. AFP–C(FSC) and AFP–C(FSC–Structure) (Flooding System for Container Hold)</p> <p data-bbox="1066 807 1232 839">(1) Application</p> <p data-bbox="1106 839 1245 871"><u>(A) General</u></p> <p data-bbox="1151 871 1888 983"><u>This Guidance applies to cases where container cargo holds are flooded for fire extinguishing purposes. In this case, it is a condition that the ship sails after dewatering of the flooded cargo hold is completed.</u></p> <p data-bbox="1106 991 1290 1023"><u>(B) AFP–C(FSC)</u></p> <p data-bbox="1151 1023 1888 1174"><u>This notation is assigned to ships provided with arrangements for flooding individual container cargo holds (filling and dewatering) and water level monitoring systems, and where structural safety during flooding is secured. In this case, all requirements in (2) through (9) below shall be satisfied.</u></p> <p data-bbox="1106 1182 1406 1214"><u>(C) AFP–C(FSC–Structure)</u></p> <p data-bbox="1151 1214 1888 1445"><u>This notation is assigned to ships satisfying the structural safety assessment requirements during flooding, excluding the system requirements specified in (B) above (such as piping systems, filling, dewatering, control, and monitoring systems specified in (2) through (6)). In this case, the requirements in (7) and (9) below shall be satisfied. Where a ship assigned with this notation is subsequently provided with the systems specified in (B) above, the notation may be upgraded to</u></p>	<p data-bbox="1910 1214 2145 1422">Clarification of requirements for upgrading from FSC–Structure to FSC notation to reflect comments from Flag Administrations (Pakistan).</p>

Present	Amendment	Note
<p data-bbox="197 280 981 400"><u>(B) The arrangements and procedures are to permit only one (1) single container hold to be flooded at any time. Multiple holds are not to be flooded and the same is to be clearly posted at any controls associated with the arrangements.</u></p> <p data-bbox="159 464 409 491">(2) ~ (9) <omitted> ↓</p>	<p data-bbox="1151 217 1890 276"><u>AFP-C(FSC) upon satisfactory verification of compliance with the relevant requirements.</u></p> <p data-bbox="1106 279 1615 306"><u>(D) Restriction on Flooding and Procedures</u></p> <p data-bbox="1151 309 1890 461"><u>Flooding of cargo holds shall be arranged such that only one cargo hold is flooded at a time, and simultaneous flooding of multiple cargo holds shall not be permitted. In addition, an operating procedure manual including relevant procedures shall be provided on board.</u></p> <p data-bbox="1068 464 1543 491">(2) ~ (9) <same as the current Rules> ↓</p>	