

**GF19**

(Dec 2023)  
(Rev.1  
June 2025)

# Fuel Supply to Consumers – single common flanges

IGF Code Part A-1, Section 9.2.2 reads:

*9.2.2 the piping system for fuel transfer to the consumers shall be designed in a way that a failure of one barrier cannot lead to a leak from the piping system into the surrounding area causing danger to the persons on board, the environment or the ship.*

## Interpretation

To comply with part A-1, paragraphs 9.2.2, 9.6.1 and 7.3.6.3 of the IGF Code, two independent safety barriers shall be in place, while, as far as practicable, using a minimum of flange connections. There shall be, no single common flange or other component where one single failure itself may overcome both primary and secondary barriers and may result in a gas leak into the surrounding area causing danger to the persons on board, the environment or the ship.

A single common flange (ensuring ventilation flow with two sealing systems) may be accepted at the fuel connection to the gas consumers including internal combustion engines, GCUs, boilers and components on the engine, such as gas regulating valve units provided that the technical justification is submitted to the Administration or its recognized organization demonstrating:

- 1 the impracticability of the installation of a double flange connection (two independent flanges, one on the gas pipe and one on the secondary enclosure), and
- 2 compliance of single common flange with the safety criterion in paragraph 9.2.2 of the IGF Code (i.e. no leak from the piping system into the surrounding area in case of failure of one sealing system), including at least the consideration of the rupture or loosening of bolts, depending on arrangement of components which should not result in flange failure when piping is exposed to a sudden movement (e.g. hog and sag of the ship or excessive vibration).

## Note:

1. This Unified Interpretation is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 July 2024.
2. Rev. 1 of this Unified Interpretation is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 01 July 2026.
23. 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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