

**SC
308**

(May 2025)

Ventilation Systems of Cargo Spaces

SOLAS Reg. II-2/5.2.1.1**2.1 Closing appliances and stopping devices of ventilation**

2.1.1 The main inlets and outlets of all ventilation systems shall be capable of being closed from outside the spaces being ventilated. The means of closing shall be easily accessible as well as prominently and permanently marked and shall indicate whether the shut-off is open or closed.

IMSBC Code, Section 1 General provisions**1.7 Definitions**

Ventilation means exchange of air from outside to inside a cargo space.

- .1 Continuous ventilation means ventilation that is operating at all times.*
- .2 Mechanical ventilation means power-generated ventilation.*

IMSBC Code, Section 3 Safety of personnel and ship**3.5 Ventilation**

3.5.2 If maintaining ventilation would endanger the ship or the cargo, it may be interrupted unless this would produce a risk of explosion.

3.5.3 When continuous ventilation is required by the schedule for the cargo in this Code or by the cargo information provided by the shipper, ventilation shall be maintained while the cargo is on board, unless a situation develops where ventilation would endanger the ship.

3.5.4 Ventilation openings shall be provided in holds intended for the carriage of cargoes that require continuous ventilation. Such openings shall comply with the requirements of the Load Line Convention as amended for openings not fitted with means of closure.

Note:

1. This UI is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 January 2027.
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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IMSBC Code, Appendix 1, Individual schedules of solid bulk cargoes*DIRECT REDUCED IRON (D) (By-product fines with moisture content of at least 2%)**Ventilation*

During the voyage, mechanical surface ventilation shall be provided in each cargo hold carrying this cargo, in order to keep the hydrogen concentration less than 1% by volume (25% LEL).

Mechanical surface ventilation shall be available at all times, either by compliance with the Load Line Convention, Annex 1, Regulation 19(3), or by adopting measures to avoid a situation whereby the cargo hold mechanical ventilation system could not be used due to rough seas, such measures to be in keeping with good seamanlike practice as for similar cargoes emitting intermittent combustible gases and advice from weather routing service providers.

Interpretation

Where the IMSBC Code requires “mechanical surface ventilation shall be available at all times..... by compliance with the Load Line Convention, Annex 1, Regulation 19(3)”, that does not preclude ventilators from being fitted with a means of closure as required for fire protection purposes under SOLAS Reg. II-2/5.2.1.1.

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