

# **Fire Integrity of Bulkheads and Decks between Ro-ro and Vehicle Spaces**

## **Amended Guidance**

Guidance for the Survey and Construction of Steel Ships Part R

## **Reason for Amendment**

SOLAS II-2/9 requires bulkheads and decks separating ro-ro/vehicle spaces to be insulated to “A-30”, and open decks adjacent to ro-ro/vehicle spaces to be insulated to “A-0” in order to prevent the spread of fire to adjacent spaces in the case of fire in ro-ro/vehicle spaces.

With respect to the above requirements, the IMO further considered clarifying the insulation of access doors, hatches, ventilation ducts, movable ramps and their associated accessories, etc., which are fitted on the relevant decks and bulkheads. As a result of these discussions, a unified interpretation for the fire integrity of such fittings or equipment was approved at MSC95 (June 2015) and circulated as MSC.1/Circ.1511.

Accordingly, relevant requirements were amended in accordance with the MSC.1/Circ.1511.

## **Outline of Amendment**

The main contents of this amendment are as follows:

- (1) Specified that bulkheads and decks forming boundaries of zones protected by fixed fire-extinguishing systems are to be insulated to “A-30” fire integrity.
- (2) Clarified the fire integrity of hatches, access doors, movable ramps and ventilation ducts which are fitted on the boundaries of ro-ro/vehicle spaces.
- (3) Specified that ventilation ducts penetrating decks that form “A-30” boundaries in way of ro-ro/vehicle spaces are to be insulated to “A-30” fire integrity.