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UNIFIED INTERPRETATION OF SOLAS REGULATION II-1/26.3

1 The Maritime Safety Committee, at its ninety-second session (12 to 21 June 2013), approved a unified interpretation of SOLAS regulation II-1/26.3, regarding the arrangement of fuel pumps to provide sufficient capacity for normal operation of propulsion machinery, even if one pump becomes inoperable, while using marine fuels with a sulphur content not exceeding 0.1 per cent/m/m and minimum viscosity of 2 cSt, as required in Emission Control Areas from 1 January 2015, following the recommendations made by the Sub-Committee on Ship Design and Equipment, at its fifty-seventh session.

2 Member Governments are invited to use the annexed unified interpretation when applying the requirements of SOLAS regulation II-1/26.3 and bring it to the attention of all parties concerned.

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ANNEX

FUEL PUMP ARRANGEMENT REQUIRED FOR SHIPS TO MAINTAIN NORMAL OPERATION OF PROPULSION MACHINERY WHEN OPERATING IN EMISSION CONTROL AREAS AND NON-RESTRICTED AREAS

SOLAS regulation II-I/26.3 (partially)

"*Means shall be provided whereby normal operation of propulsion machinery can be sustained or restored even though one of the essential auxiliaries becomes inoperative. Special consideration shall be given to the malfunctioning of:*

…

.4 the fuel oil supply systems for boilers or engines;

…"

Interpretation

For ships intending to use Heavy Fuel Oil (HFO) or Marine Diesel Oil (MDO) in non-restricted areas and marine fuels with a sulphur content not exceeding 0.1 per cent/m/m and minimum viscosity of 2 cSt in emission control areas, the following arrangements should be considered to be in compliance with SOLAS regulation II-I/26.3.4:

.1 in non-restricted areas, ships provided with two (2) fuel oil pumps that can each supply the fuel primarily used by the ship (i.e. HFO or MDO) in the required capacity for normal operation of the propulsion machinery; and

.2 in emission control areas one of the following configurations:

.1 fuel oil pumps as in .1, provided these are each suitable for marine fuels with a sulphur content not exceeding 0.1 per cent/m/m and minimum viscosity of 2 cSt operation at the required capacity for normal operation of propulsion machinery;

.2 when the fuel oil pumps in .1 are suitable to operate on marine fuels with a sulphur content not exceeding 0.1 per cent/m/m and minimum viscosity of 2 cSt but one pump alone is not capable of delivering marine fuels with a sulphur content not exceeding 0.1 per cent/m/m and minimum viscosity of 2 cSt at the required capacity, then both pumps may operate in parallel to achieve the required capacity for normal operation of propulsion machinery. In this case, one additional (third) fuel oil pump should be provided. The additional pump should, when operating in parallel with one of the pumps in .1, be suitable for and capable of delivering marine fuels with a sulphur content not exceeding 0.1 per cent/m/m and minimum viscosity of 2 cSt at the required capacity for normal operation of the propulsion machinery; and

.3 in addition to .1, two separate fuel oil pumps should be provided, each capable of and suitable for supplying marine fuels with a sulphur content not exceeding 0.1 per cent/m/m and minimum viscosity of 2 cSt at the required capacity for normal operation of propulsion machinery.

Notes:

1 For the purpose of this interpretation, if a marine distillate grade fuel with a different maximum sulphur content is specified by regulation for the area of operation of the ship (e.g. ECA, specific ports or local areas, etc.) then that maximum should be applied.

2 IACS UR35.4.1 (automatic start of standby pumps) applies independent of the pump arrangement for ships holding the class notation for unattended machinery space.

3 Where electrical power is required for the operation of propulsion machinery, the requirements should also be applicable for machinery for power generation when such machinery is supplied by common fuel supply pumps.