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UNIFIED INTERPRETATIONS OF SOLAS REGULATIONS III/6.4 AND III/6.5 AND SECTION 7.2 OF THE LSA CODE

1 The Maritime Safety Committee, at its ninety-sixth session (11 to 20 May 2016), with a view to providing more specific guidance on general emergency alarms and public address systems in ro-ro spaces, approved unified interpretations of SOLAS regulations III/6.4 and III/6.5 and section 7.2 of the LSA Code, prepared by the Sub-Committee on Ship Systems and Equipment, at its second session (23 to 27 March 2015), as set out in the annex.

2 Member States are invited to use the annexed unified interpretations as guidance when applying SOLAS regulations III/6.4 and III/6.5 and section 7.2 of the LSA Code and to bring the unified interpretations to the attention of all parties concerned.

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ANNEX

UNIFIED INTERPRETATIONS OF SOLAS REGULATIONS III/6.4 AND III/6.5 AND SECTION 7.2 OF THE LSA CODE

General

1 The term "accommodation" defined in SOLAS regulation II-2/3.1 applies also to SOLAS regulation III/6.4.3.

2 The term "similar spaces" used in SOLAS regulation II-2/3.1, when applied to public address and general alarm systems required in SOLAS regulations II-2/12.3, III/6.4 and III/6.5, includes, but is not limited to, the following spaces: stairways, lifts, recreation rooms and pantries.

3 The word "audibility" or the term "audible" used in SOLAS regulations III/6.4.2, III/6.4.3 and III/6.5, and when referred to in these unified interpretations, means the sound pressure level requirements as defined in section 7.2 of the LSA Code.

General emergency alarm

4 Regarding the audibility (sound pressure) requirements in SOLAS regulations III/6.4.2 and III/6.4.3 and section 7.2 of the LSA Code, the audibility (sound pressure) requirements as defined in section 7.2 of the LSA Code, should include special category spaces, ro-ro spaces and vehicle spaces as defined in SOLAS regulations II-2/3.46, II-2/3.41 and II-2/3.49 on all types of ship that carry vehicles (for example PCC/PCTC/RO PAX vessel).

5 For cargo ships, it is not necessary to provide a public address system in cargo spaces used for the carriage of vehicles (i.e. only a general emergency alarm is required in spaces used for the carriage of vehicles on cargo ships).

6 Regarding SOLAS regulation III/6.4.3, the term "normal crew working spaces" includes spaces where routine maintenance tasks or local control of machinery operated at sea are undertaken.

Public address system

7 Regarding the audibility (sound pressure) requirements in SOLAS regulation III/6.5.2 for passenger ships, the audibility (sound pressure) requirements should include special category spaces, ro-ro spaces and vehicle spaces as defined in SOLAS regulations II-2/3.41, II-2/3.46 and II-2/3.49 on board passenger ships, if accessible by the general public at sea.

8 For cargo ships, it is not necessary to provide a public address system in cargo spaces used for the carriage of vehicles (i.e. only a general emergency alarm is required in spaces used for the carriage of vehicles on cargo ships).

9 Regarding SOLAS regulation III/6.5.2 and the requirements of paragraph 7.2.2.1 of the LSA Code, the term "spaces where crew members or passengers or both are normally present" includes all accommodation spaces. With respect to spaces where a public address system may not be required in accordance with paragraph 7.2.2.1 of the LSA Code, these may be spaces such as under deck passageways, including passageways in the car hold between an accommodation space and an engine-room, bosun's lockers and pump-rooms.

10 With respect to cabin/state rooms, the sound pressure levels as stated in paragraph 7.2.2.2.1 of the LSA Code should be attained as required inside the cabin/state room, during sea trials.

11 Where an individual loudspeaker has a device for local silencing, an override arrangement from the control station(s), including the navigating bridge, should be in place.