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4 ALBERT EMBANKMENT  
LONDON SE1 7SR  
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

MSC.1/Circ.1605  
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### **UNIFIED INTERPRETATIONS OF THE IGF CODE**

1 The Maritime Safety Committee, at its 101st session (5 to 14 June 2019), with a view to providing more specific guidance for the application of the relevant requirements of the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), approved unified interpretations of the Code prepared by the Sub-Committee on Carriage of Cargoes and Containers, at its fifth session, as set out in the annex.

2 Member States are invited to use the annexed unified interpretations as guidance when applying relevant provisions of the IGF Code and to bring them to the attention of all parties concerned.

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## ANNEX

### UNIFIED INTERPRETATIONS OF THE IGF CODE

#### **1 Ship steel protection against liquefied gas fuel (paragraph 6.3.10)**

Whether a drip tray is needed or not should be decided in accordance with the following:

- .1 when the tank is located on the open deck, drip trays should be provided to protect the deck from leakages from tank connections and other sources of leakage;
- .2 when the tank is located below the open deck but the tank connections are on the open deck, drip trays should be provided to protect the deck from leakages from tank connections and other sources of leakage; and
- .3 when the tank and the tank connections are located below the deck, all tank connections should be located in a tank connection space. Drip trays in this case need not be required.

#### **2 Functional requirements applied to gas admission valves at dual fuel engines and gas engines (sections 12.4 and 12.5)**

2.1 The risk assessment, in accordance with the relevant standards on area classification as set out in section 12.4 of part A-1 of the IGF Code, should be understood as a procedure equivalently applicable to the examples for hazardous area zones as laid out in section 12.5 of part A-1 of the Code for the categorization of gas admission valves at dual fuel engines and gas engines.

2.2 Section 12.4 should be interpreted as the guiding methodology for the categorization of gas admission valves at dual fuel engines and gas engines. If no additional safety measures and no corresponding risk assessment in accordance with section 12.4 are available, the examples in section 12.5 should apply.

#### **3 Hazardous area classification of fuel storage hold spaces (section 12.5.2.1 and footnote 23)**

3.1 For the purposes of hazardous area classification, fuel storage hold spaces containing type C tanks with all potential leakage sources in a tank connection space and having no access to any hazardous area, should be considered non-hazardous.

3.2 Where the fuel storage hold spaces include potential leakage sources, e.g. tank connections, they should be considered hazardous area zone 1.

3.3 Where the fuel storage hold spaces include bolted access to the tank connection space, they should be considered hazardous area zone 2.

#### **4 Alarms for loss of ventilation capacity (section 15.10.1)**

Acceptable means to confirm that the ventilation system has the "required ventilating capacity" in operation should be, but not be limited to:

- .1 monitoring of the ventilation electric motor or fan operation combined with underpressure indication; or
  - .2 monitoring of the ventilation electric motor or fan operation combined with ventilation flow indication; or
  - .3 monitoring of ventilation flow rate to indicate that the required air flow rate is established.
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