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# GF17 Other rooms with high fire risk

(Dec 2018)

**IGF Code Part A, Section 11.3.3 reads:**

*11.3.3 The space containing fuel containment system shall be separated from the machinery spaces of category A or other rooms with high fire risks. The separation shall be done by a cofferdam of at least 900 mm with insulation of A-60 class. When determining the insulation of the space containing fuel containment system from other spaces with lower fire risks, the fuel containment system shall be considered as a machinery space of category A, in accordance with SOLAS regulation II-2/9. The boundary between spaces containing fuel containment systems shall be either a cofferdam of at least 900 mm or A-60 class division. For type C tanks, the fuel storage hold space may be considered as a cofferdam.*

## Interpretation

The following "other rooms with high fire risk" should as a minimum be considered, but not be restricted to:

1. cargo spaces except cargo tanks for liquids with flashpoint above 60°C and except cargo spaces exempted in accordance with SOLAS regulations II-2/10.7.1.2 or II-2/10.7.1.4;
2. vehicle, ro-ro and special category spaces;
3. service spaces (high risk): galleys, pantries containing cooking appliances, saunas, paint lockers and store-rooms having areas of 4 m<sup>2</sup> or more, spaces for the storage of flammable liquids and workshops other than those forming part of the machinery space, as provided in SOLAS regulations II-2/9.2.2.4, II-2/9.2.3.3 and II-2/9.2.4; and
4. accommodation spaces of greater fire risk: saunas, sale shops, barber shops and beauty parlours and public spaces containing furniture and furnishing of other than restricted fire risk and having deck area of 50 m<sup>2</sup> or more, as provided in SOLAS regulation II-2/9.2.2.3.

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Note:

1. This Unified Interpretation is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 January 2020.
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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