

**BAN THƯ KÝ IMO VIỆT NAM  
VĂN PHÒNG IMO VIỆT NAM**

**CỘNG HOÀ XÃ HỘI CHỦ NGHĨA VIỆT NAM  
Độc lập – Tự do – Hạnh phúc**

Số: 42/BTK-VPIMOVN  
V/v: Thống nhất giải nghĩa Quy định  
II-1/26.3 Công ước SOLAS

Hà Nội, ngày 24 tháng 03 năm 2014

Kính gửi:

- Cục Đăng kiểm Việt Nam
- Các Thành viên Ban Thư ký IMO Việt Nam

Tổ chức hàng hải Quốc tế IMO gửi các Quốc gia thành viên thư Thông tri số MSC.1/Circ.1467 ngày 24/6/2013 về “Thống nhất giải nghĩa Quy định II-1/26.3 Công ước SOLAS” (kèm theo Phụ lục của Thông tri). Với mục đích để thống nhất việc áp dụng công ước thống nhất trong các quốc gia thành viên tham gia Công ước.

Toàn bộ nội dung giải nghĩa nằm trong phụ lục của Thông tri, liên quan đến việc bố trí các máy bơm nhiên liệu để cung cấp đủ khối lượng nhiên liệu cho máy chính hoạt động bình thường, thậm chí cả khi một máy bơm không hoạt động, khi sử dụng nhiên liệu hàng hải có hàm lượng lưu huỳnh không quá 0,1 %/m/m và độ nhớt tối thiểu là 2 cSt, theo yêu cầu tại các khu vực kiểm soát khí thải từ 1 tháng Giêng năm 2015.

Văn phòng IMO Việt Nam xin gửi nguyên bản Thông tri MSC.1/Circ.1467 để Quý cơ quan, Quý thành viên xử lý theo thẩm quyền./.

**Nơi nhận:**

- Như trên;
- TTK - Thứ trưởng Nguyễn Văn Công (để b/c);
- Lưu: VPIMOVN. ✓

**TL. TỔNG THƯ KÝ  
TRƯỞNG VĂN PHÒNG**



**Phan Nguyễn Hải Hà**

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MSC.1/Circ.1467  
24 June 2013

### **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.
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