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## **UNIFIED INTERPRETATION OF SOLAS REGULATION II-2/13.6**

1 The Maritime Safety Committee, at its ninety-fifth session (3 to 12 June 2015), with a view to providing more specific guidance on means of escape from ro-ro spaces, approved a unified interpretation of SOLAS regulation II-2/13.6, prepared by the Sub-Committee on Ship Design and Construction, at its second session (16 to 20 February 2015), as set out in the annex.

2 Member Governments are invited to use the annexed Unified interpretation as guidance when applying SOLAS regulation II-2/13.6 on or after 5 June 2015 and to bring the unified interpretation to the attention of all parties concerned.

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## ANNEX

### UNIFIED INTERPRETATION OF SOLAS REGULATION II-2/13.6

#### **Regulation 13.6 – *Means of escape from ro-ro spaces***

1 A place where the crew are present to carry out their routine work duties, e.g. during the loading and unloading of a ro-ro deck, or during their ro-ro deck inspections whilst the ship is underway, is considered normally employed.

2 Ro-ro deck inspections could for instance include: fire patrols, inspection of the cargo, check of bilge wells and their alarms, sounding of tanks, cargo deck cleaning, different types of maintenance work (removing of rust, painting, greasing, etc.).

3 Ro-ro spaces should be fitted with at least two means of escape, one located at the fore end and the other at the aft end of the space, from which access is provided to the lifeboat and liferaft embarkation decks. One of the means of escape should be a stairway, the second escape may be a trunk or a stairway

4 The fore and aft ends of the ro-ro space are considered as the areas being within the distance equal to the breadth of the ro-ro space, measured at its widest point, from its forward most and aftmost point.

5 Suitable signs and markings should be provided to indicate the route to the means of escape.

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