

Unified Interpretations, etc. for the IMO PSPC for Cargo Oil Tanks

Amended Rules and Guidance

Rules for the Survey and Construction of Steel Ships Part B

Guidance for the Survey and Construction of Steel Ships Part C

Reason for Amendment

Amendments to SOLAS which require that all cargo oil tanks of crude oil tankers not less than 5,000 tonnes deadweight engaged in international voyages be protected by coatings in accordance with the IMO Performance Standard for Protective Coatings for Cargo Oil Tanks (IMO Resolution MSC.288(87)) or by alternative means (e.g., corrosion resistant steel) in accordance with the IMO Performance Standard for Alternative Means of Corrosion Protection for Cargo Oil Tanks (IMO Resolution MSC.289(87)) were adopted at the 87th Session of the IMO's Maritime Safety Committee (MSC87) held in May 2010. These amendments apply to ships whose building contract is placed on or after 1 January 2013 or whose delivery takes place on or after 1 January 2016.

Subsequently, based upon Unified Interpretation SC223 which is the interpretation for the IMO PSPC for dedicated seawater ballast tanks, etc., IACS developed an unified interpretation which specifies the IMO PSPC application procedures for cargo oil tanks related to the review of coating technical files, approval of coating systems, assessment of coating inspectors, approval of alternative systems and so on. As a result, IACS adopted Unified Interpretation SC259 in February 2013.

Accordingly, relevant requirements were amended in accordance with IACS Unified Interpretation SC259.

In addition to the above, with respect to documents concerning corrosion protection of ships which are to be included in the Ship Construction File (SCF), the current ClassNK Rules require that coating technical file for dedicated sea water ballast tanks, etc., however, they do not require that for cargo oil tanks. After reviewing the situation, ClassNK considered that the information contained in the coating technical file for cargo oil tanks was important for the in-service maintenance and repairs and, therefore, should be included as well.

Accordingly, relevant requirements were amended so that coating technical files for cargo oil tanks are to be included in Ship Construction Files. Furthermore, terms relevant to coating technical files were amended in order to clarify the scope of application.

Outline of Amendment

- (1) Specified that the requirements specified in IACS Unified Interpretation SC259 are to be satisfied when applying the IMO PSPC to crude oil tankers.
- (2) Added Appendix C6 "Performance Standard for Protective Coatings for Cargo Oil Tanks (Resolution MSC.288(87) and IACS UI SC259)" to the Guidance for the Survey and Construction of Steel Ships Part C.
- (3) Specified that coating technical file for cargo oil tanks are required to be included in Ship Construction Files.
- (4) Amended terms relevant to coating technical file in order to clarify the scope of application.