



**Subject: CIRCULAR. 2016-05**

**Installation of inert gas system onboard tankers with DW>8000**

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نصب inert gas system بر روی تانکرهای با DW>8000

شماره: ۳۲/۹۵/۰۰۱۱

تاریخ: ۱۳۹۵/۱/۲۳

**All respectful ICS Surveyors/ customers**

According to received information and SOLAS regulations II-2/4.5.5 and II 2/16.3.3 about installation of inert gas system, the latest amendment has been attached hereby.

New amendment has been described that the Inert Gas System should be installed onboard the ships with DW>8000.

The electronic file of this document could be found at the following address:

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Also this Electronic File will be sent via email to all respectful ICS Customers and Surveyors.

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**کلیه بازرسان و مشتریان محترم ICS**

با سلام و احترام

با توجه به دریافت اطلاعات و بر اساس SOLAS regulations II-2/4.5.5 and II 2/16.3.3 در خصوص نصب Inert Gas System آخرین متمم قانونی، در قالب بخشنامه، حضورتان ایفاد می گردد. لازم به ذکر است نصب سیستم مذکور برای تانکرهایی بالای 20000 DW اجبار بوده که در متمم قانونی نصب سیستم مذکور به DW>8000 تغییر یافته است.

نسخه الکترونیکی بخشنامه های مذکور در شبکه داخلی موسسه با آدرس ذیل قابل دسترسی می باشد:

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همچنین نسخه الکترونیکی این سند از طریق پست الکترونیکی به کلیه مشتریان و بازرسان محترم موسسه ارسال می گردد.

رضوان پناه

مدیر واحد کنوانسیون ها و مقررات دریایی

موسسه رده بندی ایرانیان

**تذکره دعوی:** اگرچه در گردآوری کلیه راهنماهای فنی ارائه شده توسط موسسه رده بندی ایرانیان، تا حد ممکن تلاش در دقت و صحت محتوا صورت گرفته است، این موسسه متحمل مسئولیتی در قبال هرگونه اشتباهات، خسارت های احتمالی و جرائمی که ممکن است در ارتباط با بکارگیری مفاهیم و مطالب ارائه شده رخ دهد، نمیباشد.

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■ **موسسه رده بندی ایرانیان**

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SOLAS amendments to the Maritime Safety Committee (MSC 92), for approval and adoption of measures to prevent explosions on oil and chemical tankers transporting low-flashpoint (less than 60°C) cargoes. The amendments to SOLAS come into force on 1 January 2016.

The development of the draft amendments followed many years of work aimed at preventing explosions on oil and chemical tankers that transport low-flashpoint cargoes and follow recommendations made by an Inter-Industry Working Group (IIWG) that was established to study incidents of fires and explosions on chemical and product tankers.

The IIWG included the European Chemical Industry Council (CEFIC), the International Association of Classification Societies (IACS), the International Association of Ports and Harbors (IAPH), the International Chamber of Shipping Limited (ICS), the International Association of Independent Tanker Owners (INTERTANKO), the International Parcel Tankers Association (IPTA), the Oil Companies International Marine Forum (OCIMF) and the International Group of P&I Clubs. The requirements will impact on the design and operation of small oil and chemical tankers due to the costs involved in providing suitable type-approved inert gas systems (IGS) onboard, although this is dependent on the type of vessel.

## **Oil and Chemical Tankers**

The amendments to SOLAS regulations II-2/4.5.5 and II 2/16.3.3 require an inert gas system to be fitted on all new oil and chemical tankers of 8,000 dwt and above, (when transporting low-flash point cargoes of <60°C). Oil tankers above 20,000 dwt were already required to install such systems.

For tankers fitted with exhaust gas inerting systems, the application of inert gas must be carried out during loading, on passage, unloading, tank cleaning and purging prior to gas freeing. However, for chemical tankers, the application of inert gas may take place after the cargo tank has been loaded, but before the commencement of unloading (only if nitrogen is used as the inerting medium) and shall continue to be applied until that cargo tank has been purged of all flammable vapors before gas freeing.

The **oxygen limit** (all tankers) for inert gas supplied to cargo tanks has also been **lowered from 8% to 5% for new systems.**