

Installation, etc. of Inert Gas Systems

Amended Rules and Guidance

Rules for the Survey and Construction of Steel Ships Parts B, S, and R

Guidance for the Survey and Construction of Steel Ships Parts D, N, S, and R

Reason for Amendment

In SOLAS II-2/4.5.5, for tankers of 20,000 tonnes deadweight and upwards, the installation of inert gas system which is complied with FSS Code is required. However, for chemical tankers and gas carriers, it is specified that the installation of inert gas which is complied with the Code systems are not necessary under specific conditions.

The explosion accident in 2003 of the chemical tanker, triggered the amendments of SOLAS so that the installation of inert gas systems to tankers of below 20,000 tonnes deadweight is required.

As a result, at MSC 93 held in May 2015, IMO adopted the amendments to SOLAS regulation II-2 to install the inert gas systems to tankers (except gas carriers) of 8,000 tonnes deadweight and upwards, and the amendments to FSS Code to set the specifications of the systems to be installed as MSC.365(93) and MSC.367(93) respectively.

Further, at MEPC 66 held in April 2014, IMO adopted the amendments to IBC Code, which amend the requirements for inert gas systems, as MSC.369(93) and MEPC.250(66).

Meanwhile, IACS adopted UR F20(Rev.7), which specifies the requirements of inert gas systems, in order to make UR F20(Rev.6) consistent with the amended FSS Code.

Accordingly, relevant requirements were amended in accordance with MSC.365(93), MSC.367(93), MSC.369(93), MEPC.250(66) and IACS UR F20(Rev.7).

Outline of Amendment

- (1) Specified the requirements of inert gas systems in Chapter 35, part R of the Rules, in accordance with the amendment of FSS Code.
- (2) Specified that the inert gas systems in accordance with (1) above are to be installed for tankers (except gas carriers) of 8,000 tonnes deadweight and upwards.
- (3) Amended the requirements of the inert gas systems which are to be installed for gas carriers in addition to tankers (except gas carriers) of less than 8,000 tonnes deadweight, in accordance with the amended FSS Code and IACS UR F20(Rev.7).