

Performance standard for protective coatings for dedicated sea water ballast tanks in all types of ships and double-side skin spaces of bulk carriers. (resolution msc 215(82) and iacs procedure requirements for the pscp implementation under the common structural rules (pr 34)

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Resumo:

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1. INTRODUCTION.

The IMO Maritime Safety Committee adopted the Performance Standard for Protective Coatings on 08 December 2006 thought the MSC 215(82).

The IMO MSC thought its resolution MSC 216(82) adopted on 08 December 2006 the Amendments to regulations II-1/3-2 and XII/6 of the International Convention for the Safety of the Life at Sea that will enter in force on 1 July 2008.

Then the Performance Standard for Protective Coatings will take effect on 1 July 2008 upon entry into force of the amendments to regulations II-1/3-2 and XII/6 of the International Convention for the Safety of Life at Sea as required by the MSC 216(82)

The International Association of Classification Societies (IACS) adopted the Common Structural Rules for Double Hull Oil Tankers and the Common Structural Rules for Bulk Carriers in January 2006.

The IACS CSR – Tankers section 6 regulation 2.1.1.2 and the IACS CSR – Bulk Carriers requires that for ships contracted for construction after the date of IMO adoption of the amended SOLAS Regulation II-1/3-2, the coating of all dedicated seawater ballast tanks and void double skin spaces of bulk carriers are to satisfy the requirements of the IMO Performance Standard for Protective Coatings.

Consequently for all CSR vessels the PSPC is already in force for ships contracted after 08 December 2006.

2. PSPC REQUIREMENTS.

The IMO Performance Standard for Protective Coating (PSPC) provides technical requirements for protective coatings for dedicated seawater ballast tanks of all type of ships of not less than 500 gross tons and double skin spaces arranged in bulk carriers of 150 m in length and upwards.

The PSPC is focused on the ability of the coating system to reach the target useful life, that is the durability for which it is designed, of 15 years, which is considered to be the time between

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the initial application over which the coating system is intended to remain in GOOD condition.

The PSPC brings the requirement that the Coating System shall be approved in accordance with the prequalification tests and that this approval be documented through a Statement of Compliance or Type Approval Certificate that shall be issued by a third party independent of the coating manufacturer.

The PSPC addresses the following basic requirements among others:

- Performance Standard of the Coating System.
- Standard of Application.
- Basic Coating Requirements.
- Coating Inspection Requirements.
- Qualified Coating Inspectors.
- Method of recording the results of inspections.
- Coating Technical File.
- Verification Requirements by the Administration or Recognized Organizations.

3. IACS Requirements.

In December 2006 with the implementation of the CSR the International Association of Classification Societies introduced the IACS Procedural Requirements on the application of the IMO PSPC under IACS Common Structural Rules for Bulk Carriers and Oil Tankers (PR 34)

This IACS PR 34 brings the Unified Requirements for the application of the IMO PSPC as required by the CSR covering the following aspects:

- IACS procedure for Coating System Approval.
- IACS procedure for Assessment of Coating Inspectors Qualifications.
- IACS Procedure for Inspection Agreement
- IACS Procedure for Verification of Application of the PSPC.
- IACS Procedure for the Coating Technical File Review.

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