TASNEEF
هيئة الإمـــــارات للتصـــنـيـف
EMIRATES CLASSIFICATION SOCIETY

Amendments to Part E of the "Rules for the Classification of Ships"

Effective from 1/4/2026

List of the amendments:

Part E – Service Notations Chapter/Section/Paragraph amended	**Reason**
Ch 7, Sec 2, [7.1.1] and [7.3.2] Ch 8, Sec 3, [6.4.1]	to limit the application of: • **paragraph 2.2 of IACS UR F44 (Rev.3)** "Fore peak ballast tanks and space arrangements on oil & chemical tankers" relevant to spaces or voids defined as non-hazardous spaces having access to other non-hazardous spaces (such as bosun store); and • **IACS UI SC211 (Rev.1)** "Protection of fuel oil tanks and designation of fore peak spaces" UI SC211 (Rev.1) to ships flying flags of Administrations having no objections on UI SC211 (Rev.1) and IACS UR F44 (Rev.3), paragraph 2.2. These amendments – due to Liberia's prohibition on applying UI SC211 (Rev.1) – were notified to IACS by submitting a reservation on IACS UR F44 (Rev.3), paragraph 2.2.

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Chapter 7

OIL TANKERS AND FLS TANKERS

SECTION 2 SHIP ARRANGEMENT

1 General

1.1 Application

1.1.1 *(1/7/2011)*

The requirements in Sec 2 apply to single deck ships, with machinery aft, double bottom throughout the cargo tank area, double side skin and possible longitudinal bulkheads, or single side skin and one or more longitudinal bulkheads throughout the cargo tank area. The deck may be single or double skin, with or without a trunk.

The application of these requirements to other ship types is to be considered by the Society on a case-by-case basis.

1.1.2 Deviations *(1/7/2011)*

The requirements in [2.1.2] to [2.1.4], apply only to ships with the service notations:

- **oil tanker ESP**
- **oil tanker ESP CSR**
- **FLS tanker**.

The requirements in [2.2], [3], [4] and [5] apply only to ships with the service notations:

- **oil tanker ESP**
- **oil tanker ESP CSR**
- **oil tanker ESP, flashpoint > 60°C**
- **oil tanker ESP CSR, flashpoint > 60°C**
- **asphalt tanker**
- **asphalt tanker ESP.**

The requirements in [6] apply only to ships with the service notations:

- **oil tanker ESP**
- **oil tanker ESP CSR**
- **oil tanker ESP, flashpoint > 60°C**
- **oil tanker ESP CSR, flashpoint > 60°C**
- **asphalt tanker**
- **asphalt tanker ESP**

apart from [6.2.2], which applies also to ships having the service notation **FLS tanker**.

2 General arrangement design

2.1 General

2.1.1 Specification

The requirements in [2.1.2] to [2.1.4] apply also to ships with the service notation **FLS tanker**.

2.1.2 Cofferdams

A cofferdam or similar compartment of width not less than 760 mm is to be provided at the aft end of the cargo tank area. Its bulkheads are to extend from keel to deck across the full breadth of the ship.

For the purpose of this requirement, the term “cofferdam” is intended to mean an isolating compartment between two adjacent steel bulkheads or decks. The minimum distance between the two bulkheads or decks is to be sufficient for safe access and inspection.

In order to meet the single failure principle, in the particular case when a corner-to-corner situation occurs, this principle may be met by welding a diagonal plate across the corner.

The cofferdams are also to be constructed so as to enable adequate ventilation.

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6.3.5 Oil tankers less than 5000 t deadweight

For oil tankers of less than 5000 t deadweight smaller dimensions may be approved by the Society in special circumstances, if the ability to traverse such openings or to remove an injured person can be proved to the satisfaction of the Society.

6.4 Access to the bow

6.4.1 *(1/7/2008)*

This item [6.4] applies to ships subject to the International Load Line Convention 1966, as amended.

6.4.2 Oil tankers are to be provided either with a gangway between the superstructure or deckhouse aft and the forecastle, or with equivalent arrangements in accordance with the International Load Line Convention 1966, as amended.

6.4.3 *Oil tankers are to be provided with the means to enable the crew to gain safe access to the bow even in severe weather conditions. Such means are to be accepted by the Society.*

Note 1: The Society considers means in compliance with the Guidelines adopted by the Maritime Safety Committee of IMO with Resolution MSC.62(67) on 5/12/1996 as being acceptable.

7 Fore peak ballast tanks and space arrangements

7.1 Definitions

7.1.1 *(1/4/2026)*

The following definitions apply in this Article:

- **Hazardous area**: means an area in which an explosive gas atmosphere is present, or may be expected to be present in quantities such as to require special precautions for the construction, installation and use of equipment.
- **Non-hazardous area**: means an area that is not a hazardous area.
- **Cargo area of tankers**: defined in regulation 3.6 of SOLAS Chapter II-2 for tankers to which regulation 1.6.1 of SOLAS Chapter II-2 as amended by IMO resolutions up to MSC.421(98) (hereinafter the same) applies, considering also the relevant interpretations in IACS UI SC211 unless instructed otherwise by the Flag Administration.

7.2 Fore peak ballast tanks and space arrangements

7.2.1 *(1/1/2026)*

The fore peak tank can be ballasted with the system serving other ballast tanks within the cargo area, provided:

a) The vent pipe openings are located on open deck at a distance from sources of ignition as required by IEC 60092-502:1999 Electrical installations in ships - Tankers - Special features; This requirement does not apply to sounding arrangements.

b) Access to the fore peak tank is direct from open deck. Alternatively, indirect access from the open deck to the forepeak tank may be from a pump-room, deep cofferdam, pipe tunnel, cargo hold, double hull space, bosun's store or similar compartment not intended for the carriage of oil or hazardous cargoes, conforming to the requirements of SOLAS II-1/3-6.3.1. Electrical equipment in such indirect access is to be of the certified safe type suitable for use in the hazardous area it opens into or is to be isolated before entry.

c) Continuous ventilation is maintained while accessing the forepeak tank.

d) The sounding arrangement to the fore peak tank is direct from open deck.

e) The forepeak tank is gas freed direct from open deck, or through a dedicated trunk to open deck. Before the manhole and the entrance of the dedicated trunk are opened, the trunk and the forepeak tank are to be confirmed as made gas free. Means are to be provided to free the space of gas without opening manholes or the entrance to a dedicated trunk. Manholes on the open deck and away from sources of ignition at the top of the dedicated trunk which are used to gas-free the space are allowed to be opened.

f) The fore peak ballast tank is considered as a hazardous zone 2 if segregated from cargo area with a cofferdam, or as a hazardous zone 1 if located adjacent to a cargo tank. For tankers where a bow thruster space is provided, the piping passing through the non-hazardous bow thruster room are to be fully welded and it is required to have the collision bulkhead valve located within the forepeak tank.

g) Means are to be provided on the open deck by a suitable portable instrument, to allow detection of toxic and flammable vapours within the FPT (based on the cargoes carried in current voyage, and since last de-ballasting of

FPT was carried out), in order to ensure the FPT is fully gas freed. In the case that sounding arrangements can be used as the means for the portable instrument additional means for the purpose is not required.

7.3 Additional requirements for forward spaces not being defined as a ballast tank

7.3.1 *(1/1/2026)*

Any spaces, voids and/or indirect accesses from the open deck or intermediate space being located adjacent to cargo tanks, and/or are defined as hazardous area zone 1 or 2, is to follow the same requirements to openings and access as reflected for fore peak ballast tanks in [7.2].

7.3.2 *(1/4/2026)*

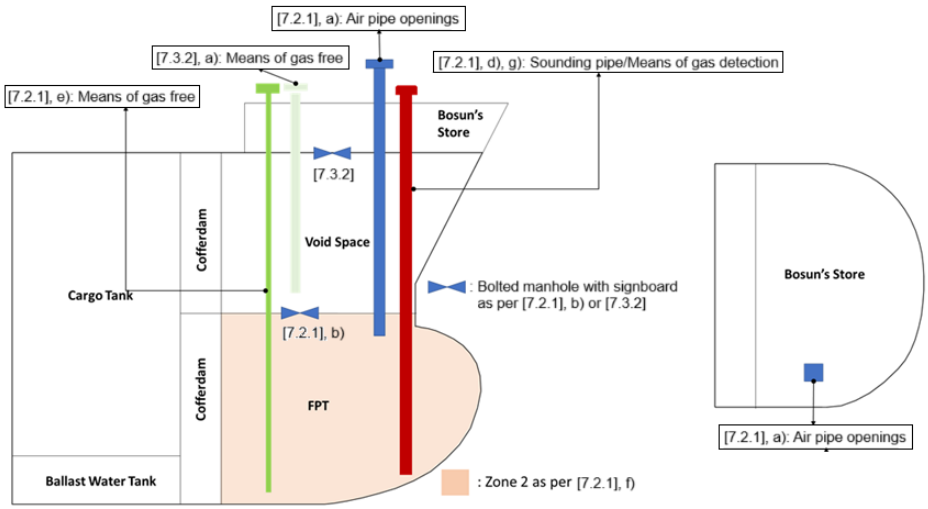
In case any spaces or voids are defined as non-hazardous spaces and have access to other non-hazardous spaces (such as bosun store), the following applies unless instructed otherwise by the Flag Administration:

a) For any non-hazardous space with access to a hazardous space (example: fore peak ballast tank), the non-hazardous space is to have access directly to open deck and is to be gas freed directly from open deck, and not through the non-hazardous space (example: bosun store).

b) Access from bosun store to a non-hazardous space (example: void) having access to hazardous space (example: fore peak ballast tank) may be accepted through a gas tight bolted manhole, with signboard stating that the non-hazardous space cannot be entered until the space is confirmed gas free. Separation of such spaces are described in IEC 60092-502:1999 section 4.1.4 and 4.1.5 as applicable.

The following figures illustrate the above points:

Figure 5 : Sample 1 *(1/1/2026)*



<Operational requirements>
1. Continuous ventilation is maintained while accessing the FPT as per [7.2.1], c)
2. To detect toxic and flammable vapours within the FPT (based on the cargoes carried in current voyage, and since last de-ballasting of the FPT was carried out), in order to ensure the FPT is fully gas freed as per [7.2.1], g)
3. Where toxic-vapour-detection equipment is not available for some cargoes which require such detection, the FPT may be ventilated by dilution method at a minimum rate of 6 air changes/hr for a minimum of 24 hrs. Tank entry procedures to be done in accordance with IMO resolution A.1050(27) and IBC code 13.2.3.

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Chapter 8
CHEMICAL TANKERS

SECTION 3 SHIP ARRANGEMENT

1 Cargo segregation

1.1 Segregation of cargoes mutually reacting

1.1.1 Common edges

IBC CODE REFERENCE : Ch 3, 3.1.2

The common edge in a cruciform joint, either vertically or horizontally, may be considered a “double barrier” for the purpose of segregation:

- between mutually reactive products (see Fig 1)
- between water reactive products and water (see Fig 1).

1.1.2 Chain lockers

IBC CODE REFERENCE : Ch 3, 3.1.2

The chain locker is to be arranged outside the cargo area.

1.2 Cargo piping arrangement

1.2.1 Bow or stern loading arrangement

IBC CODE REFERENCE : Ch 3, 3.1.3

The requirement in IBC Code 3.1.3 is considered to be satified if the requirements in IBC Code 3.7, relevant to bow or stern loading and unloading arrangements, are complied with.

2 Accommodation, service and machinery spaces and control stations

2.1 Air intakes and other openings to accommodation spaces

2.1.1

IBC CODE REFERENCE : Ch 3, 3.2.2

The requirements relevant to air intakes in IBC Code 3.2.2 are also intended to be applicable to air outlets. This interpretation also applies to the requirements in IBC Code 3.2.3, 3.7.4, 8.3, 15.12.1.3 and 19.3.8.

2.2 Windows, sidescuttles and doors

2.2.1 General requirements

IBC CODE REFERENCE : Ch 3, 3.2.3

a) Access facing the cargo area or other prohibited zones is to be restricted to stores for cargo-related and safety equipment, cargo control stations and emergency shower spaces.

b) Entrances and openings to service spaces located forward of the cargo area may not face such area. However, for small ships alternative arrangements may be specially considered by the Society.

c) The bolt spacing for bolted plates mentioned in the paragraph in the reference is to be such as to guarantee a suitable gas-tightness.

2.2.2 Ships fitted with deckhouses originating from main deck

IBC CODE REFERENCE : Ch 3, 3.2.3

On all chemical tankers, regardless of the type of products to be carried, where a deckhouse is substituted for a superstructure and liquid products could flow along the sides of the house, the house front is to be continued to the sides of the ship in the form of a sill, or a permanent spillage barrier is to be arranged as described in Regulation II-2/56.6 of SOLAS 74(83).

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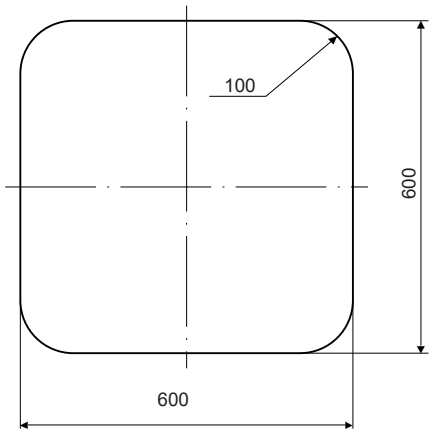
Figure 3 : Shape of minimum acceptable clear opening of 600 mm by 600 mm



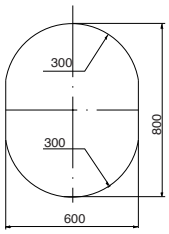
5.1.4 Access through vertical openings

IBC CODE REFERENCE : Ch 3, 3.4.3

For pressure cargo tanks only, access openings may be circular openings having a diameter not less than 600 mm.

The minimum size of vertical oval openings is defined in Fig 4.

Figure 4 : Minimum size of vertical oval openings



5.2 Access to the bow

5.2.1 *(1/7/2008)*

This item [5.2] applies to ships subject to the International Load Line Convention 1966, as amended.

5.2.2 *(1/7/2006)*

Chemical tankers are to be provided either with a gangway between the superstructure or deckhouse aft and the forecastle, or with equivalent arrangements in accordance with the International Load Line Convention 1966, as amended.

5.2.3 *(1/7/2006)*

Chemical tankers are to be provided with the means to enable the crew to gain safe access to the bow even in severe weather conditions. Such means are to be accepted by the Society.

Note 1: The Society considers means in compliance with the Guidelines adopted by the Maritime Safety Committee of IMO with Resolution MSC.62(67) on 5/12/1996 as being acceptable.

6 Bilge and ballast arrangements

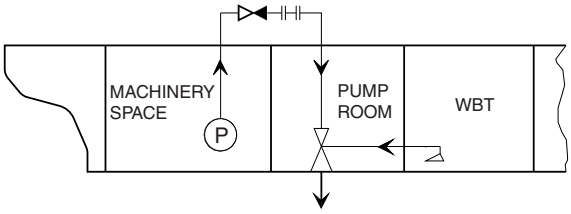
6.1 Ballast segregation

6.1.1 Eductors

IBC CODE REFERENCE : Ch 3, 3.5.1

An eductor situated in the cargo area using water power from pumps in the machinery spaces may be accepted as a means to discharge permanent ballast from tanks and/or double bottoms adjacent to cargo tanks, provided the supply line is above deck level and a non-return valve and removable spool piece are fitted in the supply line outside the machinery space (see Fig 5).

Figure 5 : Discharge arrangement



6.2 Ballast filling arrangement

6.2.1 Clarification

IBC CODE REFERENCE : Ch 3, 3.5.2

The filling of cargo tanks with ballast may be performed at deck level by means of pumps serving permanent ballast tanks, as specified in IBC Code 3.5.2, provided that a removable spool piece or flexible hose plus a shut-off valve are fitted on the inlet to the cargo tank. The shut-off valve is in addition to the required non-return valve. Consideration is to be given to the arrangement of the in-tank piping and the possible creation of static electricity (see Fig 5).

6.3 Bilge

6.3.1 Arrangement

IBC CODE REFERENCE : Ch 3, 3.5.3

The relaxation relevant to the bilge system for spaces which are separated from cargo tanks by a double bulkhead is to be understood as limited to spaces not enclosing piping which may contain cargo.

6.3.2 Use of cargo pumps as bilge pumps

IBC CODE REFERENCE : Ch 3, 3.5.3

a) Cargo pumps may also be used as bilge pumps provided they are connected to the bilge piping through a shut-off valve and a non-return valve arranged in series.

b) In the case of carriage of corrosive liquids, one of the cargo pumps, as specified in IBC Code 3.5.3, may be used for bilge service provided it is connected to the bilge piping through two shut-off valves plus a non-return valve arranged in series.

c) In cargo pump rooms of ships carrying toxic or corrosive products, suitable means for conveying spills from cargo pumps and valves to collecting trays are to be fitted. Trays may also consist of part of the pump room bottom, suitably bounded and protected against the corrosive action of products. Spills may be disposed of by means of suitable pumps or eductors. In the case of carriage of mutually incompatible products, the above-mentioned means for collecting and disposing of spills are to be different and separated from each other.

6.4 Fore peak ballast tanks and space arrangements

6.4.1 *(1/4/2026)*

The requirements in Ch 7, Sec 2, [7] apply, with the following deviations:

a) The definition of “Cargo area of tankers” in Ch 7, Sec 2, [7.1.1] is to be changed into:

Cargo area of tankers: defined in paragraph 1.3.6 of the IBC Code as amended by IMO resolutions up to MSC.460(101), considering also the relevant interpretations in IACS UI SC211 unless instructed otherwise by the Flag Administration.

b) the arrangements shown in Ch 7, Sec 2, Fig 7 and Fig 8 are not applicable as they apply to oil tankers only.

7 Bow or stern loading and unloading arrangements

7.1 Coamings

7.1.1

IBC CODE REFERENCE : Ch 3, 3.7.7

In general, the height of the coaming is to be not less than 150 mm. In any case, it is to be not less than 50 mm above the upper edge of the sheerstrake.