Movement of establishing a GUIDELINE for Risk assessment of Active substances in BWTS on the PSPC Coating system

(Updated information)

November 2012
Today’s Topic

- Concern raised among the industries
- Latest movement
- SAJ’s view
Concern raised among the industries
Active substances of BWTS

- OZONE (O$_3$)
- HClO
- Other chemicals
Concern raised among the industries

- In December 2010, London:

  "Assessing the Risks of Ballast Water Treatment Systems on Ballast Tank Coatings"

  chaired by Safinah.

Recognized & Shared this potential issue
Concern raised among the industries

- Active substances may cause **adverse effect** to coating system?
- **Target useful coating life** is 15 years?
Concern raised among the industries

- **If** Target useful coating life is **NOT 15 years**?

**Wasteful works?**
Concern raised among the industries

- GESAMP-BWWG’s corrosion test report: Confidential . . .
- Corrosion test: Non-mandatory

*GESAMP-BWWG: Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection of IMO - Ballast Water Working Group
BWTS vs. PSPC

- **BWTS:**
  approved by MEPC GESAMP.

- **PSPC coating system:**
  approved in compliance with MSC.215(82).
BWTS vs. PSPC

- PSPC is NOT used in treated ballast water environment.
- **No unified rules** for BWTS and PSPC.
- **Considerable time need** for revising or unifying both IMO Rules.
Potential issues and concerns

- What kind of effect to coating?
- How much impact?
- **Who takes responsibility** for coating failure?
  (BWTS manufacturer, Coating manufacturer, Shipyard or Ship-owner?)

**NO rules, NO criteria**
What we NEED

GUIDELINE

• Information about **impact of risks** for combination of BWTS and PSPC coating.

• **Support Ship-owner & Shipyard to select** a suitable combination.
## Image of the GUIDELINE

<table>
<thead>
<tr>
<th></th>
<th>Coat-1</th>
<th>Coat-2</th>
<th>Coat-3</th>
</tr>
</thead>
<tbody>
<tr>
<td>BWTS-A</td>
<td>Discolored</td>
<td>Discolored</td>
<td>Discolored</td>
</tr>
<tr>
<td>BWTS-B</td>
<td>NON</td>
<td>Blister</td>
<td>NON</td>
</tr>
<tr>
<td>BWTS-C</td>
<td>NON</td>
<td>NON</td>
<td>NON</td>
</tr>
</tbody>
</table>

**NO PASS-FAIL Criteria**
Latest movement
Development of test method


- In March 2011, established at NACE Corrosion 2011 in Houston.
- In September 2011, 2nd TG-452 at NACE Coating Technical Week in Las Vegas.
- Approved on June 23rd, 2012
Joint submission to BLG 17 in February 2013

- Revision of GESAMP methodology
- by IPPIC & NACE under the coordination of GESAMP-BWWG chairman

Discussion on the stage of IMO
SAJ’s View

Revised GESAMP Guideline should be:

• **Disclosed a process of approval and test result**

• Including information

**Ship-owner & Shipyard CAN select a suitable combination** of BWTS and coating system.
Thank you for your kind ATTENTION
Assumption for establishing a GUIDELINE

• Target scope:
  - **BWTS** approved by GESAMP
  - **PSPC coating system**

• Non-coating materials:
  **Separate** from this GUIDELINE
SAJ’s Proposal

Re-recognize below:

• GOAL of TG452:
  Establishing a GUIDELINE that supports Ship-owner and Shipbuilder to select a suitable BWTS & PSPC.

• NOT PASS or FAIL criteria
JOIN the NACE’s TG 452

- **ONLY appropriate platform** to reach solution.
- **Gather and share All information** among all involved parties.
- **All involved parties** should **JOIN** in TG-452.
- Develop a useful GUIDELINE.