

## РЕКОМЕНДАЦИИ ПО ПОДГОТОВКЕ ТАНКОВ К ПОГРУЗКЕ

Grade discharged								
	Aviation Gasoline	Aviation Turbine Gasoline	Aviation Kerosenes	Motor Gasoline containing Ethanol or MTBE	Motor Gasoline (unleaded)	Ultra Low Sulphur Motor Gasoline (unleaded)	Motor Gasoline (leaded)	Naphtha (lead free)
Loading								
Aviation Gasoline #	1	1	2	3	1	1	1	2M
Aviation Turbine Gasoline #	2M	1	1	3M	2M	2M	2M	2M
Aviation Kerosenes #	2PM	2PM	1	3PM	2PM	2PM	2PM	2PM
Motor Gasoline containing Ethanol or MTBE	2PM	1	1	1	1	1	2PM	1
Motor Gasoline (unleaded) †	2	1	1	1	1	1	2	1
Ultra Low Sulphur Motor Gasoline (unleaded) †	2PM	2PM	2PM	2PM	2PM	1	2PM	2PM
Motor Gasoline (leaded) †	1	1	1	1	1	1	1	1
Naphtha (lead free) †#	X	1	1	2	2	2	X	1
Natural Gasoline (NGLs) †	X	1	1	1	1	1	X	1
Kerosene (un-dyed)	2P	2P	1	2P	2P	2P	2P	2P
Kerosene (dyed)	2P	2P	1	2P	2P	2P	2P	2P
Gas Oil (un-dyed)	2P	2P	1	2P	2P	2P	2P	2P
Gas Oil (dyed)	2P	2P	1	2P	2P	2P	2P	2P
Ultra Low Sulphur Gas Oil/Diesel	2PM	2PM	1	2PM	2PM	2PM	2PM	2PM
Solvents † #	2PM	2PM	1	2PM	2PM	2PM	2PM	2PM
White Spirit #	2PM	2PM	1	2PM	2PM	2PM	2PM	2PM
Lubricating Oil	2PM	2PM	1	2PM	2PM	2PM	2PM	2PM
Vacuum Gas Oil #	2P	2P	1	2P	2P	2P	2P	2P
Medium and Heavy Fuel Oil	2P	2P	1	2P	2P	2P	2P	2P
Low Sulphur Fuel Oil	2P	2P	1	2P	2P	2P	2P	2P
Light Fuel Oil	2P	2P	1	2P	2P	2P	2P	2P
Crude Oil, Condensate †	2	1	1	1	1	1	2	1

Grade discharged (continued)								
Loading (continued)	Natural Gasoline NGLs	Kerosene (un-dyed)	Kerosene (dyed)	Gas Oil (un-dyed)	Gas Oil (dyed)	Ultra Low Sulphur Gas Oil/Diesel	Diesel blended with up to 5% FAME (B5 or lower)	Diesel blended with 5% to 15% FAME (B15 or lower)
Aviation Gasoline #	2M	2M	2M	2M	2M	2M	3M	3M*
Aviation Turbine Gasoline #	2M	1	1	2M	2M	2M	3M	3M*
Aviation Kerosenes #	2PM	1	1	2M	2M	2M	3M	3M*
Motor Gasoline containing Ethanol or MTBE	1	1	1	1	2PM	1	1	1
Motor Gasoline (unleaded) †	1	1	1	1	2	1	1	1
Ultra Low Sulphur Motor Gasoline (unleaded) †	2PM	1	2PM	1	2M	1	1	1
Motor Gasoline (leaded) †	1	1	1	1	2	1	1	1
Naphtha (lead free) †#	1	1	1	2	2	2	2	2
Natural Gasoline (NGLs) †	1	1	1	1	1	1	1	1
Kerosene (un-dyed)	2P	1	2	1	2	1	1	1
Kerosene (dyed)	2P	1	1	1	1	1	1	1
Gas Oil (un-dyed)	2P	1	1	1	2	1	1	1
Gas Oil (dyed)	2P	1	1	1	1	1	1	1
Ultra Low Sulphur Gas Oil/Diesel	2PM	1	2M	1	2M	1	1	1
Solvents † #	2PM	1	1	1	2M	1	1	1
White Spirit #	2PM	1	1	1	2M	1	1	1
Lubricating Oil	2PM	1	1	1	1	1	1	1
Vacuum Gas Oil #	2P	1	1	1	1	1	1	1
Medium and Heavy Fuel Oil	2P	1	1	1	1	1	1	1
Low Sulphur Fuel Oil	2P	1	1	1	1	1	1	1
Light Fuel Oil	2P	1	1	1	1	1	1	1
Crude Oil, Condensate †	1	1	1	1	1	1	1	1

Grade discharged (continued)								
Loading (continued)	FAME (Fatty Acid Methyl Esters) or Diesel blended > 15% FAME (B 15 or higher)	Solvents	White Spirit	Lubricating Oil	Vacuum Gas Oil	Medium, Heavy, Low Sulphur Fuel Oil	Light Fuel Oil	Crude Oil and Condensate
Aviation Gasoline #	X*	2M	2M	X*	X*	X*	X*	X*
Aviation Turbine Gasoline #	X*	2M	2M	X*	X*	X*	X*	X*
Aviation Kerosenes #	X*	2M	2M	X*	X*	X*	X*	X*
Motor Gasoline containing Ethanol or MTBE	2PM	1	1	3PM	3PM	X	X	X
Motor Gasoline (unleaded) †	2	1	1	3	3	X	X	X
Ultra Low Sulphur Motor Gasoline (unleaded) †	2	3PM	3PM	X	X	X	3M	X
Motor Gasoline (leaded) †	2	1	1	3	3	X	3	X
Naphtha (lead free) †#	2	1	1	1	3	3	3	X
Natural Gasoline (NGLs) †	2	1	1	1	3	3	3	3
Kerosene (un-dyed)	2	1	2	2	X	X	3	X
Kerosene (dyed)	2	1	2	2	X	X	3	X
Gas Oil (un-dyed)	2	1	2	1	3	3	3	3P
Gas Oil (dyed)	2	1	2	1	3	3	3	3P
Ultra Low Sulphur Gas Oil/Diesel	2	3PM	3PM	X	X	X	3M	X
Solvents † #	1	1	1	X	3M	X	3M	X
White Spirit #	1	1	1	X	3M	X	3M	X
Lubricating Oil	1	3PM	3PM	LU	X	X	X	X
Vacuum Gas Oil #	1	2P	2P	1	1	1	1	3P
Medium and Heavy Fuel Oil	1	2P	2P	1	1	1	1	3P
Low Sulphur Fuel Oil	1	2P	2P	1	1	1	1	3P
Light Fuel Oil	1	2P	2P	1	3	3	1	3P
Crude Oil, Condensate †	1	1	1	1	1	1	1	1

Code	Cleaning recommendations
X	Not to be loaded without special cleaning instructions.
X*	Not to be loaded without special cleaning instructions. Three clean product/zero biological content intermediate cargoes recommended.
1	Drain tanks well. If tank coating is breaking down or previous cargo shows signs of instability or oxidation (dark colouring or broken down from sediment) then use code 2M.
2	Wash with cold sea water and drain well.
3	Wash with hot sea water and drain well.
3M*	A stringent hot water wash, drain and mop may be sufficient if tanks are in good condition. As an alternative one clean product/zero biological content intermediate cargo is recommended, followed by hot water wash, drain and mop. Fresh water rinse required if seawater is used.
P	Purge to below 2 % hydrocarbon by volume.
M	Gas free, lift scale and mop.
#	Fresh water rinse after any salt water wash when loading these products.
LU	Reduced cleaning may be permitted depending on Lubricating Oil Specification. Otherwise apply code 3M.
Notes	<ul style="list-style-type: none"> <li>– Additional cleaning may be required for tanks with extensive coating breakdown or where specified in the Charter Party.</li> <li>– † Benzene may be present in any petroleum product but may be present in higher concentrations in those products marked †. Refer to ISGOTT for precautions in handling cargo suspected of having a benzene content and prior to entering a space which has contained such a cargo.</li> <li>– In case the FAME content in diesel is unknown, it has to be assumed to be 15 %.</li> <li>– Comments regarding FAME also apply to FAEE.</li> </ul>