

Chemical tanker operations: gearing up for implementation of the 2021 Revision of the IBC Code

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Panellist documents

Page 2: Patrick Keffler, Intertanko

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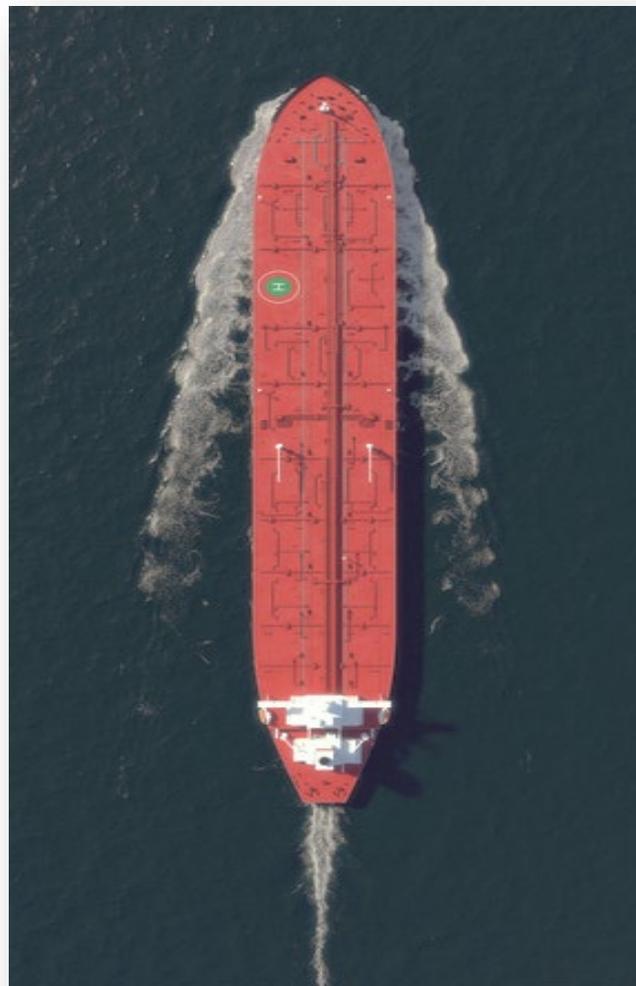


Chemical Tanker Operations

Gearing up for Implementation of the 2021 Revision of the IBC Code

Patrick Keffler

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1. History
2. Overview of changes
3. Gaps
4. What's next



1. History

- Getting to the 2021 Revision is a 20+ year effort at IMO through the Evaluation of Safety and Pollution Hazards of Chemicals (ESPH) Working Group
- 2007 Revision to the IBC Code overhauled the Pollution requirements (A, B, C, D became X, Y, Z and OS)
- 2021 Revision captures the updates to the Safety aspects of the IBC Code



2. Overview of changes

- Ship Type
 - ST 2 to ST 1 - 12 products including Creosols (all isomers)
 - ST 3 to ST 2 – 37 products including ETBE, Pentene (all isomers) and Sulfuric acid
 - CH 18 to ST 3 – 13 products including Glycerine and Sodium sulphate solutions
- Vapour Detection requirements (column k)
 - 236 Products now have a T rating
 - 42 Products move from Toxic to non-toxic
 - 101 Products previously not requiring Emergency Equipment now require emergency escape packs for each crew member)



3. Gaps

- Chapter 17 v. MEPC.2/Circular
 - 5 year cycle between amendments to IBC Code
 - When an existing product is re-evaluated by ESPH and it is determined that the carriage requirements should be used, the product name will be followed by a qualifier (such as the year of review) and will be added to List 1 of the MEPC.2/Circ.
 - If a shipper wants to use these revised carriage requirements, the name of the product along with the qualifier should be on the vessel's COF.



4. What's next

- GESAMP (Group of Experts on the Scientific Aspects of Marine Environmental Protection) EHS (Evaluation of Harmful Substances) Working Group will continue investigate properties that result in Toxic ratings in Chapter 17 of the IBC Code. Specifically C3 Rating for Inhalation toxicity.
- If GESAMP/EHS makes changes to this process, it will result in future changes to the carriage requirements in Chapter 17.



Thank you!

Patrick Keffler

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