

GAS TANKER COMMITTEE UPDATES

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***LEADING THE WAY,
MAKING A DIFFERENCE***



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Gas Tanker Committee

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Gas Tanker Committee's key objectives are to:

- Promote the **interests of Independent Gas Tanker** owners in all international Forums/Organisations.
- Promote **best practice and standards**.
- Provide Owners with **expertise on any gas specific** related matter.
- Introduce/link to the **Gas Tanker Owners to the whole range of services** INTERTANKO provides.



GTC Updates



BLENDING/COMMINGLING OF LPG CARGOES

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- During GTC#1 members **expressed their concerns** at the process of blending and co-mingling of LPG cargoes.
- The GTC committee undertook and completed the task to **develop these blending / commingling guidelines.**
- These Guidelines aims to assist members in **process of safely blending / commingling of LPG cargoes, always in compliance with SOLAS regulations VI/5-2.**
- Members can download a free copy.
- The Standard Club Asia's Director of Loss Prevention, had following comment :

"I downloaded your new guide and it is a very good publication. It will most certainly aid us as we have received several queries from our members regarding LPG blending,"



Adobe Acrobat
Document



- IGC code was implemented on **1st July 2016**
- INTERTANKO submitted **3 Unified interpretations at the third session of Carriage of Cargo and Container** subcommittee to address issues arising from Members experience with the revised (new) IGC code.
- These UI's were discussed in **CCC3 subcommittee and accepted.**
- MSC 97 session these three **Unified Interpretations were approved.**



IGC Code Amendment to para 3.2.5.

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- MSC 97 adopted an amendment to the revised (new) **IGC Code relating to bridge window fire protection**. The amendment is on **Paragraph 3.2.5** and is as follows:

*"In paragraph 3.2.5, the words "Wheelhouse windows shall be **constructed to not less than "A-0" class** (for external fire load)." are deleted."*

- The Committee, recognising the urgent need to solve the problem, issued **Circular MSC.1/1549** informing the Member States of this amendment and asking for an early implementation and acceptance of this amendment.
- The Circular remain effective until **1 January 2020**.



TAMI testing

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- During GTC #1, it was agreed that more information was needed from members on Tami Testing of secondary barrier.
- Secretariat engaged with IACS, GTT to get more clarity on the process of TAMI testing.
- **IACS Unified Requirement Z16** states that a tightness test to be carried out for primary and secondary barrier in accordance to system designer.
- TAMI test is a trade name owned by GTT. IACS characterizes such test as “**Thermographic testing**”.
- GTT advises that such test should be carried **out at least 6 months prior** to docking. To ensure that ships are better prepared in case the report warrants repair.



SIRE VIQ and Q88

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- INTERTANKO GTC along with the Vetting committee actively participated in the **review process of the Q88 LNG and LPG Variants.**
- INTERTANKO through the committee tried to:
 - bring more **uniformity between Q88 and HVPQ** in order to facilitate ease of use and,
 - Address long standing issues like the removal of question **“Max Loading rate for homogenous cargo without vapour return”** which was not easy to answer.
- SIRE VIQ is currently under review and INTERTANKO is taking part in that review. GTC is specifically reviewing Chapters 8 for LNG and LPG.



Compressor Rooms

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- **As per IMO Assembly resolution A1050 (27), cargo compressor room is considered an **enclosed space and hence needs a permit for every entry.****
- Compressor rooms to be routinely entered by personnel for their routine and safety checks.
- Currently Working with OCIMF on review of SIRE VIQ and will work towards an **appropriate guidance notes.**



Class notation for SPM on LPG carrier

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- In GTC a issue was raised regarding SPM notation for LPG carrier.
- **Secretariat engaged with class** to discuss above issue.
- It was found that **certain Class do issue** “SPM notation for LPG carrier.”
- However SPM notation should be requested in **original building specification.**



- In GTC regarding **security audits** highlighted **issue at pilot boarding area**.
- Some audits refusing to accept removal barriers.
- Concern that need **complete derigging** of an area for the pilot boarding.
- INTERTANKO worked with **OCIMF, Shell and IMT** to resolve situation.
- Removable sections of wire now accepted.
- Just needs a wire passing through the middle linking the sections.
- New Global BMP will reflect these changes.



Questions

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Thank you

