

Föreskrifter om ändring i Transportstyrelsens föreskrifter och allmänna råd (TSFS 2014:136) om transport till sjöss av skadliga flytande kemikalier i bulk (IBC-koden);

TSFS 2024:[Nr]

Utkom från trycket
den [Välj ett datum]

SJÖFART

beslutade den [Välj ett datum].

Transportstyrelsen föreskriver med stöd av 4 kap. 1 § förordningen (1980:789) om åtgärder mot förorening från fartyg samt 2 kap. 1 och 4 §§ fartygssäkerhetsförordningen (2003:438) att 1 § och bilagan till styrelsens föreskrifter och allmänna råd (TSFS 2014:136) om transport till sjöss av skadliga flytande kemikalier i bulk (IBC-koden) ska ha följande lydelse.

1 § Som Transportstyrelsens föreskrifter ska gälla den internationella koden för konstruktion och utrustning av fartyg som till sjöss transporterar skadliga flytande kemikalier i bulk (IBC-koden), antagen av den internationella sjöfartsorganisationen (IMO) den 17 juni 1983 genom resolution MSC.4(48)¹, senast ändrad genom IMO-resolutionerna MSC.526(106)² och MEPC.345(78)³.

IBC-kodens engelska text i dess gällande lydelse efter ändringar antagna till och med resolutionerna MSC.526(106) och MEPC.345(78) finns i bilagan.

¹ MSC.4(48), Adoption of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code).

² MSC.526(106), Amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code).

³ MEPC.345(78), Amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code).

Denna författning träder i kraft den 1 juli 2024.

På Transportstyrelsens vägnar

JONAS BJELFVENSTAM

Helena Ragnarsson
(Sjö- och luftfart)

REMISS

Chapter 2

Ship survival capability and location of cargo tanks

2.9 Survival requirements

2.9.1 Ships subject to the Code shall be capable of surviving the assumed damage specified in 2.5 to the standard provided in 2.8 in a condition of stable equilibrium and shall satisfy the following criteria.

2.9.2 In any stage of flooding:

- .1 the waterline, taking into account sinkage, heel and trim, shall be below the lower edge of any opening through which progressive flooding or downflooding may take place. Such openings shall include air pipes and openings which are closed by means of weathertight doors or hatch covers and may exclude those openings closed by means of watertight manhole covers and watertight flush scuttles, small watertight cargo tank hatch covers which maintain the high integrity of the deck, remotely operated sliding watertight doors, hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, hinged watertight doors that are permanently closed at sea, and sidescuttles of the non-opening type;
- .2 the maximum angle of heel due to unsymmetrical flooding shall not exceed 25°, except that this angle may be increased to 30° if no deck immersion occurs;
- .3 the residual stability during intermediate stages of flooding shall be to the satisfaction of the Administration. However, it shall never be significantly less than that required by 2.9.3.

2.9.3 At final equilibrium after flooding:

- .1 the righting-lever curve shall have a minimum range of 20° beyond the position of equilibrium in association with a maximum residual righting lever of at least 0.1 m within the 20° range; the area under the curve within this range shall not be less than 0.0175 m radians. Unprotected openings shall not be immersed within this range unless the space concerned is assumed to be flooded. Within this range, the immersion of any of the openings listed in 2.9.2.1 and other openings capable of being closed weathertight may be permitted; and
 - .2 the emergency source of power shall be capable of operating.
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