

Petroleum and Petrochemical Bulletin

Inhibited cargoes

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Introduction

An inhibited cargo is a product which needs a chemical inhibitor to chemically stabilize a reactive cargo, e.g. to prevent the onset of polymerisation. An unstable situation with potentially catastrophic consequences can be created when an insufficient amount of inhibitor is added or the inhibitor is not dispersed within the cargo, and when the appropriate operational controls are not followed, monitored, and compromised so that the inhibitor becomes depleted.

Two types of products which require an inhibitor are monomers and acrylates. Note that this list is not exhaustive and the handling guides for each type of cargo must be consulted in order to verify if an inhibitor is required as part of order review and acceptance.

Certificate recommendations

Inspection companies are regularly appointed to add inhibitors directly to ship's tanks and issue inhibitor certificates. The requirement of the International Bulk Chemical Code Chapter 15.13.3 is "ships carrying such cargoes shall be provided with a certificate of protection from the manufacturer". However, it is common practice to delegate the production of the certificate to inspectors along the logistic chain. Therefore, since the inspectors are not custodians of the cargo, the certificate format should be modified such that the inspection company only signs for the time, date, place, and concentration/quantity of the inhibitor that was added. Member companies shall not be responsible for giving duration of inhibitor data nor for effectiveness or quality of the inhibitor where provided.

The documentation containing the duration of inhibitor, effectiveness and quality provided by the manufacturer of the inhibitor can be supplied as ancillary information as long as the provenance of the documentation is clear. This is considered to be separate information from the inspection inhibitor report.

See suggested format for a Cargo Inhibitor Certificate in the attached Annex 1

Conclusions

Inhibited cargoes are often considered by terminals and vessels' crews as relatively low risk when inhibited. Thus, safe handling recommendations are not always followed accurately, which may result in fatal consequences. This bulletin is intended to raise awareness of risks related to inhibited cargoes. The intention is to advise principal/s of risks and inspection companies' liability while ensuring that cargo-handling instructions and protocols for inhibited cargoes are practical and achievable.

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Revisions/Reaffirmations

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Annex 1 – Example of Cargo Inhibitor Certificate

CARGO INHIBITOR CERTIFICATE					
Document ID no.:					
<u>Part 1 : To be completed by the Refinery or Terminal transferring the bulk product to the ship/ rail / road transport</u>					
Supplying installation:	Date:				
Product description	Vessel:				
Grade/specification:	Quantity of product treated				
Inhibitor added (name):	Quantity of inhibitor Added:				
Method of Addition:					
Date of addition of Inhibitor:					
Name of the person supplying the above information (Block Capitals)					
<u>Part 2 : To be completed by party adding inhibitor</u>					
Designation and Volume of product in each tank and quantity of inhibitor added to each					
<u>Storage Tank designation</u>	<u>M3 Volume of product in this tank</u>	<u>Temperature in Tank at the time of addition</u>	<u>Quantity of inhibitor added to this tank</u>	<u>Time and Date of addition of Inhibitor</u>	<u>Name of the person performing the addition of inhibitor</u>
Representative witnessing the addition of inhibitor:					
Name and signature					
Time and date					
<u>Part 3 : To be completed by the owner or custodian of the product</u>					
1) The product described above has been treated with the inhibitor indicated at the time and place indicated. In compliance with all local regulations applicable to: <ul style="list-style-type: none"> a) The terminal of cargo transfer b) As required by paragraph 15.13.3 of the IBC code (See also MSC-MEPC.2/Circ.16) of November 2016 and/or 46 CFR 153.912 c) Any regulations known to apply at the intended discharge location (e.g., REACH in the EU) 					
2) A current SDS is appended to this form and forms part of the information from the owner / custodian of the product.					
Name of person Signing (Block capitals)					
Signature					
Office / position					