



Briefings of IMO Meeting

CCC 8 (14 ~23 September 2022)

No. IMO-0012-2022

BRIEFING STATUS

Flash

Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*.
(For sub-committee only 1 step as *Flash*)

Subject: Newsflash of CCC 8

The Sub-Committee on **Carriage of Cargoes and Containers** (hereinafter referred to as "CCC") held its eighth session in person/remotely from 14 to 23 September 2022. In this regard, please be informed of the main issues and summary of CCC 8 as below. In reviewing this flash, readers should be assured that the outputs written herein are not legally effective until they are adopted as mandatory instruments by MSC.

1. Development of guidelines for alternative fuels (Agenda item 3, 13, 14)

1.1 Finalization of Interim guidelines for ships using LPG fuels (Agenda item 3)

1.1.1 Main Contents : The draft interim guidelines for ships using LPG was finalized and will be submitted to MSC 107 for approval.

1.2 Effect of Approval: Providing unified safety regulations for LPG fueled vessels and Expansion of alternative fuels as a bridge for IMO's decarbonization goal

1.3 Next Steps: Interim safety guidelines will be issued after approval at the 107th MSC (2023.04)

1.2 Development of guidelines for the safety of ships using hydrogen as fuel (Agenda item 3)

1.2.1 Main Contents : Agreed for discussion and will be reviewed further by the Correspondence Group on technical or specific issues related to hydrogen as fuel.

.1 When developing the 'Guidelines for the safety of ships using hydrogen as fuel (draft)', it was decided to have the same structure as the existing IGF code.

.2 The liquefied hydrogen and compressed hydrogen will be included in the guidelines. Separate safety guidelines will be developed for LOHC and metal hydride.

.3 ESD (Emergency Shut Down) system that meets the safety standards for hydrogen fuel, and technical aspects such as fire and explosion risks should be discussed with the Correspondence Group.

1.2.2. Next Steps: Scheduled to be reviewed and finalized at the CCC 9 (Sep. 2023) in relation to the guidelines for the safety of ships using hydrogen as fuel.



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1.3 Development of guidelines for the safety of ships using ammonia as fuel (Agenda item 13)

1.3.1 Main Contents : The guidelines are being developed intersessional by a Correspondence Group.

- .1 The guidelines will be developed based on the IGF Code Part A-1. It will be identified and further discussed for items that need to be added or removed to reflect the characteristics of ammonia, such as toxicity and corrosiveness.
- .2 A document (CCC 8/13/2) referring to environmental considerations and industry standards for allowable emission concentrations of ammonia was supported by a number of delegations in the Working Group. It was agreed to use during the development of the guidelines so that both the safety regulation and the environmental issues can be considered simultaneously.

1.3.2 Next Steps: Draft guidelines for the safety of ships using ammonia as fuel will be submitted to the CCC 9 (Sep. 2023).

1.4. Revision of the interim recommendations for carriage of liquefied hydrogen in bulk (Agenda item 14)

1.4.1 Main Contents : Agreed for further discussion and revision with interested delegations in relation to the amendments to the interim recommendations for carriage of liquefied hydrogen in bulk.

- .1 Plan to review the safety technology for a liquid hydrogen bulk carrier with a new concept independent cargo hold in which insulation materials such as polyurethane foam and hydrogen gas are used for the inner insulation layer.

1.4.2 Next Steps: Amendments to Interim recommendations for carriage of liquefied hydrogen in bulk will be submitted to the CCC 9 (Sep. 2023).



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2. Amendment to IGF Code, Review of IGC Code and Unified interpretation of provisions of IMO safety, security, and environment-related conventions

(Agenda item 3, 4, 10, 12)

2.1 Amendment of IGF Code (Agenda item 3)

2.1.1 Main Contents : The Sub-Committee finalized the draft amendments to paragraphs 6.7.3.1.1 of the IGF Code, taking into account annex 4 to document CCC 8/3, related to the capacity requirements for the pressure relief valves for LNG fuel tanks. When the amendment is approved at the 107th MSC ('23.6), the pressure relief system for each LNG fuel tank are to be designed so that, regardless of the state of any one PRV, the capacity of the residual PRVs meet the combined relieving capacity requirements of the system. In addition, several draft amendments to the IGF Code including paragraphs 9.6, 9.6.1, 11.6.2, 9.4.7 and 6.7.3.1.1 of the IGF code were finalized at this session.

2.1.2 Next Steps: These amendments will be submitted to the 107th MSC ('23.6) and are expected to take effect July 1, 2028.

2.2 Amendments to the IGC and IGF Codes to include high manganese austenitic steel and related guidance for approving alternative metallic material for cryogenic service (Agenda item 4)

2.2.1 Main Contents : The Sub-Committee agreed to review the test results using the previously established acceptance criteria when submitted to CCC 9. It was agreed that if the test results met the acceptance criteria without post-weld heat treatment, requirements of post-weld heat treatment would be waived.

2.2.2 Next Steps: If approved in the 108th MSC ('24.4), "Revised interim guidelines on the application of high manganese austenitic steel for cryogenic service (MSC.1/Circ.1599)" will be amended.



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2.3 Review of IGC Code (Agenda item 10)

2.3.1 Main Contents : Due to the large number of existing and proposed amendments to the current edition of the IGC Code, it was decided that a new consolidated edition of the IGC Code would be prepared for consideration at CCC 9.

.1 Development of safety provisions for the safe use of LPG Cargo as fuel has been decided to be included in TOR of correspondence group, and to be progressed based on document CCC 8/10/5. Amendment of IGC Code or interim guidelines is considered as possible options for development of safety regulations for ships using LPG cargo as fuel, and will be decided in Correspondence Group.

.2 However, the addition of "VOC Condensate" to chapter 19 of the IGC Code (CCC 8/10) was considered as an urgent matter. Subsequently, the Group agreed to include "VOC Condensate" in chapter 19 of the IGC Code in its next comprehensive revision. Meanwhile, the Group prepared a draft CCC circular as an interim measure.

2.3.2 Next Steps: A new consolidated edition of IGC Code would be prepared for consideration at CCC 9 with a view to adoption at MSC 109 and entry into force 1 July 2028.

2.4 Unified interpretation of provisions of IMO safety, security, and environment-related conventions (Agenda item 12)

2.4.1 Main Contents : Unified interpretations of IGF Code related to the use of common flanges on fuel gas supply piping (Annex 5 to CCC 8/3), the requirements for fuel preparation room not located on open deck (CCC 8/12/3), the safety requirements of cargo transfer equipment on LNG bunkering ship (CCC 8/12/5) and several unified interpretations to the IGC Code were finalized at this session.

2.4.2 Next Steps: These unified interpretations will be submitted to the 107th MSC ('23.6) and will be applied immediately if approved.



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3. Amendments to the IMSBC Code and supplements (Agenda item 5)

3.1 Main Contents : The IMSBC Code is regularly amended, Sub-Committee reviewed draft amendments to the IMSBC Code for Amendment 07-23 by E&T 36('22.03). The Sub-Committee agreed it in general, however, the E&T 37 should consider the proposed amendments.

3.2 Next Steps: After consideration of the documents submitted to this session, E&T 37 would be instructed to finalize draft amendments (07-23) to the IMSBC Code, for its circulation and subsequent adoption by MSC 107 in June 2023.

4. Amendments to the IMDG Code and supplements (Agenda item 6)

4.1 Main Contents : The Sub-Committee were handled based on documents submitted to CCC 8 and taking into account comments made and decisions taken in plenary and directed to establish of Drafting Group. All related documents were discussed in the Drafting Group on Amendments to the IMDG Code for further consideration.

.1 The provisions for the transport for carbon (UN 1361, CARBON) have been reviewed, and have been discussed on several amendments in general, and detailed discussions have been delegated to E&T 38.

.2 Amendment of the provision for data logger and tracking devices has been prepared and it will be included into draft amendment 42- 24 to the IMDG Code.

4.2 Next Steps: The IMDG Code is regularly amended, the Sub-Committee authorized E&T 38, taking place in the spring of 2023, to prepare draft amendment 42-24 to the IMDG Code.



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5. Development of measures regarding the detection and mandatory reporting of containers lost at sea that may enhance the positioning, tracking and recovery of such containers (Agenda item 11)

5.1 Main Contents : The Sub-Committee agreed to establish a Working Group on Development of Measures Regarding the Detection and Mandatory Reporting of Containers Lost at Sea and instruct it, taking into account the comments made and decisions taken in plenary. The Working Group finalized draft amendments to SOLAS chapter V regulations 31 (Danger message) and 32 (Information required in danger messages) and article V of Protocol I of the MARPOL Convention. The Sub-Committee instructed ships that have lost containers at sea should report the incidents to the nearest coastal State as well as their own flag States, and subsequently for the flag State to submit report to IMO via GISIS.

5.2 Next Steps: These draft amendments will be sent to MSC 107 for approval and MSC 108 for adoption. If the draft amendments are adopted before 1 July 2024, they will be effective on 1 January 2026.

6. Others (Agenda item 15,17)

6.1 Amendment to Grain Code (Agenda item 7)

6.1 Main Contents : The Sub-Committee noted annex 3 to document MSC 101/21/12, providing the draft amendments to the International Code for the Safe Carriage of Grain in Bulk in order to introduce a new class of loading conditions for "specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed" and specify the requirements under which grain may be carried in such compartments. No additional proposals were submitted to CCC 8 and the Draft amendment was prepared by chair of Drafting Group. This amendment has been finalized and will be sent to MSC 107 for approval.



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6.2 Revision of the Revised recommendations for entering enclosed spaces aboard ships (resolution A.1050(27)) (Agenda item 8)

6.2.1 Main Contents : The document CCC 8/8 is proposing to delete the term "cargo compressor room" from the list of examples in paragraph 2.1 of resolution A.1050(27). CCC 8/8/1 is commenting on why "cargo compressor room" should not be deleted and proposing to simplify the procedures for entering the cargo compressor room and CCC 8/8/2 is proposing to revise the term "cargo compressor rooms on non-IGC Code ships". It was argued that a cargo compressor room as a list of an enclosed space. The Sub-Committee agreed that no specific actions needed to be taken by this session and may be further considered at a future session, if the new output is agreed by the Committee.

[The end]

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