



# Technical Information

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To : Whom It May Concern

Subject : Summary Report on IMO Sub Committee meeting for 5<sup>th</sup> session of Carriage of Cargoes and Containers (CCC 5)

## Summary

This Technical Information summarizes the result of 5<sup>th</sup> Session of the IMO Sub Committee Carriage of Cargoes and Containers (CCC 5) that was held from the 10 to 14 September 2018, at the IMO headquarters in London.

## Information

1. The information provided in this Technical Information are the ones which have high relevance with the work of BKI or considered as an essential information for interested parties.
2. The following agenda are among those discussed during the meeting :

Agenda Number	Topic
3	Amendments to the IGF Code and development of guidelines for low-flashpoint fuels
4	Suitability of high manganese austenitic steel for cryogenic service and development of any necessary amendments to the IGC Code and the IGF Code
5	Amendments to the IMSBC Code and supplements
6	Amendments to the IMDG Code and supplements
7	Amendments to the CSS Code with regard to weather-dependent lashing
8	Unified interpretation of provisions of IMO safety, security and environment-related conventions

3. The Agenda above are several technical issues discussed during the meeting. A brief coverage among the issues are expressed in the attached document.

More info

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## **BRIEF REPORT ON IMO MEETING OF THE SUB-COMMITTEE ON THE CARRIAGE OF CARGOES AND CONTAINERS 5TH SESSION (CCC 5)**

### **A. AMENDMENTS TO THE IGF CODE AND DEVELOPMENT OF GUIDELINES FOR LOW-FLASHPOINT FUELS (AGENDA ITEM 3)**

Having regard the report of Correspondence Group on Development of Technical Provisions for the Safety of Ships using Low-flashpoint Fuels, established by CCC 4, the Sub-Committee established Working Group on Amendments to the IGF Code and Development of Guidelines for Low-flashpoint Fuels (IGF Code Working Group) for further consideration, and the extract of CCC 5 decisions are summarized below:

#### **a) Proposed Amendments to the IGF Code**

The Sub-Committee approved the draft amendments to regulation 9.5.6 (related to protection of liquefied fuel pipes by a secondary enclosure able to contain leakages) of the IGF Code, as contained in annex 1 to document CCC 4/12, for submission to MSC 100 as an urgent matter.

In addition, CCC 5 approved the draft amendments to paragraph 6.7.1.1 and new regulation 11.8 (related to Regulation for fuel preparation room fire-extinguishing systems) of part A-1 of the IGF Code, taking into account the check/monitoring sheet (for process monitoring) and the record format (for records for regulatory development).

#### **b) Draft interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel**

The Sub-Committee agreed, in principle, to the draft interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel, and invite MSC 100, as an urgent matter, to endorse referring safety topics identified by the group to other technical sub-committees for consideration and advise to CCC 6 in 2019.

In considering the technical provisions in interim guidelines, it is expected that MSC 100 will instruct following Sub-Committees to review on following issues:

1. draft paragraph 5.3.2 should be referred to the PPR Sub-Committee for consideration with respect to cargo tanks located adjacent to methyl/ethyl alcohol fuel tanks;
2. draft paragraph 5.3.3 should be referred to the SDC Sub-Committee for review regarding the limit for safe location of fuel tank(s);
3. draft section 11 should be referred in its entirety, and in particular, paragraphs 11.4.2, 11.6 and 11.7, together with the related submissions CCC 3/3/3, CCC 3/INF.22 and CCC 4/3/4, to the SSE Sub-Committee for review regarding fire safety issues;
4. draft section 15.9 should be referred to the SSE Sub-Committee for review regarding control and monitoring of fire detection system in machinery spaces containing methyl/ethyl alcohol engines; and
5. draft section 16, in particular training related provisions should be referred to the HTW Sub-Committee for review regarding drills and emergency exercises.

The Sub-Committee, considering the need of further works, decided that intersessional correspondence group to deal with safety of ships using low-flashpoint fuels is re-established under the coordination of Germany.

## **B. SUITABILITY OF HIGH MANGANESE AUSTENITIC STEEL FOR CRYOGENIC SERVICE AND DEVELOPMENT OF ANY NECESSARY AMENDMENTS TO THE IGC CODE AND IGF CODE (AGENDA ITEM 4)**

The discussion of this agenda item was guided by the report submitted by the Correspondence Group that proposed to amend the IGC and IGF Codes to include high manganese austenitic steel for cryogenic service. The Sub-Committee confirmed the conclusion reached by the majority of the Correspondence Group, i.e. that in an overall evaluation, considering the provided documentation and the requested scope of documentation, it was agreed that high manganese austenitic steel would be considered suitable for cryogenic service.

The Sub-Committee also noted information from ISO that ISO 21635:2018 (Ships and marine technology – Specification of high manganese austenitic steel used for LNG tanks on board ships) had just been published in July 2018, and therefore can be taken into account into the development of interim guidelines.

Having reviewed the progress made by Working Group on Suitability of High Manganese Austenitic Steel established in this session, the Sub-Committee made decisions as summarized below:

1. approved the draft MSC circular on Interim guidelines on the application of high manganese austenitic steel for cryogenic service, which expand the application of the draft Interim guidelines to include LNG cargo tanks in addition to LNG fuel tanks, for submission to MSC 100 as an urgent matter with a view to approval;
2. requested MSC 100 to agree to keep the Interim guidelines under review pending input from operational experienced gained;
3. approved the draft amendments to 6.5.3.5.1 of the IGC Code and 16.3.3.5.1 of the IGF Code concerning tensile tests for materials other than aluminium alloys with a view for approval and subsequent adoption by the Committee; and
4. agreed to the justification to expand the existing output (Suitability of high manganese austenitic steel for cryogenic service and development of any necessary amendments to the IGC and IGF Code) to read Amendments to the IGC Code and IGF Code to include high manganese austenitic steel and related guidance for approving alternative metallic material for cryogenic service, for submission to MSC 100 as an urgent matter (paragraph 24 and annex 4);

The Sub-Committee, considering the need of further works, decided that intersessional Correspondence Group on Suitability of High Manganese Austenitic Steel for Cryogenic Service is re-established with the task to i.e. develop a guidance on the procedure for considering and approving alternative metallic material, and gather and evaluate information and data on any practical experience gained in design and production when using high manganese austenitic steel for cryogenic service for potential inclusion in the guidelines/amendments to the IGC and IGF Codes.

### **C. AMENDMENTS TO THE IMSBC CODE AND SUPPLEMENTS (AGENDA ITEM 5)**

The discussion of this agenda item was guided by the report submitted by the Editorial & Technical (E&T) Group, whom reported E&T 29.

Having discussed the submissions in plenary, reviewed the progress made by E&T Group and Drafting Group on the Guidance for Conducting the Refined MHB Corrosivity Test established in this session, the Sub-Committee made decisions as summarized below:

1. agreed to the draft new amendments, as set out in annex 1 to document CCC 5/5, with a view to incorporating them into draft amendment 05-19 to the IMSBC Code and referred them to E&T 30 for finalization, then submitting the draft consolidated edition of the IMSBC Code to MSC 101 for consideration and adoption, and to submit a written report to CCC 6;
2. approved the draft MSC circular on Interim Guidance for conducting the refined MHB (CR) corrosivity test, for submission to MSC 100 for approval as an urgent matter;
3. invited interested Member States and international organizations to make a submission to MSC 101 for a new output on the amendments to the IMSBC Code regarding the corrosivity test;
4. agreed to the development of a model course for the IMSBC Code with China as the course developer;
5. agreed that the existing individual schedule for AMMONIUM NITRATE BASED FERTILIZER (non-hazardous) should be divided into two schedules. The Sub-Committee also agreed to forward all relevant documents of this issue to E&T 30 for further consideration, with a view to preparing the two individual schedules, i.e. MHB (OH) Group B and Group C; and
6. agreed in principle to the proposal of new individual schedule and request E&T 30 to consider and incorporate them, as appropriate, into draft amendment 05-19 to the IMSBC Code, as follow:
  - a. Reaction Mass of Calcium Fluoride and Calcium Sulphate and Calcium Carbonate
  - b. Flue Dust, containing lead and zinc
  - c. Flue Dust, Zinc Refining
  - d. Copper and Lead, containing matte
  - e. Iron Silicate Granulated
  - f. Brucite
  - g. Chlorite
  - h. Crushed Shell

### **D. AMENDMENTS TO THE IMDG CODE AND SUPPLEMENTS (AGENDA ITEM 6)**

The Sub-Committee recalled that MSC 96 had adopted amendments (38-16) to the IMDG Code by resolution MSC.442(99), which is expected to enter into force on 1 January 2020 and on a voluntary basis from 1 January 2019.

The Sub-Committee also recalled that MSC 99 approved MSC.1/Circ.1588 on Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide), containing a consolidated version of the Guide for ease of reference.

Having discussed the submissions in plenary, the Sub-Committee made decisions as summarized below:

1. instructed E&T 31 to further consider the matter regarding the transport prohibition related to SP76;
2. agreed to forward the issue regarding additional information in the dangerous goods manifest to E&T 31 for further consideration. Meanwhile, the Sub-Committee invited interested Member States and international organizations to make submissions to E&T 31 in this regard;
3. with regard to the prohibition on the filling or discharging of portable tanks, road tank vehicles and road gas elements vehicles while they remain on board, the Sub-Committee agreed to the proposal by Australia with wording "Packagings including large packagings and IBCs shall not be filled or discharged while they remain on board", in principle, and decided to refer the document to E&T 31 for further consideration and inclusion, if appropriate, in draft amendment 40-20 to the IMDG Code;
4. agreed to the proposal for clarification on the requirement for supplementary information on the flashpoint of dangerous goods to specifically exclude organic peroxides (class 5.2), in principle, and decided to refer this document to E&T 31 for further consideration and inclusion, if appropriate, in draft amendment 40-20 to the Code;
5. agreed to the proposal to delete special provision (SP) 951, from the entry UN 1402 CALCIUM CARBIDE in the Dangerous Goods List in chapter 3.2 of the Code and to delete SP 951 in chapter 3.3 of the Code, in principle, and decided to refer the document to E&T 31 for further consideration and inclusion, if appropriate, in draft amendment 40-20 to the Code.

#### **E. AMENDMENTS TO THE CSS CODE WITH REGARD TO WEATHER-DEPENDENT LASHING (AGENDA ITEM 7)**

Having noted that this was the first session of the Sub-Committee for considering amendments to the CSS Code with regard to weather-dependent lashing, the Sub-Committee agreed that further studies and more in-depth discussions in the Working Group on Amendments to the CSS Code on this issue were necessary.

Having discussed the submissions in plenary and reviewed the progress made Working Group on Amendments to the CSS Code established in this session, the Sub-Committee made decisions as summarized below:

1. noted the progress made by Working Group with regard to draft amendments to annex 13 to the CSS Code concerning weather-dependent lashing and that the draft amendments need further work before their finalization;
2. noted that operation in a restricted area was a common element in many cargo-related IMO instruments, the Group was of the opinion that the proposed amendments could have consequential implications on other cargo-related IMO instruments and, therefore, those instruments should be identified as a preliminary work to ensure their consistency;
3. established the Correspondence Group on Amendments to annex 13 to the CSS Code, under the coordination of Sweden.

## **F. UNIFIED INTERPRETATION TO PROVISIONS OF IMO SAFETY, SECURITY AND ENVIRONMENT-RELATED CONVENTIONS (AGENDA ITEM 8)**

Having discussed several Member States and submissions in plenary, and reviewed the progress made Working Group on Amendments to the IGF Code and Development of Guidelines for Low-flashpoint Fuels established in this session, the Sub-Committee made decisions as summarized below:

1. approved the draft unified interpretation on IGF Code relating to functional requirements applied to gas admission valves at dual fuel engines and gas engines, for inclusion in the relevant draft MSC circular;
2. agreed to the draft UI of paragraph 6.3.10 of the IGF Code as provided in IACS UI GF2 regarding ship steel protection against liquefied gas fuel for inclusion in the consolidated draft MSC circular containing the UIs related to the IGF Code;
3. agreed to the draft UI of paragraph 12.5.2.1 of the IGF Code as provided in IACS UI GF14 regarding fire protection of spaces containing equipment for fuel preparation for inclusion in the consolidated draft MSC circular containing the UIs related to the IGF Code;
4. agreed to the draft UI of paragraphs 11.3.1 and 11.3.3 of the IGC Code in IACS UI GC22 on deck water spray systems for inclusion in the consolidated draft MSC circular containing the UIs related to the IGC Code;
5. agreed to the draft UI of paragraph 4.19.1.6 of the IGC Code in IACS UI GC23 regarding the cargo tank structure heating arrangement power supply for inclusion in the consolidated draft MSC circular containing the UIs related to the IGC Code.