



Technical Circular

No.: 033/2016

Date: 03rd October 2016

To Whomsoever it may concern

Subject: Brief Summary on Outcome of CCC3

The 3rd session of the International Maritime Organization (IMO) Sub-Committee on Carriage of Cargoes and Containers (CCC) was held from 5th to 9th September 2016 at IMO's headquarters in London.

This brief provides an overview of the significant issues progressed at this session.

1. **Amendments to the IGF Code and development of guidelines for low-flashpoint fuels**

Progress made on the development draft amendments to the IGF Code.

The work was not completed and has been referred to a Correspondence Group, under the co-ordination of Sweden, to develop draft provisions on use of fuel cells and draft technical provisions for safety of ships using methyl/ethyl alcohol as fuel.

Draft unified interpretations relevant to the IGF Code (CCC 3/10/1 by IACS) and on the issue of the external surface area of a tank for determining the sizing of pressure relief valve (CCC 3/10/5 by IACS) were agreed and will be submitted to MSC 97, with a view to their approval.

2. **Safety requirements for carriage of liquefied hydrogen in bulk**

Draft Interim Recommendations for carriage of liquefied hydrogen in bulk have been agreed, for submission to MSC 97 with a view to adoption. These are intended for a pilot ship that will be developed for research and demonstration of safe long distance carriage of liquefied hydrogen in bulk.

3. **Amendments to the IMSBC Code and Supplements**

Coal:

New draft amendments to the individual schedule for coal and modified Proctor/Fagerberg test procedure for coal have been agreed. Coal shall be classified as group A and B unless classified as group B only by either a test determined by the appropriate authority or where it has the required particle size distribution. The proposed amendments will be submitted to MSC 98, for inclusion in amendment 04-17 of the IMSBC Code.



. This Technical Circular and the material contained in it is provided only for the purpose of supplying current information to the reader and not as an advice to be relied upon by any person.
. While we have taken utmost care to be as factual as possible, readers/ users are advised to verify the exact text and content of the Regulation from the original source/ issuing Authority.

Bauxite:

Proposal to classify bauxite as Group A and Group C cargo, depending on size. The work on bauxite will resume in the form of a Correspondence Group (CG), who will wait for the report of Global Bauxite Working group led by bauxite research industry group panel, before considering further development of bauxite schedules for the IMSBC Code. The research report is expected to be submitted to the correspondence group in March/April 2017.

Seed cakes:

Seed cakes are wide ranging products with varying oil and moisture content combinations. Manufacturing processes and the hazards associated with these cargoes are a tendency to self heat. Proposal to harmonise seed cake regulations and align the requirements under the IMSBC Code and the IMDG Code with the UN Modal Regulations. The CG will also, apart from the bauxite work, consider all these submissions relating to seed cakes in their terms of reference after deliberations and report to CCC 4.

Ammonium nitrate based fertilisers (nonhazardous):

A submission was made to reclassify ammonium nitrate based fertilisers (nonhazardous) from group C (nonhazardous) to group B /MHB classification (chemical hazards). The reclassification was aimed to give better hazard communication to the crew (improving awareness) and to distinguish this cargo from typical Group C cargoes needing no specific carriage requirements.

It was highlighted during the meeting that a reclassification of a cargo should not be based on the need to create crew awareness and better hazard communication, which should be achieved by other means like training the crew. Also no supporting documentation to justify reclassification was received. Based on intervention by several delegations, the submission to reclassify the cargo was not accepted.

Substances harmful to the marine environment (HME):

Draft amendments to 2012 Guidelines for implementation of MARPPOL Annex V in relation to making the HME criteria and the shipper's declaration as to whether a solid bulk cargo is HME or not mandatory, were agreed by MEPC 69. The entry into force of the MARPOL Annex V amendments is expected to be in 2018.

Draft amendments to the IMSBC Code related to HME substances were agreed, for submission to MSC 97 for approval and subsequent adoption by MSC 98, as part of the IMSBC amendment 04-17 (expected entry into force on 1st January 2019).

Whilst the utmost care has been taken in the compilation of the Technical Information, neither Indian Register of Shipping, its affiliates and subsidiaries if any, nor any of its directors, officers, employees or agents assume any responsibility and shall not be liable to any person for any loss, damage or expense caused in any manner whatsoever by reliance on the information in this document.

Draft amendments to testing of TML and moisture content for cargoes that liquefy:

Noting the concern regarding loss of life at sea in connection with cargoes that may liquefy, draft amendments to paragraph 4.5.1 and 4.5.2 of the IMSBC Code were agreed, to show that the shipper is responsible for ensuring that tests for transportable moisture limit (TML) and moisture content are conducted and the latter remains within safe limits of its TML upon completion of loading.

The amended draft proposals would be submitted to MSC 97 for approval and subsequent inclusion in IMSBC amendment 04-17.

New cargo submissions:

Draft amendments to IMSBC Code, including new individual schedules for Foam Glass Gravel, Sugarcane Biomass Pellets, Olivine Sand, Olivine Grnulary and aggregate products and Iron Smelting by-products, were forwarded to E&T Group for finalization and submission to MSC 98 for adoption, as part of IMSBC amendment 04-17.

4. AMENDMENTS TO SOLAS REGULATIONS II-2/20.2 AND II-2/20-1 TO CLARIFY THE FIRE SAFETY REQUIREMENTS FOR CARGO SPACES CONTAINING VEHICLES WITH FUEL IN THEIR TANKS FOR THEIR OWN PROPULSION

Draft amendments to SOLAS II-2/20.2 and 20-1 agreed. It was noted that SSE 3 had requested MSC 97 to consider the decision made by SSE 3 that only "pure car and truck carriers" need to comply with SOLAS regulation II-2/20-1 and that the definition provided in SOLAS regulation II-2/3.56 should be amended accordingly. Consequently, it was confirmed that if the aforementioned decision by SSE 3 were to be endorsed by MSC 97, then the proposed draft amendments to SOLAS regulation II-2/20-1 endorsed at this session would be unnecessary.

SOLAS II-2/20 will be amended to clarify that only 'pure car carriers' need to comply with II-2/20-1.

5. SUITABILITY OF HIGH MANGANESE AUSTENITIC STEEL FOR CRYOGENIC SERVICE AND DEVELOPMENT OF ANY NECESSARY AMENDMENTS TO THE IGC CODE AND IGF CODE

A Correspondence Group (CG) was established to further consider the suitability of high manganese austenitic steel for cryogenic service, with a view to its possible inclusion in IGF and IGC Code. The CG will report at CCC 4.

Whilst the utmost care has been taken in the compilation of the Technical Information, neither Indian Register of Shipping, its affiliates and subsidiaries if any, nor any of its directors, officers, employees or agents assume any responsibility and shall not be liable to any person for any loss, damage or expense caused in any manner whatsoever by reliance on the information in this document.

6. IMDG Code draft amendments

Proposals relating to Amendments 39-18 of the IMDG Code:

Reference to GESAMP Hazard Profiles in the IMDG Code :

Proposal to insert an informative and recommendatory reference to GESAMP Hazard profile in the IMDG Code, in order to indicate those substances that meet "environmentally hazardous substances" criteria according to the latest GESAMP Hazard Profiles.

In light of lack of consensus, it was agreed that interested Member States and international organizations can submit proposals to future sessions of CCC with a view to facilitating discussions and resolving any of the concerns.

Segregation of organic peroxides, class 5.2:

Proposal regarding amendments to the segregation requirements of organic peroxides, UN 3101 to UN 3120, and exempted organic peroxides, and a new table in 7.2.6.3 to be included in the IMDG Code.

Proposal is being considered by Editorial & Technical Group (E&T) 27 and they will report to CCC 4. Interested Member States and international organizations are urged to work with each other, with a view to clarifying the type of test data needed and to narrow down the list of chemicals so that E&T 27 can be in a better position to have all the information and data available to better consider this issue and report to the next session of CCC.

Documentation for excepted packages of class 7 in chapters 5.1 and 5.4:

Proposal to align the related provisions in the IMDG Code with the requirements of IAEA Safety Standards Series No.SSR-6, by requiring the information according to SSR-6 section 546 introductory sentence and subparagraphs (a) and (k) in a special dangerous goods transport document; and requiring this information to be available on board the ship.

Proposal agreed, in principle, and referred to E&T 27 for further consideration and inclusion, if appropriate, in the draft amendment 39-18 of the Code.

Stowage away from sources of ignition:

Proposal to amend the wording of 7.4.2.3.2 of the IMDG Code, in order to clarify the requirement to stow a container with flammable liquids (flashpoint below 23°C) and flammable gases 2.4 m away from sources of ignition.

Proposal agreed and referred to E&T 27 for further consideration.

Stowage of jet perforating guns:

Proposal to amend the existing stowage requirements for jet perforating guns, by amending the stowage of goods of class 1 requirements found in 7.1.4.4 and the addition of a new stowage code.

No objections to the proposal but agreed that further consideration at E&T 27 was required to address issues such as the possible hazards arising in icy conditions, the ship type, segregation from initiation devices and the total explosive content of 91 kg.

Stowage of goods of class 1:

Proposal to amend the Dangerous Goods List with regard to the existing stowage categories for articles of individual UN numbers, in order to balance regulation and the flow of commerce.

Proposal is agreed in principle and referred to E&T 27 for further consideration and inclusion, if appropriate, in the draft amendment 39-18 of the Code.

Segregation codes in the Dangerous Goods List:

Proposal to amend the assignment of segregation codes in the Dangerous Goods List, i.e. assign "SG35" in the Dangerous Goods List to all entries for amines and the other identified entries. Furthermore, it proposed to discuss the amendments to the Dangerous Goods List with the entries for acids and fluorides where the SG36 and SG49 should be assigned.

Proposal is agreed in principle and referred to E&T 27 for further consideration and inclusion, if appropriate, in the draft amendment 39-18 of the Code.

Segregation provisions for ammonium bromate:

Proposal to clarify that ammonium bromate is prohibited for transport and therefore no segregation provision applies and to clarify the application of SP 352 and SP 900 to UN 1908 and UN 1791.

Proposal referred to E&T 27 for further consideration.

Harmonization of the packaging limits for viscous flammable liquids:

Proposal to harmonize the package size limits which can cause certain viscous flammable liquids to be removed from Packing Group III, by amending the provision 2.3.2.5 of the IMDG Code.

Proposal is agreed in principle and referred to E&T 27 for further consideration and inclusion, if appropriate, in the draft amendment 39-18 of the Code.

Whilst the utmost care has been taken in the compilation of the Technical Information, neither Indian Register of Shipping, its affiliates and subsidiaries if any, nor any of its directors, officers, employees or agents assume any responsibility and shall not be liable to any person for any loss, damage or expense caused in any manner whatsoever by reliance on the information in this document.

Battery-vehicles:

The use of vehicles to transport compressed gases is not included in IMDG Code and in Europe these vehicles are currently shipped under exemptions. Proposal to develop draft amendments for chapter 6 of the IMDG Code related to their sea transport.

Proposal referred to E&T 27 with the aim of exchanging views and sharing information on this matter.

Enclosure:

1. IMO CCC 3/WP.1 - DRAFT REPORT TO THE MARITIME SAFETY COMMITTEE AND THE MARINE ENVIRONMENT PROTECTION COMMITTEE

Whilst the utmost care has been taken in the compilation of the Technical Information, neither Indian Register of Shipping, its affiliates and subsidiaries if any, nor any of its directors, officers, employees or agents assume any responsibility and shall not be liable to any person for any loss, damage or expense caused in any manner whatsoever by reliance on the information in this document.