

# IMO SUB COMMITTEE ON CARRIAGE OF CARGOES & CONTAINERS (CCC)

12<sup>th</sup> Session, 14 – 18 September 2026

Session Outcome



**IRCLASS**  
Indian Register of Shipping

## **IMO Sub-Committee on Carriage of Cargoes and Containers (CCC) - 12<sup>th</sup> Session**

The 12<sup>th</sup> session of the Sub-Committee on Carriage of Cargoes and Containers (CCC) was held at IMO Headquarters from 14 – 18 September 2026.

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

### **Concise Summary of Important Decisions made**

CCC 12 agreed with the following for approval by MSC 113:

- ✓ Draft revision of the guidelines for safety of ships using methyl/ethyl alcohol (MSC.1/Circ.1621).
- ✓ Draft revision of the Guidelines for preparation of the Cargo Securing Manual (MSC.1/Circ.1353/Rev.2).

CCC 12 initiated work on new OCCS interim guidelines establishing a detailed work plan that defines the approach, scope, and structure of these guidelines.

## **Summary of relevant topics which were discussed at CCC 12**

### **1. Amendments to the IGF Code and Development of Guidelines for Alternative Fuels and related technologies (Agenda Item 3)**

#### **➤ *Interim Guidelines for Safety of Ships using Methyl/Ethyl alcohol as Fuel***

The Sub-Committee agreed on the revision to Interim Guidelines for Safety of Ships using Methyl/Ethyl Alcohol as Fuel with a view to approval by MSC 113.

These guidelines were discussed and deliberated during the Inter-sessional Working Group (ISWG-AF-4) which worked from 7<sup>th</sup> – 11<sup>th</sup> September (2026) and the Working Group established at CCC 12. The following are the salient points of discussion.

- ✓ The Working Group agreed on the following principles which are also captured in the revised interim guidelines: -
  - the nomenclature of “methyl/ethyl alcohol” to be used in all places within the guidelines for ensuring consistency
  - definition of the cofferdam and the functions which it should fulfil. This is important in the consideration of the fact that there had been proposals to consider ballast tanks as protective cofferdams. However, the Group did not agree to list such options within the guidelines as prescriptive solutions. Rather these should be accepted based upon the alternative design approval approach by the Administration
  - to expand the section on Risk assessment providing guidance regarding the hazards/topics which were needed to be considered.
  - elaboration of the safety requirements for tanks which collected leaked or drained methyl/ethyl alcohol.
  - exclude fitting a cofferdam above integral fuel tanks on deck subject to complying with certain provisions including consideration within the risk assessment.
  - accept fuel tanks installed within machinery spaces of category A subject to their being fitted with protective cofferdams on all sides facing the machinery space.
  - accept the installation of underwater vents for methyl/ethyl alcohol fuel tanks recognizing that these had been already installed on ships which carried methyl alcohol (for use in offshore production operations). However, design, construction and operation of such installation would need to be subject to a risk assessment.
  - two additional functional requirements to address inspection and maintenance as well as protection of persons exposed to toxicity of these fuels were included.
  - require a vapour return line to be used during the bunkering process and therefore minimize release of toxic and flammable vapours to the atmosphere.
  - staggered ventilation principle for double walled annular fuel pipes or fuel pipes enclosed within ducts, fuel preparation rooms, bunker stations (i.e. 10 air changes per hour during normal operation which could be increased to 30 air changes per hour following detection of a leak).
  - to include a new chapter on Personnel Protection within these guidelines recognizing the toxicity hazards posed by both methyl/ethyl alcohol.

- ✓ In addition, the Group
  - clarified the topics to be considered when selecting and approving materials for use within the fuel supply system for these fuels.
  - restructured the Chapter on Bunkering and drafted detailed provisions considering the cases of:
    - Bunker station on open deck
    - Semi-enclosed bunker station
    - Fully enclosed bunker station
  - revised the fire-extinguishing requirements for methyl/ethyl alcohol by restructuring the Chapter 11 of the guidelines. Use of equivalent gases and water mist system has been elaborated for fire extinguishment within machinery spaces of category A, fuel preparation rooms and enclosed bunker stations. The Group also developed some specific provisions for smaller ships (i.e. fuel preparation rooms and bunker stations having net volume less than 500 m<sup>3</sup>)
  - introduced requirements pertaining to detection of toxic vapour and associated local alarms or visual indication to be provided for such enclosed spaces which are accessible by the crew.
  - revised the Chapter 17 on Operations to include and reflect provisions stemming from the experience gained on methanol fuelled ships.
  - revised Ventilation requirements to align with the staggered ventilation principle which had been discussed by the Group.

The Group further discussed the way ahead to proceed on the following:

1. Development of interim guidelines for safety of ships using low flashpoint diesel fuels
2. Revision of interim guidelines for safety of ships with fuel cell installations (MSC.1/Circ.1647)

The Working Group also discussed in brief on the amendments proposed to the IGF Code as well as a proposal for an editorial modification to the Code. However, the Group could not conclude the discussion and agreed to task a Correspondence Group to deliberate this further.

The Sub-Committee agreed to the establishment of a Correspondence group as well as recommend MSC to re-establish the Intersessional Working Group (ISWG-AF-5) to further work on the above topics.

## **2. Development of a Safety Regulatory Framework to support the reduction of GHG emissions from Ships using new technologies and alternative fuels (Agenda Item 4)**

The Sub-Committee considered the submissions pertaining to the safety of ships installed with onboard carbon capture and storage systems under this agenda item and established a Working Group to further work upon the development of interim guidelines for the same.

The Working Group took the following actions:

- Initiated work on development of the Interim Guidelines for Safety of Ships using Onboard Carbon Capture and Storage System (OCCS).
- Identified several candidate technologies to be addressed by the guidelines vide separate annexes.

- Agreed that carbon dioxide generated and captured onboard constitutes an operational by-product or residue rather than a commercial cargo. These would have implications on consideration whether ships installed with an OCCS would fall within the definition of a gas carrier.
- Reaffirmed its view that carbon dioxide generated and captured by onboard carbon capture systems does not constitute a cargo under the IMDG Code. On that basis, the Group did not identify a need for amendments to the IMDG Code in relation to the onboard storage of such captured carbon dioxide and agreed to reflect this conclusion in the updated work plan.

The Sub-Committee established a Correspondence Group on GHG Safety to further progress the development of Interim Guidelines for Safety of Ships using OCCS.

The Sub-committee also considered proposal for a unified interpretation of SOLAS Chapter VI which sought to clarify the processing of cargoes *en-voyage* such that the after-products could be used as fuel. In this regard, the Sub-Committee considered the views expressed and agreed that this topic would need further discussion and invited submissions to future sessions.

### **3. Amendments to the IMSBC Code and Supplements (Agenda Item 5)**

The Sub-Committee agreed to refer documents on the following products to E&T Group for consideration:

- Lime Mud
- Untreated Incinerator Bottom Ash
- Soil contaminated with hydrocarbons, PFAS, asbestos and heavy metals
- Ulexite
- Diatomite
- Polymetallic nodules
- Amorphous Graphite
- Amorphous Graphite Fines
- Tabular Alumina
- Direct Shipping Ore Spodumene
- Seed Cake

The Sub-Committee also discussed a clarification sought on the relationship between the requirement of the IMSBC Code that mechanical ventilation be available for certain group B cargoes, in particular direct reduced iron, and the requirement of SOLAS regulation II-2/5.2.1.1 that ventilation openings be provided with means of closure for fire protection purposes. Following discussion, the Sub-Committee instructed E&T to assess whether a CCC circular would be necessary to clarify this issue and if yes, prepare a draft circular.

### **4. Amendments to the IMDG Code and Supplements (Agenda Item 6)**

The Sub-Committee forwarded to E&T Group the following proposals:

- Amendments to paragraph 5.4.1.4.3.8 for sodium ion batteries under SP376, or
- Batteries – SP188 exemptions in containerized transport
- Proposed amendments to paragraph 7.3.7.2 of the IMDG Code in relation to the requirement that a number of packages assembled in a cargo transport unit shall not create an explosion hazard applies to all self-reactive substances of division 4.1 and organic peroxides of division 5.2, and not only to those

requiring temperature control, thereby aligning the IMDG Code with the UN Model Regulations.

**5. Revision of the Revised Guidelines for the Preparation of the Cargo Securing Manual (MSC.1/Circ.1353/Rev.2) to include a harmonized performance standard for Lashing Software to permit lashing software to be used as a supplement for the Cargo Securing Manual (Agenda Item 7)**

The Sub-Committee finalized draft revision of the Revised Guidelines for the Preparation of the Cargo Securing Manual (MSC.1/Circ.1353/Rev.2), including interim performance standards for lashing software as a supplement to the Cargo Securing Manual, with a view to approval by MSC 113.

The revised Guidelines are intended mainly for new containerships. They may also be applied voluntarily to existing containerships, subject to approval by the Administration. Where the revised Guidelines, including the new performance standards for lashing software, are applied to an existing ship, the Cargo Securing Manual would need to be reapproved in its entirety by the Administration.

The interim performance standards provide that lashing software may be stand-alone or integrated with the loading program, with ship staff familiarized with its functions. The operational manual is to include a quick start guide, guidance for verification using approved test loading conditions and a pre-departure check of relevant input data and the applied lashing arrangement. The software is to have a clear and intuitive human-machine interface, with confirmation of manual inputs that may produce unintended results, and an accuracy tolerance below 1.0% of allowable values unless an adequately justified deviation is accepted by the Administration. The software is to be approved, and reapproved where relevant changes affect its function, ship design, Cargo Securing Manual or securing arrangement. Where connected to external systems, loss of connection is to generate a warning and backward compatibility with previous interface formats is to be maintained.

The Working Group agreed that harmonization should extend beyond software functionality to the calculation methodology and the input data used to assess container securing arrangements. Accordingly, the Group prepared draft justification for expanding the output to include a new annex to the CSS Code containing methods to assess the efficiency of securing arrangements for containers on containerships, for consideration by MSC 113.

For any queries, you can reach out to:

**External Affairs Department**

*Indian Register of Shipping*

*52A, Adi Shankaracharya Marg*

*Opp Powai Lake, Powai*

*Mumbai - 400072*

*Email: [exad@irclass.org](mailto:exad@irclass.org)*

*Whilst the utmost care has been taken in the compilation of this 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.*