**CCC3**

The Sub-Committee on Carriage of Cargoes and Containers had its third session from 5 to 9 September 2016, which took place in IMO headquarters in London (CCC3).

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

The Sub-Committee:

- progressed on the development of draft amendments to the IGF Code regarding fuel cells and in particular decided on the development of a new draft part E to the IGF Code, containing provisions for fuel cells in a generic form in terms of feed fuel;

- agreed on draft unified interpretations of provisions 6.9.1.1 and 6.9.1.2 (Control and maintenance of pressure and temperature of liquefied gas fuel tanks after the activation of the safety system), and provision 13.8.3 (Ventilation inlet for double wall piping or duct) of the IGF Code.

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

The Sub-Committee agreed on:

- draft Interim Recommendations for carriage of liquefied hydrogen in bulk and the associated draft MSC resolution. This resolution clarifies that the Interim Recommendations are intended to facilitate establishment of a tripartite agreement for a pilot ship, which will be developed for the research and demonstration of safe long-distance overseas carriage of liquefied hydrogen in bulk and may need to be reviewed, if they are to be applied to ships other than the pilot ship;

- draft unified interpretations of the IGC Code:

Paragraphs 3.3.1 and 11.1.1.1 (Application of fire safety requirements in SOLAS chapter II-2 to cargo machinery spaces and turret compartments), which confirms that SOLAS regulation II-2/4.5.10 need not apply, in accordance with paragraph 11.1.1.1;

Paragraph 8.4.1.2 and figure 8.1(External surface area of the tank for determining sizing of pressure relief valve); and

Paragraph 11.3.6 (Back-flushing of the water-spray system).

**Amendments to the IMSBC Code and supplements**

The Sub-Committee:

- agreed to draft amendments to the individual schedule for COAL, with a view to inclusion in the draft amendment 04-17; coal should be classified as Group A&B unless classified as Group B only by a test determined by the appropriate authority or by particle size distribution;

- agreed to draft amendments to paragraphs 4.5.1 and 4.5.2 of the IMSBC Code, for submission to MSC 97 as an urgent matter, with a view to approval and subsequent adoption by MSC 98; these amendments specify that the "shipper shall be responsible for ensuring that a test to determine the TML…" and that "shipper shall be responsible for ensuring that sampling and testing for moisture content…".

With regard to the transportability test of nickel ore from New Caledonia as set out in documents CCC 3/5/6 and CCC 3/INF.5, it was agreed that this equivalent test protocol developed by France would be circulated through an IMO Circular letter, informing all parties on its use.

Recognizing that MEPC 69 had agreed to make mandatory under MARPOL Annex V the criteria for the classification of solid bulk cargoes as HME and the shipper's responsibility to classify and declare, the SC agreed on consequential:

- draft amendments to the IMSBC Code related to HME substances, for submission to MSC 97 for approval as an urgent matter and subsequent adoption by MSC 98;

- draft amendments to the 2012 Guidelines for the implementation of MARPOL Annex V, for submission to MEPC 71 for approval (paragraph 21 and annex 4).

The Sub-Committee also agreed with the E&T Group to amend the requirements (paragraph 4.1.1 of the Code) regarding the appropriate Bulk Cargo Shipping Name (BCSN) to be used when dangerous goods are transported in solid bulk form and the consequential amendments to the definition of BCSN in the Code.

**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**

The Sub-Committee agreed to draft amendments to SOLAS, as proposed by Antigua and Barbuda, France and IACS, to be submitted to MSC 97.

These amendments recognize that an "ordinary" cargo space (i.e. one which is not a special category space, a ro-ro space or a vehicle space as defined in SOLAS regulation II-2/3) shall comply with the provisions of SOLAS regulation II-2/19 (vehicles being designated in Class 9) , and with the IMDG Code and Special Provisions 961 and 962 when carrying vehicles with fuel in their tanks for their own propulsion.

**Interpretations**

In addition to unified interpretations agreed on the basis of review by the ad-hoc working groups, the Sub-Committee agreed on interpretations of:

***- the IGC Code on:***

1. Closing devices for air intakes (paragraph 3.2.6);

2. Cargo tank clearances (paragraphs 3.5.3.1.2 and 3.5.3.1.3);

3. Pump Vents in Machinery Spaces (paragraph 3.7.5);

4. Safe means of emergency isolation of pressure relief valves (paragraph 8.2.9);

***- the IGF Code on:***

1. Tank connection space for tanks on open deck and tank connection space equipment (paragraph 2.2.15.3);

2. Fuel preparation room (paragraph 2.2.17);

3. Appropriate location of premixed engines using fuel gas mixed with air before the turbocharger (paragraph 5.4.1);

4. Protection against cryogenic leakage and control of hazardous zones in fuel preparation rooms on open deck (paragraphs 5.8 and 6.2.1.1);

5. Special consideration within the risk assessment of closed or semi-enclosed bunkering stations (paragraph 8.3.1.1);

6. Ventilation of machinery spaces (paragraph 13.5.1);

7. Ventilation of double piping and gas valve unit spaces in gas safe engine-rooms (paragraph 13.8.2).

***CCC 4 is tentatively scheduled from 11 to 15/9/2017.***

**Proposed working arrangements for CCC 4**

The Sub-Committee agreed to establish at CCC 4 working and/or drafting groups on subjects to be selected from the following list, whereby the Chair, taking into account the submissions received on the respective subjects, would advise the Sub-Committee well in time before CCC 4 on the final selection of such groups:

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

2. Suitability of high manganese austenitic steel for cryogenic service; and

3. IMSBC Code matters (carriage of bauxite and seed cakes)

Correspondence groups established at CCC 3 to report at CCC 4

1. Development of technical provisions for the safety of ships using low-flashpoint fuels;

2. Evaluation of properties of Bauxite and revision of individual schedules for SEED CAKE; and

3. Suitability of high manganese austenitic steel for cryogenic service.