**CCC 5 - 10 to 14 September 2018**

***CCC 5 has noted that MSC 99 had approved MSC.1/Circ.1500/Rev.1*** on Guidance on drafting of amendments to the 1974 SOLAS Convention and related mandatory instruments and MSC.1/Circ.1587 on Procedural aspects related to the drafting of amendments to safety related IMO conventions, other than the 1974 SOLAS Convention, and related mandatory instruments.

This guidance should not apply to the IMDG and IMSBC Codes, as they are updated continuously. Chapter 17 of the IBC Code and chapter 19 of the IGC Code should neither be subject to the Guidance.

***The Working Group on Amendments to the IGF Code and Development of Guidelines for Low-flashpoint Fuels***, established by CCC 5, due to time constraints, could not consider the interim guidelines on safety of ships equipped with fuel cells. CCC 5 agreed to further develop this text intersessionally.

The draft technical provisions for the safety of ships using methyl/ethyl alcohol have been under development at IMO since 2013. CCC 5 agreed, in principle, to the draft interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel instead of incorporating the technical provisions for the safety of ships using methyl/ethyl alcohol into the IGF Code.

These interim guidelines provide provisions for the arrangement, installation, control and monitoring of machinery, equipment and systems using methyl/ethyl alcohol as fuel and has several positive consequences, such as rapid global implementation, time for assessment during the interim period, and the possibility for improvement before the provisions are incorporated into the IGF Code.

They apply to ships to which part G of SOLAS chapter II-1 applies. Chemical tankers using methyl/ethyl alcohol cargo as fuel should not be excluded in general. Special consideration should be given to the specific characteristics of those ships, and an appropriate provision in this respect has been added in the draft text.

***Safety recommendations for the application of fuel oil with a flashpoint of not less than 55°C on board.***

Some delegations proposed that the flashpoint of fuel oil should be reduced from 60°C to 52°C in the context of SOLAS chapter II-2.

Earlier MSC 95 agreed that the technical requirements for fuel oil with a flashpoint of less than 60°C would be provided in the context of the IGF Code.

At CCC 4 it has been proposed that risk assessment methods such as FSA be used for further research.

CCC 5 agreed that the correspondence group could be tasked to consider these matters intersessionally.

***Suitability of high manganese austenitic steel for cryogenic service and development of any necessary amendments to the IGC code and IGF code***

MSC 96 had agreed to include a new output on "Suitability of high manganese austenitic steel for cryogenic service and development of any necessary amendments to the IGC Code and IGF Code".

CCC 4 instructed a CG to finalize the test acceptance criteria for high manganese austenitic steel for cryogenic service, assess the suitability of high manganese austenitic steel for cryogenic service in the context of its applicability to steel plates, with a view to developing generic guidance on the procedure for considering and approving new metallic materials for cryogenic service.

Following the position reached throughout the CG, CCC 5 agreed that high manganese austenitic steel would be considered suitable for cryogenic service.

While the application of the Interim guidelines was initially limited to steel plates for the construction of LNG fuel tanks under the provisions of the IGF Code, the scope had been expanded to include also LNG cargo tanks, subject to the IGC Code.

It should be noted that CCC 5 was not able to consider the drafting of an outline and relevant checklists for generic guidance on the procedure for considering and approving alternative metallic material. These topics have been included in the terms of reference of the CG suitability of high manganese austenitic steel for cryogenic service as established by the Sub-Committee.

***CCC 5 approved the following draft amendments***, with a view for approval and subsequent adoption by MSC:

* Paragraph 6.7.1.1 of part A-1 of the IGF Code - pressure relief systems to be fitted to fuel storage hold spaces, interbarrier spaces and tank connection spaces;
* New regulation 11.8 for fuel preparation room fire-extinguishing systems;
* Paragraph 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, in connection with the application of high manganese austenitic steel for cryogenic services.

***CCC 5 approved the following unified interpretation*** ***on IGF Code***, with a view for approval and subsequent adoption by MSC:

* Functional requirements applied to gas admission valves at dual fuel engines and gas engines (Sections 12.4 and 12.5, Part A-1 of the IGF Code);
* Ship steel protection against liquefied gas fuel (paragraph 6.3.10);
* Hazardous area classification of fuel storage hold spaces (section 12.5.2.1 and footnote 23);
* Alarms for loss of ventilation capacity (section 15.10.1).

***CCC 5 approved the following unified interpretation on IGC Code***, with a view for approval and subsequent adoption by MSC:

* Cargo tank structure heating arrangement power supply (paragraph 4.19.1.6);
* Fire Test for Emergency Shutdown Valves (paragraph 5.13.1.1.4);
* Survival crafts protection (paragraph 11.3.1);
* Tank groups in cargo area (paragraph 11.3.3);
* Carriage of chapter 19 products, amended IGC Code (MSC.370(93)), on ships built after 1 July 1986 and before 1 July 2016.

***Amendments to the IMSBC code and supplements***

The Editorial and Technical Group (E&T), at its twenty-ninth session, commenced the preparation of draft amendment 05-19 to the IMSBC Code, including a draft consolidated IMSBC Code.

CCC 5 authorized E&T 30 to finalize draft amendment 05-19 to the IMSBC Code, with a view to submitting the draft consolidated edition of the IMSBC Code, incorporating draft amendment 05-19, to MSC 101 for consideration and adoption.

***Amendments to the IMDG code and supplements.*** MSC 99 had adopted amendment 39-18 by resolution MSC.442(99), which is envisaged to enter into force on 1 January 2020 and on a voluntary basis from 1 January 2019.

MSC 99 also approved MSC.1/Circ.1588 on Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide).

MSC 99 instructed CCC to review the footnotes in the IMDG Code when preparing the next consolidated version (amendment 40-20). Therefore, CCC 5 has instructed E&T 31 to carry out a comprehensive review on the footnotes in the IMDG Code when preparing amendment 40-20, with a view the outcome being considered by CCC 6.

CCC 5 agreed to instruct E&T 31 to further consider the issue regarding the approval of FRP tanks as IMO type 4 tanks.

***Clarification of paragraph 7.1.4.4.2 of the IMDG Code.*** Clarification of the terms "life-saving appliances" and "areas with public access", as used in paragraph 7.1.4.4.2 of the IMDG Code.

CCC 5 decided to proceed with this matter as draft amendments to the IMDG Code, and instructed E&T 31 to prepare draft amendments to the IMDG Code.

***Amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code) with regard to weather-dependent lashing.***

The present version of Annex 13 provides acceleration data applicable for ocean voyages throughout the whole year. Furthermore, it permits the reduction of these acceleration figures in the case of an operation in a restricted area, taking into account the season and the duration of the voyage. However, the method for reducing these figures has been left open to interpretation.

The acceleration tables in Annex 13 are based on an accepted mathematical model for obtaining acceleration components resulting from ship motions. The same model is used in the IGC Code for the design of cargo tank supports.

The Code of Safe Practice for Ships Carrying Timber Deck Cargoes (TDC Code) and the Code of Practice for Packing of Cargo Transport Units (CTU Code) apply a reduction curve for ships accelerations with respect to expected significant wave-height for the voyage.

Important progress was made by CCC 5 with regard to draft amendments to Annex 13 to the CSS Code but there is still work to be done before finalization. This topic has been referred to a dedicated CG.

***CCC 5 agreed, in principle, for submission to MSC 100*** as an urgent matter with a view to approval, to:

* Draft interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel;
* Draft Interim guidelines on the application of high manganese austenitic steel for cryogenic services;
* Draft Interim Guidance for conducting the refined MHB corrosivity test.