LIBERIAN REGISTRY

IMO CCC 4
Meeting Summary

February 9, 2018

The Sub-Committee on the Carriage of Cargoes and Containers (CCC) of the International Maritime Organization met for its 4th session in London during 11-15 September 2017.

Liberia was represented throughout CCC 4 in the plenary sessions and the working groups on the 'Amendments to the IGF Code and development of guidelines for low-flashpoint fuels', 'Suitability of High Manganese Austenitic Steel for Cryogenic Services', and 'IMSBC Code Matters'.

Draft Amendments to Parts A and A-1 of the IGF Code

The Sub-committee endorsed draft amendments to Parts A and A-1 of the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels, 2016 (IGF) Code. These amendments will be submitted to Maritime Safety Committee (MSC) for adoption.

In addition to some minor editorial changes, a new definition of 'Ship constructed on or after [date of entry into force]' was developed. Other amendments relate to regulations on: loading limit for liquefied gas fuel tanks; fuel distribution outside of machinery spaces; internal combustion engines of piston type; and, fire protection.

Consideration on the Carriage of Bauxite

Currently, Bauxite is classified in the International Maritime Solid Bulk Cargoes (IMSBC) Code as a Group C cargo. However, recent research undertaken by the Global Bauxite Working Group (GBWG), indicates that ships may be exposed to a potential risk posed by moisture in the carriage of Bauxite and as such may need to be classified as a Group A cargo.

The research indicates that an atypical motion of the ship (wobbling) may also be indicative of cargo instability and the master should take appropriate action.

This atypical motions (or wobble) is caused by the movement of a free surface slurry over the top of the cargo which is out of phase with the roll period of the ship. If left unchecked this movement of cargo has the potential to further reduce stability and the risk of capsize.

In order to bring this latest research to the attention of all entities concerned, the sub-committee approved, with immediate effect, the revised circular CCC.1/Circ.2/Rev.1 *Carriage of Bauxite which may Liquefy*.

Additionally, the circular also includes; a draft test procedure for determining the transportable moisture level (TML) for Bauxite cargoes; the draft individual schedule for Bauxite (Bauxite Fines) of Group A; and the draft amended individual schedule for Bauxite of Group A.

Ammonium Nitrate Based Fertilizer (Non-hazardous)

The Sub-Committee approved CCC.1/Circ.4 on the *Carriage of Ammonium Based Nitrate Fertilizer (non-hazardous).* Given the urgency that this information to be available to all entities, the Sub-Committee instructed the Secretariat to issue the circular as soon as possible after the session and submitted it to the MSC for endorsement.

Although classified as a Group C cargo in the IMSBC Code, there are some concerns over the potential risks of transporting of Ammonium Nitrate Based Fertilizer. When heated Ammonium Nitrate Based Fertilizer, may decompose and emit toxic gas, as suggested by two recent accidents, noting the accident investigation reports remain pending. It is therefore essential that seafarers are aware of the decomposition process and regularly monitor the cargo for early signs of decomposition.

Seedcake

The sub-committee approved amendment to the individual schedules for SEED CAKE containing vegetable oil UN 1386 (b) and SEED CAKE UN 2217 (with not more than 1.5% oil and not more than 11% moisture) in the IMSBC Code and IMDG Code.

No amendments were proposed to the individual schedule for SEED CAKE containing vegetable oil UN 1386 (a).

International Maritime Dangerous Goods (IMDG) Code

The sub-committee agreed to the draft editorial corrections to Amendment 38-16 and the proposed amendments 39-18 of the IMDG Code.

The amendments 39-18 include, inter alia, provisions for: batteries installed in cargo transport units; battery vehicles; fish meal; nickel metal hydride batteries; new segregation codes for the segregation groups within the Dangerous Goods List (GoS replacing SGG, to avoid confusion with SG).

Unified Interpretations (UIs)

The Sub-Committee agreed several UIs to the IGF Code and the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) relating to: the loading limit for liquefied gas fuel tanks; high level alarms and fuel level indicators; examples of 'other rooms with a high risk'; and the expression 'each dry docking'.

High Manganese Austenitic Steel for Cryogenic Service

Due to the continuing research that is currently underway in the development of high manganese austenitic steel for cryogenic services, the sub-committee agreed to limit the application to steel plates only, at this stage.

Further, it was agreed that draft interim guidelines applicable only to high manganese austenitic steel be developed in lieu of amendments to the IGC and IGF Codes.

The next meeting of the CCC Sub-committee is scheduled for: 10-14 September 2018.

For further information please contact: imo@liscr.com

PROVISIONAL LIST OF CIRCULARS

MSC.1/Circ.xxx	draft MSC circular on unified interpretation of paragraph 13.3.5 of the IGC Code (as amended by resolution MSC.370(93))
MSC.1/Circ.xxx	Draft MSC circular on unified interpretations of the IGF Code

Note: the above circulars will be submitted to MSC for adoption and so are yet to be numbered.

CCC.1/Circ.2/Rev.1	*Carriage of Bauxite which may liquefy*
CCC.1/Circ.4	*Carriage of Ammonium Nitrate Based Fertilizer (non-hazardous).*