LIBERIAN REGISTRY

IMO CCC 11
Meeting Summary

13 October 2025

The 11th meeting of the IMO's sub-committee on Carriage of Cargoes and Containers (CCC 11) was held 8-12 September 2025 at the IMO Headquarters in London supplemented by hybrid (remote) participation. This CCC 11 report also includes the relevant outcome of the 43rd session technical and editorial group (E&T 43) held 15-19 September 2025 on the IMDG Code, which was authorized to report the outcome to the Maritime Safety Committee (MSC) directly on the matter relating to the next batch of the amendments to the IMDG Code.

LISCR participated in the following groups of CCC 11 in addition to the plenary as follows:

Group	Agenda
Working group 1	Development of guidelines for alternative fuels and related technologies
Working group 2	Development of guidelines for the use of ammonia cargo as fuel and provisions for the use of alternative fuels other than cargo on gas carriers
Working group 3	Prevention of the loss of containers at sea, revision of MSC.1/Circ.1353/Rev.2 and development of performance standards and guidelines for lashing software

New fuels and technologies

The IMO worked on the necessary guidelines for the safe use of new fuels that reduce emissions. Two back-to-back meetings, namely the second session of the Intersessional Working Group on the Development of Technical Provisions for the Safety of Ships Using Alternative Fuels (ISWG-AF 2) and CCC 11, made significant progress, as outlined below.

Hydrogen fuel

CCC 11 developed *the Interim guidelines for the safety of ships using hydrogen as fuel* for approval by the 111th session of the Maritime Safety Committee (MSC 111) scheduled for May 2026.

The guidelines are kept high-level, focusing on Goal and Functional Requirements to assist various experimental projects. These guidelines may be further developed as more experience is gained, but they serve as initial guidance for the projects already taking place. The discussions at the Intersessional Working Group and CCC 11 were summarized as follows:

- These guidelines were structured on goals and functional requirements, in line with the IGF Code approach;
- Provisions were included on hydrogen fuel storage, supply and distribution systems, covering piping, materials and arrangements. In this regard:
    - Fuel tanks and fuel preparation equipment should be on open deck. Enclosures are not allowed unless approved through the alternative design process. Tank connections differ between LH2 (liquefied hydrogen – should be double-walled) and compressed H2 (compressed hydrogen – may be single walled);

  - Tank connection spaces/enclosures should be classified as Hazardous area zone 1, irrespective of piping/equipment arrangement inside the space;
- Provisions are provided for ventilation, gas detection, pressure relief and emergency shutdown systems;
- Fire protection and hazardous area classification were addressed, including explosion prevention measures. The basic philosophy of hydrogen fire-extinguishing should be respected throughout the entire Fire safety section, notably in respect of ensuring that the first action to extinguish a hydrogen fire should always be the shut-off of fuel supply. The caution included consideration for possible invisible hydrogen flames;
- Operational aspects were covered, such as bunkering, inerting, purging and gas freeing;
- Documentation was to reflect hydrogen-specific arrangements, and crew competence and training are emphasized; and
- The guidelines were intended as interim measures, pending the development of mandatory provisions under the IGF Code.

Work plan

CCC 11 further developed the work plan toward 2030, which addresses:

- The revision of interim guidelines for safety of ships using methyl/ethyl alcohol as fuel;
- Further develop/finalize the interim guidelines for safety of ships using low-flashpoint oil fuels;
- Amendments to the IGF Code regarding LNG;
- Revision of interim guidelines for the safety of ships using fuel cell power installations;
- The Interim guidelines for safety of ships using onboard carbon capture and storage systems;
- The interim guidelines for safety of ships using Liquid Organic Hydrogen Carrier (LOHC) or Metal Hydrides as hydrogen storage;
- The guidance applicable to ships covered by the IGC Code using gaseous products or low-flashpoint fuels other than products listed in chapter 19 of the IGC Code;
- The interim guidelines on the safety of ships using liquefied petroleum gas as fuel; and
- The revision interim guidelines on the safety of ships using hydrogen as fuel.

Guidelines on the use of ammonia cargo as fuel

Chapter 16 of the IGC Code regulates the use of cargo as fuel in gas carriers but originally prohibited toxic cargoes. MSC 109 (December 2024) adopted amendments (MSC.566(109)) permitting ammonia as fuel under specific conditions and instructed CCC 11 to develop supporting guidelines. The amendments will enter into force on 1 July 2026, with voluntary early implementation authorized by MSC.1/Circ.1681. Liberia has notified IMO of its early implementation pending legal entry into force.

Draft interim guidelines for the use of ammonia cargo as fuel

CCC 11 finalized the draft interim guidelines for the use of ammonia cargo as fuel for approval by MSC 111.

Key features of the guidelines are as follows:

- They supplement chapter 16 of the IGC Code and apply outside the cargo area in accordance with 16.4.1.1;

- Exposed exterior surfaces of ammonia fuel supply piping, including double-walled piping, should be coloured in a distinguishable way, identifiable by the personnel on board;
- CCC 11 decided not to include provisions on a safe haven for personnel in case of ammonia release;
- An Ammonia Release Mitigation System (ARMS) should be provided, independent of bilge and ballast systems, for the collection and treatment of released ammonia and contaminated water, noting that no provision was created for the holding capacity of effluent on board;
- Provisions are included for fuel supply and distribution systems, covering piping arrangements, materials and marking;
- Provisions are made for ventilation, detection and alarm systems in spaces containing ammonia-fuelled equipment;
- Alarm set points for fixed ammonia gas detection should be approved by the Administration in accordance with a recognized standard, noting that specific thresholds from MSC.1/Circ.1687 were not directly incorporated;
- Design and arrangement criteria are set for machinery spaces using ammonia as fuel, including double-walled or ducted fuel lines;
- Provisions are included for operational aspects, such as bunkering, purging, gas freeing and emergency shutdown;
- Documentation provisions are clarified, including incorporation of relevant ammonia fuel system information in the cargo operation manual; and
- Provisions on fuel cells were deleted, as CCC 11 noted that ammonia fuel cell technology was not yet commercially available.

Solid bulk cargoes

IMSBC Code

The next set of amendments will be 09-27. CCC 11 forwarded proposals to the 44th session of the Editorial and Technical (E&T) Group, scheduled for spring 2026, including the new individual cargo schedule and:

- Agreed in principle to include Bituminous Granulates Coarse, Bituminous Granulates Fines (pending clarifications), Calcium carbonate/lime mud, Mullite, and Kaolinite, and referred them to E&T 44 for inclusion in 09-27;
- Deferred the inclusion of Untreated Incinerator Bottom Ash (U-IBA) pending further information; and
- Noted that there was no consensus to include Contaminated Soil PFAS at this stage, and referred the matter to E&T 44 for advice to CCC 12, scheduled for September 2026.

Weather tightness

CCC 11 decided that weather-tightness was very important in all circumstances and was a requirement both in the SOLAS and in Load Line Conventions.

Fumigation

CCC 11 noted the work of E&T 41 on fumigation matters, including the revision of MSC.1/Circ.1264 on the safe use of pesticides in ships, which was approved by MSC 110 as MSC.1/Circ.1264/Rev.1. Consequential amendments to the IMSBC Code and other IMO instruments were also agreed, reflected in resolution MSC.575(110) and MSC.1/Circ.1395/Rev.7.

CCC 11 further considered a proposal highlighting lessons learned from fumigation-related casualties and recommending a holistic review of MSC.1/Circ.1264. Concerns raised included seafarer and worker safety, the need to strengthen

fumigation standards, outdated gas testing recommendations, the ongoing study of pesticides, crew exposure to phosphine, and the importance of developing safer fumigation methods. CCC 11 also stressed the need for better crew training and independent oversight through a dedicated new output.

In conclusion, CCC 11 concurred with the safety concerns and agreed that a new output on fumigation was necessary. This would address continuous gas detection, enhanced pre-loading risk controls, improved training, and strengthened measures against hazards such as fire and explosion. Member States were invited to prepare and submit an output proposal for consideration by the MSC.

Information sharing on provisionally assessed cargoes

Liberia and co-sponsors invited CCC 11 to establish a way forward for posting, in the IMO's Global Integrated Shipping Information System (GISIS), information on solid bulk cargoes not listed in the IMSBC Code but shipped under provisional assessments, including tripartite agreements. The co-sponsors suggested that competent authorities of ports of loading should be required to submit such information to a dedicated GISIS module within 30 days, with core cargo data (description, properties, shipper, competent authorities involved, etc.) should be made publicly available. They also proposed a model template for the content and noted that, pending GISIS upgrades, IMO's public website could serve as an interim information sharing platform.

At CCC 11, there was broad support in principle for improving transparency and accessibility of information on provisionally assessed cargoes. However, the Secretariat pointed out that the proposal lacked detail on the exact scope, format and process, and recalled that GISIS is undergoing a major review. Consequently, CCC 11 agreed to refer the proposal to E&T 44 for further consideration, asking it to refine the level of information to be included, the submission mechanism, and possible information sharing mechanism options, and to advise CCC 12 accordingly.

Dangerous goods

This part of the report reflects the relevant outcome of the 43rd session of the Technical and Editorial Group (E&T 43) held 15-19 September 2025, which was tasked to review the matter associated with the IMDG Code and reporting to MSC 111 on the final draft of amendment 43-26 for adoption.

Draft of amendment 43-26

Carriage of radioactive materials

CCC 11 reviewed proposals to amend table 7.1.4.5.18 of the IMDG Code on segregation distances for radioactive cargo. The proposals aim to replace container-based references with standardized metre-based values, simplifying implementation and improving clarity. While the proposal was generally supported, concerns were raised that the change could in some cases, reduce segregation distances, potentially bringing high-TI cargo closer to accommodation areas, with operational and training implications. The matter was referred to E&T 43 for further consideration. E&T 43 agreed to incorporate metre-based segregation distances in Table 7.1.4.5.18.

With regard to the clarifications put forward on the treatment of open-type freight containers, CCC 11 referred this to E&T 43. E&T 43 agreed to delete the term "(closed containers)" from the respective tables in provisions 7.1.4.5.3.1 and 7.1.4.5.3, to treat open and closed containers in the same manner.

Diesel fuel

CCC 11 and subsequent E&T 43 considered a proposal for a new special provision on diesel fuel, aimed at ensuring consistent classification across multimodal transport. Two opposing views were expressed: one in favour of applying the strictest requirements of any mode (air, sea, or land) to achieve uniform treatment, which reflects current EU practice; and the other against, stressing that each mode is governed by different conditions and safety principles, and that enforcing the strictest mode across all would undermine the IMDG Code's classification system. As consensus could not be reached, both meetings agreed to refer the issue to the UN TDG Sub-Committee for possible amendment of the UN Model Regulations.

Control temperature of flammable liquids

CCC 11 and subsequent E&T 43 considered a proposal to require the indication of control temperature in transport documents when flammable liquids with a flashpoint below 23°C are carried in non-explosion-proof refrigerated systems. Opinions were divided: some delegations supported the proposal, either as drafted or with modifications, while others questioned its basis, noting that refrigeration was often commercially rather than safety driven. E&T 43 highlighted that non-explosion-proof reefers are widely used in industry for commercial reasons and discussed options such as requiring cargoes to be kept at least 10°C below flashpoint, with documents stating both control temperature and container type. It also drew attention to crew awareness of reefer limits and whether IMDG Code amendments would require a new output. As no consensus was reached, both sessions agreed to invite further submissions to CCC 12, including practical examples and potential safety benefits, before any decision is was taken.

Safe transport of vehicles

CCC 11 considered information and a report from the informal group on the safe transport of vehicles. CCC 11 agreed to refer the documents submitted to CCC 11 to E&T 43 for further consideration, with a view to inclusion, in principle, in amendment 43-26 to the IMDG Code.

E&T 43 developed the following Special Provisions (SPs) and consequential changes:

- SP980 (new) – Overarching requirements for the shipment of vehicles under UN3166, 3171, 3556, 3557 and 3558 (see "consequential change" below). In short, damaged, leaking or otherwise unsafe vehicles cannot be offered for transport, and consignors must check their condition before shipment. If a vehicle contains dangerous goods that are outright forbidden under the Code (per 1.1.3.1), it cannot be shipped. If the vehicle has a damaged or defective lithium battery (covered by SP376), that battery must be removed before transport. Vehicles carried as waste are also subject to the additional waste dangerous goods rules (2.0.5). This SP applies to vehicles carried as cargo in containers or on pure car and truck carriers (PCTCs) and ro-ro cargo decks. It does not apply to private vehicles driven on board under their own power by passengers when carried on ro-ro passenger ships.
- SP961 (revised) – Applies to vehicles with combustion engines, batteries, or hybrids. In short, two regimes apply:
    - Ro-ro exemption: Vehicles carried in designated ro-ro spaces (as per SOLAS II-2/20) may be exempted from the full SP980 conditions, provided there are no signs of leakage from the battery, engine, fuel cell, fuel/braking system, or compressed gas cylinder. This exemption does not apply to container cargo spaces on a ro-ro ship.
    - Cargo carriage (container/PCTC): When vehicles are packed in containers, loaded on PCTCs, or otherwise carried as cargo, SP961 imposes additional conditions on top of SP980, including safe battery condition, prevention of accidental activation, and proper securing.

- To support these requirements, reference is made to several related provisions already existing in the Code:
  - P912: Packing instruction for damaged or defective lithium batteries (SP376), prescribing strong outer packaging and containment measures to prevent fire, short-circuit, or thermal runaway;
  - SP388 : Guidance on lithium batteries installed in or packed with equipment, identifying when they may be shipped as part of equipment and when extra marking or documentation is required; and
  - SP977: Conditions for damaged or defective vehicles powered by lithium batteries, requiring removal or securing of defective batteries, which if removed must then be shipped separately under P912.

- SP962 (revised): Applies when a vehicle is not prohibited under SP980, but does not meet the exemption or conditions of SP961. In such cases, the vehicle is assigned to Class 9 and must comply with specific requirements:
  - For flammable liquid vehicles, the fuel tank must not be more than one-quarter full and in any case not exceed 250 L unless authorized;
  - For flammable gas vehicles, the fuel shut-off valve must be securely closed;
  - Installed batteries must comply with relevant provisions, including SP388 (for lithium batteries installed in/with equipment) or SP977 (for damaged or defective vehicles powered by lithium batteries), and must be protected from damage, accidental activation, and short-circuit.
  - Additional notes: unpackaged vehicles under SP962 are exempt from the marking and labelling requirements of Chapter 5.2. However, if transported in a cargo transport unit (CTU), the placarding requirements of chapter 5.3 apply — meaning the CTU itself must display the large hazard placards for Class 9 (and any other relevant hazards), even if the vehicle inside is not individually labelled.

And consequential changes to the following provisions were also included in the draft amendments:

- UN3166 – Vehicle, flammable liquid powered / Vehicle, flammable gas powered: Covers internal combustion engine vehicles (cars, motorcycles, trucks, etc.) powered by liquid fuels or flammable gases;
- UN3171 – Battery-powered vehicle / Battery-powered equipment: Covers electric vehicles and equipment driven by batteries other than lithium batteries (mostly lead-acid, nickel-metal hydride, etc.);
- UN3556 – Lithium batteries installed in cargo transport unit: Introduced to address large battery packs permanently installed in containers, swap bodies, or similar cargo units;
- UN3557 – Lithium batteries installed in cargo transport unit, prototype: Similar to UN 3556, but specifically for prototype or low-production lithium battery systems installed in cargo transport units; and
- UN3558 – Lithium batteries installed in cargo transport unit, damaged/defective or for disposal/recycling: Covers large-format lithium batteries in containers that are either defective, damaged, or being shipped for disposal/recycling.

Other updates to the IMDG Code

The other updates include:

- General editorial updates
  - Corrections to cross-references and terminology throughout the Code;
  - Alignment with the 22nd revised edition of the UN Model Regulations.
- New UN entries
  - UN2348 – Butyl acrylates, stabilized;

  - UN2862 – Vanadium pentoxide, non-fused form, containing not less than 10% respirable particles;
  - UN3561 – Chlorophenols, corrosive, toxic, solid, n.o.s.;
  - UN3562 – Chlorophenols, corrosive, solid, n.o.s.;
  - UN3563 – Lithium metal batteries installed in cargo transport unit; and
  - UN3564 – Sodium ion batteries installed in cargo transport unit.
- Special Provisions
  - New SP410 – Hybrid batteries containing both lithium ion and lithium metal cells;
  - New SP411 – MRI scanners containing non-flammable, non-toxic gas;
  - New SP412 – Entries may contain not more than 12% by mass of dimethyl ether;
  - New SP413 – Entries may only be transported under specific conditions; and
  - SP405 deleted (previously applied to polyhalogenated biphenyls, terphenyls and naphthalenes).
- Transitional provisions: Updates to part 1 reflecting the transition between Amendment 42-24 and Amendment 43-26;
- Methods of temperature control: Clarifications added on acceptable methods of controlling temperature during carriage;
- Provisions for labels: Clarifications to design and application requirements for hazard labels and marks, aligned with UN standards;
- Provisions for FRP service equipment: New requirements for the design, construction, inspection and testing of fibre-reinforced plastic (FRP) service equipment for portable tanks;
- Clarification of portable tank special provisions: Clarification of how portable tank special provisions should be assigned , including the degree of filling;
- Thorough review of column 17: Column 17 (*Properties and observations*) in the Dangerous Goods List was thoroughly reviewed and updated;
- Segregation provisions: Proposed amendments to the segregation table in 7.6.3.5.2; and
- Packing provisions: Amendments to additional provision 3 of packing instruction P406 and provisions for exclusion from class 1.

Consequential amendments to the EmS Guide

Following the amendments to the IMDG Code, the corresponding fire and spillage response procedures in the EmS Guide were updated, with six new entries created for UN numbers 2348, 2862, and 3561 to 3564.

Prevention of loss of containers

Lashing software (agenda item 7)

MSC 108 (May 2024) agreed to include in the biennial agenda of the CCC Sub-Committee the Revision of the Revised Guidelines for the Preparation of the Cargo Securing Manual (MSC.1/Circ.1353/Rev.2) to incorporate a harmonized performance standard for lashing software, allowing it to be used as a supplement to the Cargo Securing Manual. In this regard, CCC 10 (September 2024) established the correspondence group (CG) to report its consideration to this session.

Draft revision of MSC.1/Circ.1353/Rev.2 and development of draft performance standards for lashing software

CCC 11 progressed the revision of MSC.1/Circ.1353/Rev.2 and developed an annex on performance standards for lashing software, deciding that the circular would contain only a reference to the new annex, which would apply to new containerships once approved by MSC. CCC 11 agreed to use the term "lashing software" consistently, treat the annex as interim, given its interlinkages with work on the prevention of container loss. CCC 11 also considered a proposal to use the hydrodynamic direct assessment method as an alternative to the empirical formula in MSC.1/Circ.1623 but concluded it fell outside the current scope and invited a new output proposal to MSC. Recognizing time constraints, CCC 11 recommended re-establishing the Correspondence Group to finalize the revision. CCC 11 further noted that making lashing software mandatory would require an amendment to SOLAS under a new output, therefore invited interested Member States to submit proposals to MSC, while observing that any waiver or definition of containerships could be addressed in future revisions.

Calculation method

CCC 11 considered the request from the Correspondence Group regarding harmonization of calculation methods and software functionalities. Views were expressed that harmonization was important before any regulatory changes, while others supported establishing minimum standards rather than full harmonization at this stage. CCC 11 agreed to invite interested Member States and international organizations to submit a proposal for a new output to MSC, taking into account the work still to be completed under the existing output.

Prevention of loss of containers and reporting of lost containers (Agenda item 10)

MSC 107 (June 2023) agreed to include in the biennial agenda of the CCC Sub-Committee the item "Development of measures to prevent the loss of containers at sea". The correspondence group had also addressed this agenda item together with the issue of container lashing software.

Double reporting of lost containers

CCC 11 discussed concerns regarding potential double reporting, noting that the new mandatory SOLAS requirements on lost containers (entry into force on 1 January 2026) do not satisfy obligations under the Nairobi Wreck Removal Convention. CCC 11 agreed to recommend to MSC to invite the Legal Committee (LEG) to establish a working group to examine in detail the differences in the reporting requirements and the associated data elements between the two instruments (SOLAS and Nairobi WRC), taking into account the proposal submitted to CCC 11, with a view to finding a way to bridge the differences between the two Conventions by means of guidance or interpretation.

CCC circular on requirements for reporting the loss of containers to the Organization pursuant to SOLAS regulations V/31 and 32 mandatory reporting of loss of containers

CCC 11 approved the circular which set out requirements for reporting the loss of containers at sea under SOLAS regulations V/31 and 32, as amended by MSC.550(108). It recalls that masters must promptly notify nearby ships and the nearest coastal State of lost or drifting containers, and report losses to the flag State, which in turn must notify IMO. As an interim step, flag States are requested to use a standard reporting template provided in the circular, with submission via an online form, until a permanent electronic reporting module in GISIS is available. The circular also includes a detailed template covering ship identity, incident position, number and type of containers lost, dangerous goods, environmental conditions, and other relevant information.

Container inspection

CCC 11 reviewed the aggregated inspection results from several Member States on containerised dangerous goods (DG) shipments in 2024.

Key points were:

- Inspections reported via GISIS up to 2 July 2025;
- Data compiled from five States;
- A total of 24,558 container units were inspected; and
- The overall non-compliance rate revealed that 4,170 units had one or more deficiencies, amounting to a global non-compliance rate of 16.98%.

CCC 11 noted the report and expressed appreciation to Member States that had submitted information, while urging those that had not yet done so to provide reports in accordance with MSC.1/Circ.1649.

Unified Interpretations (UIs)

IGF Code

Unified interpretation of IGF Code requirements for common flanges

CCC 11 reviewed the unified interpretation on paragraph 9.6.1 of the IGF Code in respect of gas fuel vent pipes of single-walled construction in machinery spaces. CCC 11 approved the interpretation, clarifying the acceptance of single-walled gas fuel vent pipes in machinery spaces and the use of single common flanges at fuel connections under defined conditions. The interpretation specifies safety criteria including pressure limits, welded construction, open-ended design, and permanent ventilation of machinery spaces, while maintaining that double-walled construction remains required for engine vent piping unless justified by the engine safety concept. It further provides that a single common flange may be accepted where the installation of a double flange is impracticable, subject to technical justification and compliance with paragraph 9.2.2 of the IGF Code to prevent leakage into surrounding spaces. CCC 11 noted that the interpretation does not amend the IGF Code, go beyond interpretation, or contradict the existing text.

IGC Code - secondary barrier testing

CCC 11 considered revised UIs of paragraphs 4.4.1, 4.5, 4.6.2.1 and 4.6.2.4 of the IGC Code, and paragraphs 4.7.1, 4.7.3, 4.7.4.1 and 4.7.7 of the 1983 IGC Code, focusing on secondary barrier testing and effectiveness in membrane containment systems, particularly those using gluing technology. The proposal was built on concerns first raised at CCC 9 and clarified terminology, scope, and applicability, supported by additional modelling, laboratory testing and risk assessments. The draft UI provides definitions of “envisaged leakage”, clarifies “capable of being periodically checked”, defines “full/complete” secondary barriers, and specifies how “effectiveness” may be verified (tightness, thermographic, acoustic or other approved methods), while also addressing the handling of defects and “other suitable means”. CCC 11 agreed that safeguards had been satisfied, confirmed the technical content, approved the unified interpretation, and requested the Secretariat to prepare a draft MSC circular for submission to MSC 111 for approval.

Carriage of hydrogen as cargo

MSC 108 adopted revised interim guidelines for the carriage of liquefied hydrogen in bulk (resolution MSC.565(108)), covering independent cargo containment systems but not membrane-type systems. To address this, CCC 11 developed draft amendments introducing a new part D with safety requirements for membrane-type systems using vacuum-insulated spaces. These provisions cover structural integrity, barrier tightness, insulation performance, vacuum monitoring, leakage detection, pressure control, material compatibility, and emergency procedures. The draft Revised Interim Recommendations were forwarded to MSC 111 for adoption.

CCC 11 also considered training requirements and invited interested Member States to propose a new output on training.

Any other business

Amendments to the IGC Code

CCC 11 recalled that the Sub-Committee had previously developed draft amendments to the IGC Code, approved by MSC 109 with a view to adoption at MSC 110 and entry into force on 1 January 2028. At MSC 110, additional papers were submitted proposing clarifications to certain provisions. MSC 110 treated the amendments as substantial changes rather than as editorial corrections, and referred them back to CCC 11 for review and finalization, with a view to reporting to MSC 111 for approval and adoption at MSC 112.

CCC 11 decided that amendments requiring changes in design or construction should apply to new ships only and revised the application provisions accordingly. It also finalized draft amendments to chapter 16 of the IGC Code, extending the use of cargo as fuel beyond methane to cover LPG and ethane, with related updates to ship arrangements, containment, and fire protection.

Enclosed space fatalities

CCC 11 considered updated research and analysis on enclosed space fatalities aboard ships for the period 2000 to 2024, including overall fatality trends and rank-specific data highlighting the higher risks to senior officers. CCC 11 agreed to encourage industry organizations to incorporate these recommendations into their own guidelines.

Provision of defibrillators (AEDs) on board ships

CCC 11 considered a proposal recommending that all SOLAS ships carry at least one automated external defibrillator (AED). In discussion, delegations recognised the life-saving potential of AEDs in cases of sudden cardiac arrest, while also highlighting practical limitations at sea, such as the lack of immediate specialist medical assistance and the need for proper crew training. Concerns were raised regarding the scope of IMO, noting that medical equipment carriage requirements fall primarily under the ILO Marine Labour Convention (MLC) and the International Medical Guide for Ships, with IMO's role focused on training. While some supported a future mandatory carriage requirement, others stressed the need for coordination with ILO and WHO and suggested voluntary carriage as an interim step. After consideration, CCC 11 agreed to invite further proposals to an appropriate body, such as ILO, for inclusion of AED carriage in relevant instruments, and noted that IMO could then develop associated training requirements.

Further information

For further information please contact: imo@liscr.com

Annex

Provisional list of draft resolutions, circulars and other output

- Draft interim guidelines for the safety of ships using hydrogen as fuel
- Draft interim guidelines for the use of ammonia cargo as fuel
- Draft amendments 43-26 to the IMDG Code
- Draft circular on requirements for reporting the loss of containers to the Organization pursuant to SOLAS regulations V/31 and 32
- Draft Unified interpretations of the IGC Code and the 1983 IGC Code
- Draft unified interpretation on paragraph 9.6.1 of the IGF Code
- Draft unified interpretation on the secondary barrier testing and effectiveness assessment
- Draft Revised interim recommendations for carriage of liquefied hydrogen in bulk
- Draft amendments to the IGC Code