Türk Loydu Summary Report – CCC 11

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IMO Sub-Committee on Carriage of Cargoes and Containers (CCC) held its 11th session from 8 to 12 September 2025 in London. The major decisions and discussions from this session are summarized below.

AGENDA ITEM 3 AMENDMENTS TO THE IGF CODE AND DEVELOPMENT OF GUIDELINES FOR ALTERNATIVE FUELS

CCC 11 finalized the Interim Guidelines for the safety of ships using hydrogen as fuel. These goal-based guidelines consist of 20 chapters and are aligned with the structure of the IGF Code to ensure safe design, construction, and operation.

Key Design Principles:

- The guidelines apply to liquefied hydrogen concepts (Type C tanks) and compressed hydrogen concepts (Type 4 composite cylinders), which should generally be fitted on open deck.
- The oxygen enrichment threshold was defined at a 23.5% concentration.
- Vacuum or inerting was established as the primary atmospheric control for hazardous enclosed spaces, though ventilation may be accepted if safety is demonstrated through alternative design.

The guidelines will be submitted to MSC 111 for approval in May 2026.

AGENDA ITEM 4 - GUIDELINES FOR THE USE OF AMMONIA CARGO AS FUEL

The Sub-Committee finalized the Interim Guidelines for the use of ammonia cargo as fuel for gas carriers. These guidelines serve as a supplement to IGC Code Chapter 16.

Important Requirements:

- Exposed exterior surfaces of ammonia fuel supply piping must be colored in a distinguishable way to be identifiable by personnel.
- The definition of the Ammonia Release Mitigation System (ARMS) was broadened to allow flexibility for new technologies.
- Machinery spaces containing ammonia fuel consumers must be gas-safe, and fuel piping should be of a double-wall design or ducted and the outer boundary should be continuous and gastight in the space. Non-continuous double barriers should not be used in the machinery space;

- Direct access from a space containing ammonia fuel consumers to an ammonia fuel supply system space or ammonia fuel preparation room should not be permitted

AGENDA ITEMS 5 & 6 - IMSBC AND IMDG CODE AMENDMENTS

Progress was made on the regular update cycles for solid bulk and packaged dangerous goods.

IMSBC Code (Solid Bulk):

- Agreement in principle was reached for new cargo schedules under the 09-27 amendments, including Bituminous Granulates (Coarse and Fines), Calcium Carbonate Lime Mud, Mullite, and Kaolinite.

In addition, following reports of fatalities, the Sub-Committee agreed on the need for a new output to conduct a holistic review of pesticide use and fumigation practices in cargo holds (MSC.1/Circ.1264).

IMDG Code (Dangerous Goods):

- Finalized draft amendment 43-26, which includes new entries i.e.. lithium metal and sodium-ion batteries installed in cargo transport units.
- The segregation distances for radioactive materials were considered to be updated by shifting from TEU-based measurements to metric-based measurements to enhance clarity. The E&T 43 was further instructed to consider related amendments

AGENDA ITEM 7 - PERFORMANCE STANDARDS FOR LASHING SOFTWARE

The Sub-Committee advanced the development of a harmonized performance standard for lashing software intended to supplement the Cargo Securing Manual (CSM).

- Current Status: The software is recognized as a ship-specific tool that does not replace the CSM. Finalization of the performance standards is expected at CCC 12 in 2026.
- Mandatory Status: It was highlighted that making lashing software mandatory would require a future amendment to SOLAS.

AGENDA ITEM 9 - UNIFIED INTERPRETATION OF PROVISIONS OF IMO SAFETY, SECURITY, ENVIRONMENT, FACILITATION, LIABILITY AND COMPENSATION-RELATED CONVENTIONS

The Sub-Committee agreed to a revised UI regarding IGC Code paragraphs 4.4.1, 4.5, and 4.6 (and relevant 1983 IGC Code sections) concerning the testing and effectiveness of secondary barriers.

The Sub-Committee noted a new interpretation (IACS UI GF22) regarding paragraph 9.6.1 of the IGF Code, which clarifies the use of single-walled vent piping within gas-safe machinery spaces. Single-walled construction may be accepted under specific conditions, such as a design pressure not exceeding 1

MPa, fully welded construction, and use solely for purging or venting operations within permanently ventilated spaces.

CCC 11 noted an interpretation (IACS UI GF21) of paragraph 11.7.1 of MSC.1/Circ.1621, clarifying that CO_2-based fire-extinguishing systems protecting machinery or fuel preparation spaces on methyl/ethyl alcohol-fuelled ships.

A proposed revision to the UI of IGF Code (IACS UI GC19) paragraph 9.2.2 (concerning safety barriers for fuel piping) was rejected because it did not meet the required safeguards; it was recommended that this matter be handled as a Code amendment instead.

Draft UI regarding IGC Code paragraph 1.1.7.2 (related to dual-listed products) was deemed unnecessary as the existing requirements were considered sufficiently clear.

AGENDA ITEM 10 - DEVELOPMENT OF MEASURES TO PREVENT THE LOSS OF CONTAINERS AT SEA

A comprehensive work plan was finalized to address the loss of containers at sea through regulatory solutions in five main areas: operational guidance, sea conditions, loading/planning, calculation standards, and container strength.

Mandatory Reporting: CCC 11 approved a circular regarding the mandatory reporting of container losses as required by new amendments to SOLAS regulations V/31 and 32, effective from 1 January 2026.

AGENDA ITEM 11 - REVISION OF THE INTERIM RECOMMENDATIONS FOR CARRIAGE OF LIQUEFIED HYDROGEN IN BULK

The revision of the interim recommendations for the carriage of liquefied hydrogen in bulk (Resolution MSC.565(108)) was finalized. A new Part D was added to cover membrane-type cargo containment systems that maintain insulation spaces under vacuum.

AGENDA ITEM 12 - DEVELOPMENT OF A SAFETY REGULATORY FRAMEWORK TO SUPPORT THE REDUCTION OF GHG EMISSIONS FROM SHIPS USING NEW TECHNOLOGIES AND ALTERNATIVE FUELS

CCC 11 finalized a comprehensive overall work plan (extending from 2024 to 2030) to develop a safety regulatory framework for new technologies and alternative fuels. This framework follows instructions from MSC 110 to assess gaps and barriers that hinder the adoption of technologies necessary for reducing GHG emissions from international shipping.

Key Milestones and Timeline:

2026 (CCC 12): Finalize revisions for methyl/ethyl alcohol fuel and start discussions on OCCS safety and the transport of CO_2.

2027 (CCC 13): Finalize the revision of guidelines for fuel cell power installations (MSC.1/Circ.1647) and begin revising the safety guidelines for ships using ammonia as fuel.

2028 (CCC 14): Expected finalization of safety guidelines for OCCS and the commencement of the revision of guidelines for LPG as fuel.

2029–2030: Development of guidelines for LOHC (Liquid Organic Hydrogen Carriers) or metal hydrides as hydrogen storage and finalizing revisions for ships using hydrogen as fuel to make them mandatory.

AGENDA ITEM 15 - ANY OTHER BUSINESS

The Sub-Committee finalized a major package of amendments to the IGC Code. The amendments are expected to enter into force on 1 July 2028 , if adopted at MSC 112. These include new requirements for welded tank joints (full-penetration in-plane butt welds), additional manual valves for cargo manifolds, and numerical calculation (CFD) requirements for LPG/Ethane fuel system ventilation.

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