

CCC 4 - REPORT

1) Agenda Item 1. Provisional Agenda – No substantive comment.

The Sub-Committee, at its second session, agreed to establish, at CCC 3, working and drafting groups on the following subjects (CCC 2/15, paragraph 12.5):

- a. Working Group on Amendments to the IGF Code and Development of Guidelines for Low-Flashpoint Fuels (agenda items 3 and 7 (IGF Code related interpretations));
- b. Working Group on IMSBC Code matters (agenda items 5 IFSMA Indicated it would attend this WG.
- c. Suitability of Materials for Cryogenic Service (Agenda Item 4

2) Agenda Item 2. Decisions of other IMO Bodies.

- a) Nothing Significant to Report (NSR).

3) Agenda Item 3. Amendments to the IGF Code and Development of Guidelines for Low-Flashpoint Fuels. – Working Group 1.

- a) CCC 4/3 – Sweden – Report of the correspondence group
 - i) The Committee noted the Report and the Group's decision regarding the development of a new definition for methyl/ethyl alcohol (paragraphs 37) should be referred to WG1 for further consideration.
 - ii) CCC 4/3/3 and INF.7 – Marshall Isles - Proposed structure of the draft fuel cell section of the IGF Code and Supplemental edits to annex 1 to document CCC 4/3 regarding the proposed structure of the draft fuel cell section of the IGF Code.
 - (1) It was agreed that the comments in these Papers should be discussed by the WG.
 - iii) CCC 4/INF.15 – European Commission – Study of the use of fuel cells in shipping
 - iv) Noted for consideration by the WG
- b) CCC 4/3/4 – Germany - Boundaries for methyl and ethyl alcohol-fuelled ships
 - (1) Referred to the WG for consideration
- c) CCC 4/3/2 – China - Proposed amendments and corrections to the IGF Code
 - i) The amends at Para 4 – 6 were agreed and should be applied to New Ships only, amends at Para 9 were not agreed and editorial amends were agreed.
 - ii) The WG should prepare the agreed amends and confirm the Editorial numbered amends for submission to MSC.
- d) CCC 4/3/1 – IACS – Proposed amendments to the IGF Code
 - i) Paras 4 – 10(Para 9.5 of IGF Code) – It was agreed that the proposed change as refined by Japan and the comments by China on Para 9.5.4 should be taken forward by the WG and consider their application.
 - ii) Paras 11 – 18(Para 11.3.3 of IGF Code) – generally agreed and referred to the WG for more detailed proposal and how to proceed.
 - iii) Paras 19 – 24(Para 10.3.1.1 of IGF Code) – agreed and applied to New Ships only. Refer to WG for amend.

- iv) Paras 25 – 27(amend Para 6.8.2 of IGF Code and proposed Unified Interpretation at Annex of Paper) – Proposed amends agreed but the Draft UI should be referred to the WG for further discussion.
 - e) CCC 4/3/5 and INF.11 – Germany – Use of low-flashpoint fuels
 - (1) In line with decision of MSC 98 the Flash point of low-flashpoint fuels has not changed, but should be referred to the WG1.
 - f) CCC 4/3/6/Rev.1 – USA - Comments on documents CCC 4/3/1 and CCC 4/7 relating to IGF Code fuel tank loading limit requirements. Nothing Significant to Report.
 - g) Following this, WG1 was established for this Agenda Item, but to remain until Agenda Item 7 has been taken
 - h) CCC 4/WP.3 – Sweden – Report of the Working Group. NSR for IFSMA
- 4) **Agenda Item 4. Suitability of high manganese austenitic steel for cryogenic service and development of any necessary amendments to the IGC code and IGF Code. Nothing significant for IFSMA**
- a) Report of the WG – NSR for IFSMA
- 5) **Agenda Item 5. Amendments to the IMSBC Code and Supplements. (Working Group 2)**
- a) During the Lunch break on the first day, the Global Bauxite Working Group gave a well-represented Presentation on the Liquefaction of Bauxite. This was very technically detailed and similar to that given to IFSMA in their offices earlier in the year. It concludes that Bauxite does not undergo liquefaction, but settlement/dynamic separation due to excess moisture in the cargo and high movement of the vessel allowing the liquid to rise to the surface and develop a free surface slurry. If this happens in a number of the holds, the ship can become unstable and causing the vessel to list and into LOL. If this is not recognised early, by the Master and crew and action taken to stop the rolling motion and remove the free surface slurry, the vessel will then become unstable which can be recognised a significant wobble in the ship's atypical motion which could cause the ship to capsize. At the time of the wobble, there is still sufficient time to stabilise the ship if the Shipmaster takes immediate and appropriate action to reduce ship motion and vibration.
 - b) CCC 4/5 – Sec – Report of the twenty-sixth session of the Editorial and Technical Group
 - i) The Sub-Committee, at its fourth session, is invited to:
 - (1) note that the Group finalized the draft amendment 04-17 to the IMSBC Code for circulation in accordance with SOLAS article VIII, for adoption by MSC 98 (paragraph 3.21 and annex 1); Noted
 - (2) note that the Group agreed to some consequential amendments to MSC.1/Circ.1395/Rev.2 on Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective and requested the Secretariat to prepare the draft MSC.1/Circ.1395/Rev.3 for submission to MSC 98 for approval (paragraph 3.22 and annex 2); Noted
 - (3) note the Group's invitation to interested Member States and international organizations to submit proposals on a separate individual schedule for FISHMEAL Group C (paragraph 3.4 and annex 2); Noted
 - (4) endorse the Group's view that additional consideration is needed with regard to the draft new individual schedule for Palm kernel shells, and note Group's invitation

- to interested Member States and international organizations to submit new proposals to CCC 4 (paragraphs 3.27 to 3.30 and annex 3); endorsed
- (5) note the discussions and deliberations of the Group with regard to the draft new individual schedule for Direct Reduced Iron (D), and the Group's invitation to interested Member States and international organizations to submit new proposals to CCC 4 (paragraphs 3.31 to 3.34 and annex 4); Noted
- (6) note the Group urged the industry to provide more data and information on AMMONIUM NITRATE BASED FERTILIZER (non-hazardous), in particular on the different types of fertilizer and their specific properties that are being shipped under this schedule and on the necessity of the existing requirements for these different types of fertilizer, and the Group's invitation to interested Member States and international organizations to submit new proposals to CCC 4 (paragraphs 3.35 to 3.38);
- (a) CCC 4/5/9, INF.13 and INF.14 – CEFIC – Ammonium Nitrate Based Fertilizer (non-hazardous) Proposes a modified schedule and editorial amends.
- (b) **These Papers from CEFIC were discussed in detail by Germany who came up with full argumentation against the information and proposals contained therein. This view was supported by others. Therefore, no conclusion was drawn from the Papers or the discussions and that the Sub-Committee needs more information to take this forward further. There was some discussion about splitting the Schedule into two, Hazardous and Non-Hazardous, but again there is insufficient evidence to do this. After even more debate discussing the dangers of these cargoes and the number of incidents of these cargoes combusting, it was agreed that there was insufficient evidence to change the schedule and invite the E&T Group to examine the issue of the Schedule line by line and to come up with some proposals with clear evidence. A Circular should be prepared by WG2.**
- (7) endorse the decision of the Group to keep the references within the Code as simple as possible and to improve consistency within the Code for this aspect at a future stage, possibly when preparing a consolidated version of the IMSBC Code (paragraphs 4.1 to 4.3);
- (i) CCC 4/5/4 – China – Comments on the report of the twenty-sixth session of the Editorial and Technical Group New individual schedule for Brucite.
- (ii) Proposes a number of amendments to the table of Characteristics.
- (iii) **It was agreed that this should be referred to the E&T Group for consideration and provide clarification where needed.**
- (8) agree to the draft amendment related to table for "Characteristics", with a view for inclusion in draft amendment 05-19 to the IMSBC Code (paragraph 4.8.1 and annex 6); Agreed.
- (i) CCC 4/5/4 – China – Comments on the report of the twenty-sixth session of the Editorial and Technical Group New individual schedule for Brucite.
- (ii) **The proposals in this Paper should go to E&T Group for clarification as it does not change the existing NHB Schedule.**
- (9) agree to introduce the amended table for "Characteristics" in all existing individual schedules in appendix 1 of the IMSBC Code, for inclusion in draft amendment 05-19 to the IMSBC Code (paragraph 4.8.2 and annex 6);

- (10) endorse the Group's recommendation to follow a similar approach to that of the IMDG Code and to prepare a consolidated version of the IMSBC Code, starting from amendment 05-19 to the IMSBC Code (paragraph 4.9); endorsed
 - (11) note the Group could not reach an agreement on the need to amend the definition of Materials hazardous only in bulk (MHB) (paragraph 4.10); noted
 - (12) note the discussions and deliberations of the Group with regard to the revision of individual schedules for SEED CAKE (paragraphs 5.1 to 5.2); Noted
 - (13) note the Group identified an editorial correction in the resolution MSC.393(95), i.e. in the paragraph 7.3.1.2, the reference to "4.2.2.9, 4.2.2.10" should be replaced by "4.2.2.1.9, 4.2.2.1.10" and requested the Secretariat to issue a corrigendum accordingly (paragraph 5.3); and - Noted
 - (14) approve the report in general.
- c) CCC 4/5/1 and Add.1 - Japan – Report of the Correspondence Group on Evaluation of properties of BAUXITE and revision of draft individual schedules for SEED CAKE (Part 1 - Revision of draft individual schedules for SEED CAKE)
- i) The Sub-Committee is invited to:
 - (1) finalize the draft individual schedules for MHB and Group C cargoes, considering the following issues, where the Group could not agree or had not fully discussed (paragraph 36 and annexes 2 and 3); To be taken by WG2
 - (2) note (paragraphs 13 and 48): To be referred to WG2
 - (3) consider the recommendation on inviting interested Member States and international organizations to provide information on the properties or hazards of these cargoes with regard to dust explosion (paragraph 18); For development by the WG2
 - (4) consider the draft amendments to section 9 of the Code (paragraphs 37 and 38 and annexes 4 and 5); Noted
 - (5) note an error in the authentic text and take action as appropriate (paragraph 39); Noted
 - (6) consider the amendments to the sections for "Precautions" of individual schedules for UN 1386 (b) and UN 2217 with regard to closure of hatches (paragraphs 40 and 41);
 - (7) review the provisions on the use of carbon dioxide in the sections for "Precautions" of the individual schedules for UN 1386 (b) and UN 2217 (paragraphs 42 and 43);
 - (8) consider the mandatory application provision of the individual schedule for UN 2217 (paragraphs 44 to 46 and annex 6);
 - (9) invite interested Member States to submit proposals on the amendments to the UN Model Regulations for harmonization of the IMDG and IMSBC Codes with the UN Model Regulations (paragraph 47); and
 - (10) consider the establishment of a working group in order to finalize the draft individual schedules;
- d) CCC 4/5/1 Add.1 – Japan - Report of the Correspondence Group on Evaluation of properties of BAUXITE and revision of draft individual schedules for SEED CAKE (Part 2 - Evaluation of properties of BAUXITE)
- e) CCC 4/5/8 – Aus, Brazil and Malaysia - The Global Bauxite Working Group Final Report

f) CCC 4/INF.10 and Corr.1 – Aus, Mal and Bra - The Global Bauxite Working Group Final Report and Peer Review Letter and Corrigendum.

i) Following introduction of these Papers the Chair asked for general comments before going onto the detail of the points for the Sub-Committee outlined below. IFSMA Intervened with:

(1) "Thank you, Mr Chair. IFSMA would like to be associated with all the messages of condolence and sympathy for those affected by the recent extreme natural incidents around the world. We would like to thank Japan, Australia, Brazil and Malaysia for their Papers and the work of the Correspondence Group. We are particularly grateful to Dr Tim Evans and the Members of the GBWG for the huge amount of work they have put in on this issue and the high degree of rigour with which they have carried out their investigation. At CCC3, IFSMA raised serious concerns about the testing of water content and carriage of these cargoes. Following the work by the GBWG, Dr Evans and some of his Team paid a personal visit to IFSMA to discuss their findings with us and it was most comforting to hear the seriousness with which the Industry is taking these concerns. With the new information we now have in front of us, I am sure that WG2 will be able to propose some strong changes to the CODE to enable Shipmasters to make better decisions in carrying these dangerous cargoes around the World. The big issue from IFSMA's perspective will be that once we have the necessary change to the CODE, how will we increase awareness, educate and train the Shippers and Shipmasters in effecting these changes and to recognise when a cargo is starting to Dynamically Separate and we would ask that the Working Group might take this into account when they consider this issue. Thank you Mr Chair"

ii) The Sub-Committee was invited to approve the report in general and, in particular, to:

(1) consider the section for Hazard in the draft individual schedule for Group A cargo (paragraphs 5 and 6 and annex 2) – **Instruct the WG to take this forward**

(2) agree, in principle, the criterion of Group A and Group C cargoes proposed by the GBWG and agreed by the CG (paragraphs 7 and 8); **Agreed in principal**

(3) consider the mandatory application provisions in the individual schedules for Group A and Group C cargoes (paragraph 9 and annexes 2 and 3); long term the Dynamic Separation should be included in Group A and will require approval to take forward by MSC to be taken forward by CCC.

(a) **Thank you Mr Chair. My concern is how we take this forward now and start raising awareness of this new information to the Industry and the Shipmasters in particular, as the proposal for this to be taken to MSC for consideration will delay things considerably. The Industry should be made aware of this issue whilst we continue the discussions of amendments to the Code. Thank you Mr Chair**

(4) note the recommendation by the GBWG and comment on the recommendation (paragraphs 10 and 11); noted

(5) agree to include the new test procedure for determining TML for bauxite cargoes in appendix 2 to the IMSBC Code (paragraphs 12 and 13); Agreed

(6) agree, in principle, with the draft new test procedure for determining TML for bauxite cargoes and finalize the draft test procedure (paragraph 14 and annex 1); **Agreed and instruct the WG to update Circular CCC1/2.**

- (7) consider the texts in section for Loading of the draft individual schedule for Group A cargoes (paragraph 17);
 - (8) consider the texts in section for Carriage of the draft individual schedule for Group A cargoes (paragraph 18);
 - (9) consider the texts in section for Precautions of the draft individual schedules for both Group A and Group C cargoes (paragraph 19);
 - (10) finalize the draft individual schedules for Group A and Group C bauxite cargoes (paragraph 20 and annexes 2 and 3); WG2 finalise the Drafts
 - (11) agree, in principle, with the draft consequential amendment to appendix 2 to the Code and take action as appropriate (paragraph 22); Agreed
 - (12) note that the consequential amendment to appendices 4 and 5 to the Code is necessary with regard to the addition of the new individual schedule for Group A bauxite cargoes and take action as appropriate (paragraph 23); Noted and
 - (13) consider establishment of or instruction to a working group, in order to consider the issues related to bauxite cargoes and seed cakes in detail (paragraph 24). Agreed
- g) CCC 4/5/3 – Australia – Self-Heating Coal and Information Regarding the Australian Industry Self-Heating Coal Research Project – **Nothing significant for IFSMA presently as this is still being investigated and researched, but self-ignition is an issue that needs to be resolved. Aus will report to CCC 5 when the research is complete. This will need to be communicated to IFSMA Members.**
 - h) CCC 4/5/11 – Aus, Can and IIMA - Test Methods to Determine Corrosivity for Solid Bulk Cargoes. **This may be of interest for IFSMA when the investigation and research is completed and produced for CCC 5.**
 - i) CCC 4/5/6 – UK – Review of the test methods given in the IMSBC Code for classifying materials which evolve flammable gas when wet. **More information required from UK before CCC could proceed.**
 - j) CCC 4/5/7 – UK –Proposal to enhance the guidance given within the IMSBC Code to Administrations who are commencing a Tripartite Agreement(TPA). **UK to put forward a proposal for CCC 5 to start the detailed work. Nothing significant for IFSMA.**
 - k) CCC 4/5/10 – Phillipines - Editorial amendment to the IMSBC Code. **Supported – nothing significant for IFSMA**
 - l) CCC 4/5/2 – Australia – New Individual Schedule for metal sulphide concentrates, self-heating, UN 3190
 - m) CCC 4/INF.5 – Aus - Supporting Documentation for New Individual Schedule for metal sulphide concentrates, self-heating UN 3190, Including IMO Solid Bulk Cargo Information Reporting Questionnaire
 - n) CCC 4/INF.6 – Aus - Supporting Documentation for New Individual Schedule for metal sulphide concentrates, self-heating UN 3190
 - i) **Agreed in principal and these 3 documents should be discussed at the next E&T Group. NSR for IFSMA.**
 - o) CCC 4/5/5 – China – New individual schedule for Brucite
 - p) CCC 4/INF.8 – China – Information to support the new individual schedule for Brucite
 - i) **Supported and no significant issues for IFSMA**
 - q) The WG 2 was formed, TOR agreed and despatched to do its work. In addition the Chair of the GBWG was asked to do a presentation to the WG before they start their work, particularly as some nations such as Canada do not understand the issue. A number of

Nations clearly did not attend the Seminar on the Fri before the start of CCC or on the Lunchtime presentation on the first day.

- r) CCC 4/WP.5 – Japan – Report of the Working Group.
- s) The Sub-Committee is invited to approve the report in general and, in particular, to:
 - i) endorse the draft Test procedure for determining the TML for Bauxite, with a view to inclusion in the draft amendments (05-19) to the IMSBC Code (paragraph 6 and annex 1); **endorsed**
 - ii) endorse the Group's recommendation to instruct E&T 29 to make the necessary editorial modifications to the Characteristics table of the draft new individual schedule for Bauxite of Group A, in order to harmonize the table with the amendments (05-19) to the IMSBC Code (paragraph 8); **endorsed**
 - iii) endorse the draft Individual schedule for Bauxite of Group A, with a view to inclusion in the draft amendments (05-19) to the IMSBC Code (paragraph 9 and annex 2); **endorsed**
 - iv) endorse the draft amendments to the individual schedule for Bauxite of Group C, with a view to inclusion in the draft amendments (05-19) to the IMSBC Code (paragraph 10 and annex 3); **endorsed**
 - v) agree, in principle, to the draft consequential amendments to appendices 2 (Laboratory test procedures, associated apparatus and standards), 4 (Index) and 5 (Bulk Cargo Shipping Names in three languages (English, Spanish and French)) to the Code regarding Bauxite cargoes, with a view to inclusion in the draft amendments (05-19) to the IMSBC Code (paragraph 11 and annex 4); **Agreed**
 - vi) approve the draft revised CCC.1 circular on Carriage of Bauxite which may liquefy (paragraph 12 and annex 5);
 - (1) **IFSMA was unable to attend the WG because of insufficient resource to cover the WG and Plenary. Close examination of the report highlighted an issue with the Draft Circular and intervened with"**
 - (2) **Thank you Chair. In reading the Draft CCC.1 Circular for the carriage of Bauxite, I was pleased to see the inclusion of the "atypical motion or wobble" caused by the movement of a free surface slurry. What is disappointing is that there is no brief preamble to state that due to Dynamic Separation with water rising to the surface, the possibility of settlement causing a list and the formation of a slurry and that Shipmasters are advised to conduct regular inspection of these cargoes. Regular inspection would enable shipmasters to identify early symptom of this Dynamic Settlement and therefore take early action before the ship becomes unstable. I would wish this statement to be recorded in the Report of the Sub-Committee. Thank you Chair.**
 - (3) **Australia followed this to state that the additional information, Individual schedule for Bauxite of Group A Bauxite Fines, would be attached to the Circular has the full detail of the issue.**
 - vii) approve the draft CCC.1 circular on Carriage of AMMONIUM NITRATE BASED FERTILIZER (non-hazardous) (paragraph 13 and annex 6); **Approved**
 - viii) note the Group's discussion with regard to the words "exclusion" and "exemption" in the Loading section in the draft individual schedules for MHB and Group C seed cake cargoes, and take action if deemed appropriate (paragraph 15); **Approved**

- ix) consider the need for the IMSBC Code to provide necessary guidance on the test method to assess the cohesive properties of solid bulk cargoes and take action as appropriate (paragraph 16);
- x) agree, in principle, to the draft Individual schedule for MHB seed cake cargoes, with a view to inclusion in the draft amendments (05-19) to the IMSBC Code (paragraph 17 and annex 7); **Agree**
- xi) agree, in principle, to the draft Individual schedule for Group C seed cake cargoes, with a view to inclusion in the draft amendments (05-19) to the IMSBC Code (paragraph 17 and annex 8); **Agree**
- xii) endorse the Group's decision that the draft amendments to section 9 of the IMSBC Code should not be further developed/finalized at this stage (paragraph 18); and **endorsed**
- xiii) agree, in principle, to the draft amendments to individual schedules for SEED CAKE UN 1386 (b) and SEED CAKE UN 2217 (paragraph 19 and annex 9). **Agreed**

6) Agenda Item 6. Amendments to the IMDG Code and Supplements.

- a) CCC 4/6 –Sec - Report of the 27th session of the Editorial and Technical Group
 - i) The Sub-Committee is invited to approve the report in general and, in particular, to:
 - (1) agree, in principle, to the draft editorial corrections to amendment 38-16 to the IMDG Code (paragraphs 2.1 to 2.7 and annex 1); agreed and referred to E&T Group
 - (a) CCC 4/6/6 – France - Draft editorial corrections to the French version of amendment 38-16 to the IMDG Code (MSC.406(96)) – refer this to the E&T Group
 - (b) CCC 4/6/17 – ICHCA - Comments on document CCC 4/6 – refer to E&T Group
 - (2) note that the Group requested the Secretariat to draw IAEA's attention to the TI limits and CSI limits for the hold and the total vessel, with a view to harmonizing the IMDG Code and SSR-6 (paragraph 2.6); Noted – NSR for IFSMA
 - (3) agree, in principle, to draft amendment 39-18 to the IMDG Code (part 1), taking into account that some amendments are held between square brackets to be finalized by CCC 4 or E&T 28, as appropriate (paragraphs 3.1 to 3.34 and annex 2); **Agreed**
 - (a) CCC 4/6/11 – China - Provisions for batteries installed in the cargo transport units – Not supported. NSR for IFSMA
 - (b) CCC 4/6/13 – CEFIC – Battery Vehicles – Refer to E&T Group for clarification. NSR for IFSMA
 - (c) CCC 4/6/14 – Peru - Proposed amendment to the shipping provisions for Fishmeal (fishscrap), STABILISED (UN 2216)
 - (d) CCC 4/INF.12 – Peru - Additional information regarding UN 2216 Fishmeal (Fishscrap) – Refer C and D to the E&T Group to finalise. NSR for IFSMA
 - (4) note that the Group requested the Secretariat to invite the UN TDG Sub-Committee to consider relevant amendments to the IMDG Code, as highlighted in annexes 1 and 2 (paragraph 3.34); Noted
 - (5) agree, in principle, to draft amendment 39-18 to the IMDG Code (part 2), containing proposals submitted directly to E&T 27 (paragraphs 3.35 to 3.54 and annex 3); **Agreed, and**

- (6) agree, in principle, to the draft consolidated Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS) Guide (paragraph 4.3 and annex 4). Agreed
- (a) CCC 4/6/9 – Germany - Amendments to the EmS - Refer to E&T Group for inclusion
 - (b) CCC 4/6/15 – Islamic Republic of Iran - Fire Incidents at a Container Terminal in an Iranian Port and comments in relation to the Emergency response procedures for ships carrying dangerous goods (EmS Guide)
 - (c) CCC 4/6/16 – ICHCA - Comments on document CCC 4/6/15
 - (d) The Chair stated that more high level discussions are needed on B and C above. What it highlights is that all you can do with these cargoes in a Container is to try and keep cool with water and try and stop the spreading to other containers. There is clearly an issue here that needs to be addressed. Phillipines intervened to say that although this is not a CCC issue we need to get the message out to the Mariner. The Chair asked for ideas from Nations to inform IMO as to how to proceed. This is of significant interest to IFSMA Members
 - (i) IFSMA Intervened to agree with an intervention by the Philippines stating that the Mariner needs to be informed. I proposed the issuing of a CCC Circular but the Chair stated there was insufficient information, it could not be done as it was not in accordance with the Procedures and that it would have to be sent to MSC to become a new Agenda Item. The Islamic Republic of Iran came in and supported IFSMA. Nevertheless, the Chair would not take this forward and stated that Nations and Organisations should inform their own organisations themselves until this is taken forward at IMO. The Secretariat agreed with this but stated that a statement would be put in the record of the meeting to encourage this way ahead.
 1. Post Meeting, I met with the delegate from the Islamic Republic of Iran and she agreed to apply to MSC for a new Item. I said we would be prepared to support the Paper if she sent it to us for agreement.
 2. ICHCA approached me to be a co-signatory on a Paper they are putting together with other Nations and NGO with reference to Dangerous Goods on Ships in Harbour -
- b) CCC 4/6/1 – Germany - Clarification in SP 963 for UN 3496 Nickel-metal hydride batteries. NSR for IFSMA
 - c) CCC 4/6/2 – Germany - Meaning of segregation code SG1. NSR for IFSMA
 - d) CCC 4/6/3 – Germany - Segregation provisions for uranium hexafluoride. NSR for IFSMA
 - e) CCC 4/6/4 – Germany - Packing instruction P403. NSR for IFSMA
 - f) CCC 4/6/5 – Germany - Fumigated cargo transport unit (UN 3359) and MSC.1/Circ.1361. NSR for IFSMA
 - g) CCC 4/6/7 - France - Draft amendments (39-18) to the IMDG Code - Amendments to special provision 363 of chapter 3.3. NSR for IFSMA
 - h) CCC 4/6/8 – Germany - Medical First Aid Guide (MFAG). NSR for IFSMA
 - i) CCC 4/6/10 – Germany - Inclusion of Information on Segregation Groups in the Dangerous Goods List. NSR for IFSMA
 - j) CCC 4/6/12 – WNTI – Segregation provisions for uranium hexafluoride. NSR for IFSMA

7) Agenda Item 7. Unified interpretation of provisions environment-related conventions (Working Group 1)

- a) CCC 4/7 – IACS – Draft IACS Unified Interpretations to the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code)
 - i) Para 8-12 and Annex 2 provide a Draft of UI of IGF Code 11.3.2. This was referred to the WG for further clarification and consideration to reach consensus.
 - ii) Para 14-19 and Annex 3 – Draft UI for IGF Code 11.3.3. This was referred to the WG for further clarification and consideration to reach consensus.
- b) CCC 4/7/1 – IACS – Draft unified interpretation on the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code).
 - i) Supported by the Sub-Committee Secretariat prepare proposed MSC Circular.
- c) CCC 4/7/2 – Belgium - Draft Unified Interpretations on the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code)
 - i) This was not supported as it was felt it was an amendment to the Code and should be resubmitted to the next session.
- d) CCC 4/7/3 – Belgium – Development of a Unified Interpretation for the use of electrical equipment in hazardous areas on gas-fueled ships
 - i) Belgium and other interested parties should develop a formal proposal for the next session.
- e) CCC4/7/4 – IACS – Definitions of the terms "each dry-docking", "high-level alarms" and "first occasion of full loading" in the IGC Code
- f) CCC 4/7/5 – IACS - Definitions of the terms "each dry-docking", "high-level alarms" and "first occasion of full loading" in the IGF Code
 - i) UI on each dry-docking was generally accepted although Sweden had some concerns over the periodicity of dockings. Proposals 2 and 3 were not accepted a may introduce a reduction in the Codes which was the major concern and should be further considered and not brought forward at this session. It was agreed that the Paper 4/7/4 and 4/7/5 bullet 1 should be forwarded to the Secretariat for the preparation of a Draft MSC recognising Sweden's concerns.
- g) The terms of reference for WG1 were agreed and the WG despatched to commenced its work.

8) Agenda Item 8. Consideration of reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas

- a) CCC 4/8 – Germany – Results of inspections on packaged dangerous goods
- b) CCC 4/8/1 – Sweden – Results of inspections on packaged dangerous goods
- c) CCC 4/8/2 – Chile – Results of inspections on containers with packaged dangerous goods
- d) CCC 4/8/3 – USA – Results of inspections on packaged dangerous goods
- e) CCC 4/8/4 – ICHCA – Comments on documents CCC 4/8, CCC 4/8/1, CCC 4/8/2 and CCC 4/8/3, including an analysis of inspection results and wider issues of awareness of the CTU Code
- f) CCC 4/8/5 – Republic of Korea – Results of inspections on packaged dangerous goods
- g) CCC 4/INF.4/Rev.1 – Sec - Consolidated results of container inspection programmes

9) Agenda Item 9. Biennial status report and provisional agenda for CCC 5

- a) CCC4/WP.2 – Sec – as above _ NSR for IFSMA

10) Agenda Item 10. Election of Chairman and Vice-Chairman for 2017

- a) Mr. Xie H (China) was re-nominated as Chair by the Islamic Republic of Iran, seconded by Malaysia and appointed by unanimous acclaim.
- b) Mrs. Gudula Schwan (Germany) was nominated as Vice-chair by Belgium and seconded by the Marshall Islands. She was appointed by acclamation.

11) Agenda Item 11 - Any Other Business

- (a) CCC 4/11 – ICL – Report of the Informal Industry Correspondence Group on Preventing the use of counterfeit refrigerants
- (b) CCC 4/11/1 – ISO – Development of measures to prevent loss of containers - Revision of ISO 1161 and ISO 3874
- (c) CCC 4/11/2 – BIC – Report on activities related to the Global ACEP Database
- (d) CCC 4/11/3 – Chile – Implementation in Chile of resolution MSC.380(94) of 21 November 2014
- (e) CCC 4/11/4 – BIC – Update on the Deployment of the BoxTech Technical Characteristics Database
- (f) CCC 4/11/5 – WSC – Estimate of containers lost at sea
- (g) CCC 4/INF.16 – Republic of Korea – The introduction of safety management system for packaged dangerous goods
- (h) CCC 4/INF.18 – Republic of Korea - Study on Quantitative Risk Assessment of a Medium-Sized Floating Regasification Unit
 - (i) NSR for IFSMA in the above Papers

Jim Scorer

OPENING ADDRESS BY SEC GEN IMO

Good morning, distinguished delegates, I am very pleased to welcome you to the fourth session of the Sub-Committee on Carriage of Cargoes and Containers. I particularly welcome those delegates who may be attending this Sub-Committee for the first time. This is the first meeting after the summer break and I hope that while preparing for the Sub-Committee's session you have also found time to relax with a view to tackling the hard work that awaits you this week with energy and drive.

Before I begin my opening address, I wish to express my sincerest sympathy, compassion and condolences to the delegations of those countries affected by the recent hurricanes in the Atlantic ocean and the Caribbean sea, the devastating floods that hit Bangladesh, India and Nepal, and the earthquake that hit Mexico and Guatemala, which sadly caused loss of life and significant damage to both property and the environment, and I appreciate the work of the national authorities and first responders, and their continued efforts to deal with the aftermath of these catastrophic series of events.

Before turning to the most important items on your agenda for this week, I wish to say a few words about this year's World Maritime Day theme, which is "Connecting Ships, Ports and People". On 28

September we will be celebrating World Maritime Day here at IMO and around the world and the theme has been selected to build on the theme of 2016, "Shipping: indispensable to the world". I believe that the theme has provided and will continue to provide, throughout the remainder of the year, a good opportunity to improve cooperation between ports and ships and help develop a closer partnership between the two sectors, with a view to improving efficiency, safety, security, environmental protection and operational efficiency.

Once again the work of the CCC Sub-Committee is especially relevant to this year's theme. Cargo handling, loading and securing, the verification of the gross mass of containers, inspections of containers and the safe operations involving dangerous goods in port areas are examples of strands of work that fall under your Sub-Committee's purview and demonstrate the close link between ports and ships. In this context and in line with the priorities that I set at the start of my tenure with regard to implementation and communication, the Technical Cooperation Division, at the request of the Port Management Association of Eastern and Southern Africa, and with the support of the Maritime Safety Division, conducted a series of port visits and one-day workshops in March of this year in eight African countries, to share information and experiences emanating from the implementation of the SOLAS requirements for the verification of the gross mass of packed containers and to promote the implementation of CTU Code.

In addition, the Sub-Committee's work on the safe use of alternative fuels on ships continues to provide important means for the shipping industry to reduce atmospheric pollution originating from ships and to improve the health of residents in port cities in particular.

More generally, through the World Maritime Day theme we aim to promote the outlook that the maritime sector, which includes shipping, ports and the people who operate them, can and should play a significant role in helping Member States to create conditions for increased employment, prosperity and stability ashore through promoting trade by sea; enhancing the port and maritime sector as wealth creators both on land and, through developing a sustainable blue economy, at sea.

Distinguished delegates,

I would like to highlight some key issues among the various agenda items for CCC 4. The Sub-Committee and the Editorial and Technical Group this year will finalize the amendments to the International Maritime Dangerous Goods (IMDG) Code for the current two-year revision cycle, with a view to submitting the draft amendment to MSC 99 for adoption. With regard to solid bulk cargoes, you will consider the outcome of the Correspondence Group on Evaluation of properties of BAUXITE and revision of draft individual schedules for SEED CAKE and you will review the findings of the Global Bauxite Working Group, with a view to further developing and updating the International Maritime Solid Bulk Cargoes (IMSBC) Code taking into account the latest research results on the potential instability of bauxite cargoes.

With regard to work related to the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), I encourage you to continue developing the requirements for fuel cells as well as the technical provisions for the safe use of methanol and ethanol as fuel on ships. As I mentioned earlier, this work will provide important alternative technologies for the shipping industry to meet its sulphur oxides (SO_x), nitrogen oxides (NO_x) and carbon reduction targets.