

CCC 5 – REPORT 10 – 14 SEPTEMBER 2018

The Sub-Committee on Carriage of Cargoes and Containers (CCC), chaired by Mr. Hui Xie (China), held its fifth session from 10 to 14 September 2018. The Vice-Chair, Ms. Gudula Schwan (Germany), was also present.

The Secretary General opened the meeting, the first after the IMO Summer break. The key points were:

- I would encourage you all to intensify your efforts to further develop the IGF Code, in particular, to include specific requirements for low-flashpoint fuels other than LNG. In the meantime, as the 0.50% limit for the sulphur content of ships' fuel oil, comes into effect from 1 January 2020, the work of this Sub-Committee is especially relevant and I welcome your work on the safe use of alternative fuels on ships as this 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.
- With regard to the work related to the requirements for fuel cells, you will consider further development of the related draft amendments to the IGF Code. I would like to urge you to reach a decision on the way forward so that the finalization of the related safety provisions can be achieved in the near future.
- As for your task related to technical provisions for the safety of ships using methyl/ethyl alcohol as fuels, I encourage you to consider prioritizing the finalization of the interim guidelines, possibly at this session, taking into account that methyl/ethyl alcohol is already used as fuel in a number of ships.
- It is important that there are options for the use of additional alternative fuels in maritime transport and all of your work related to fuel cells and methyl/ethyl alcohol will provide feasible alternative technologies for the shipping industry to meet its Sulphur Oxide (SOx), Nitrogen Oxide (NOx) and Carbon reduction targets.
- Concerning solid bulk cargoes, I encourage you to decide on the way forward for the reclassification of existing individual schedule for Ammonium Nitrate Based Fertilizer (non-hazardous) at this session. As instructed by MSC 99, your Sub-Committee will also discuss one of the important findings of the Global Bauxite Working Group, the new phenomenon of dynamic separation, and consider possible amendments to the definition of "Group A" in the IMSBC Code.
- Taking into account the volume of documents submitted under this agenda item, i.e. 41, I would also urge you to expedite this work and finalize the amendments to the IMSBC Code as scheduled, bearing in mind accidents associated with solid bulk cargoes.
- It is also the responsibility of your Sub-Committee this week to consider the important matter of amendments to the CSS Code with regard to weather-dependent lashing. I encourage you to prepare at this session a first draft of the calculation method for determining the reduction factor for accelerations due to weather-dependent lashing, and to facilitate the operation of cargo securing without affecting the safety of personnel or ships.

- 1) **Agenda Item 1. Provisional Agenda** – No substantive comment.
 - a) The following Working Groups be established:
 - i) Working Group on Amendments to the IGF Code and Development of Guidelines for Low-flashpoint Fuels (agenda items 3 and 8 (IGF Code related interpretations));
 - ii) Working Group on Suitability of High Manganese Austenitic Steel for Cryogenic Service (agenda item 4); and
 - iii) Working Group on Amendments to the CSS Code with regard to Weather-dependent Lashing (agenda item 7).
 - (1) IFSMA will not need to attend any of the Working Groups.
- 2) **Agenda Item 2. Decisions of other IMO Bodies.**
 - a) CCC 5/2 – Sec – The points raised will be raised during the relevant Agenda Items. Nothing Significant for IFSMA.
- 3) **Agenda Item 3. Amendments to the IGF Code and Development of Guidelines for Low-Flashpoint Fuels. – Working Group 1.**
 - a) CCC 5/3 –Germany – Report of the correspondence group – Forwarded to the WG for discussion - Nothing Significant for IFSMA
 - b) CCC 5/3/1 – Sweden - Comments on document CCC 5/3 relating to draft technical provisions for the safety of ships using methyl/ethyl alcohol as fuel – Forwarded to the WG for discussion - Nothing Significant for IFSMA
 - c) CCC 5/3/6 – Norway, IACS, IBIA and ITF - Comments on the report of the Correspondence Group - Forwarded to the WG for discussion - Nothing Significant for IFSMA
 - d) CCC 5/3/7 – CESA - Comments on the report of the Correspondence Group - Forwarded to the WG for discussion - Nothing Significant for IFSMA
 - e) CCC 5/3/2 – IACS - Proposed amendments to the IGF Code - Forwarded to the WG for discussion - Nothing Significant for IFSMA
 - f) CCC 5/3/3 – China - Proposed amendments to the IGF Code - Forwarded to the WG for discussion - Nothing Significant for IFSMA
 - g) CCC 5/3/5 - IACS - Comments on document MSC 99/8/1 – There was majority of support the these recommendations - Forwarded to the WG for discussion - Nothing Significant for IFSMA
 - h) CCC 5/3/4 – China - Safety recommendations for the application of fuel oil with a flashpoint of not less than 55°C on board - Forwarded to the WG for discussion - Nothing Significant for IFSMA
 - i) CCC 5/INF.9 – France - Study on methanol vapour toxicity. Nothing Significant info only
 - j) CCC 5/INF.26 – Republic of Korea - Regulatory gaps between LNG Carriers and LNG fuelled ships. Nothing Significant Info only
 - k) CCC 5/INF.27 –Republic of Korea - Study on safety of the LPG fuelled vessel. Nothing Significant, Info only.
- 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.** Working Group 2 - Nothing significant for IFSMA
 - a) CCC 5/4 – Norway - Report of the Correspondence Group
 - b) CCC 5/4/1 – Japan - Comments on the report of the Correspondence Group on Suitability of High Manganese Austenitic Steel for Cryogenic Service

- c) CCC 5/Inf.7 – Norway – Technical documentation referred in the report of the Correspondence Group
- d) CCC 5/Inf.8 – Republic of Korea – Updated technical information for High Manganese Austenitic Steel for Cryogenic Service
- e) CCC 5/Inf.11 – Norway - Collation of comments received during the work of the Correspondence Group
 - i) The above papers were sent to the WG for consideration . Nothing Significant for IFSMA in any of this Agenda Item.

5) Agenda Item 5. Amendments to the IMSBC Code and Supplements. These Papers will be taken in priority order and not numerical sequence.

- a) The Sub-Committee will be invited to consider the report of the Editorial and Technical Group at its twenty-ninth session (CCC 5/5) and amendments to the definition of "Group A" in the IMSBC Code to include phenomena other than "liquefaction" (MSC 99/22, paragraph 20.1)
- a) The Committee considered document MSC 99/20/7 (Australia et al.), proposing to amend the definition of 'Group A' in the IMSBC Code to include phenomena other than "liquefaction" and, taking into account that there was already an existing output for considering amendments to the IMSBC Code on the 2018-2019 biennial agenda of the CCC Sub-Committee and the provisional agenda for CCC 5, agreed to instruct CCC 5 to consider the proposed amendment referred to in document MSC 99/20/7 under its existing agenda item on "Amendments to the IMSBC Code and supplements".
MSC 99/20/7 Link – **This should be supported by IFSMA when discussed in CCC 5/5 Annex 1 below**
- b) CCC 5/5 and Add1 – Sec – Report of the twenty-sixth session of the Editorial and Technical Group Part 1 and 2
- c) **See Part 1 Annex 1 Page 10, 71-o 73 on Bauxite - This should be supported by IFSMA if needed as included in my Presentation to this year's AGA.**
- d) **The corresponding draft amendments to appendices 2 (Part 1 Page 82 – 89), 4(Page 90) and 5(page 91), as agreed by CCC 4, are set out in annex 1**
- e) CCC 5/5/9 – Canada, Germany and INTERTANKO – Assessment of hazards of AMMONIUM NITRATE BASED FERTILIZER (non-hazardous)- **Major safety issue and should be supported if needed.**
- f) CCC 5/INF.17 – Canada, Germany and INTERCARGO – Assessment of hazards of AMMONIUM NITRATE BASED FERTILIZER (non-hazardous)
- g) CCC 5/5/15 - CEFIC – Proposal concerning a new individual schedule for AMMONIUM NITRATE BASED FERTILIZERS MHB (OH) and the classification of a category of AMMONIUM NITRATE BASED FERTILIZERS (non-hazardous) as MHB (OH) **Appears to be a sensible proposal**
- h) CCC 5/INF.21 – CEFIC – Proposal concerning a new individual schedule for AMMONIUM NITRATE BASED FERTILIZERS MHB (OH) and the classification of a category of AMMONIUM NITRATE BASED FERTILIZERS (non-hazardous) as MHB (OH)
- i) CCC 5/5/22 – Netherlands – Comments on document CCC 5/5/15
- j) CCC 5/5/19 – UK – Transport of AMMONIUM NITRATE BASED FERTILIZER (non-hazardous) Summary of the MV Cheshire accident investigation recommendations. **This Paper should be supported and particular interest taken in the debate as there is a significant safety**

issue. The IOM Accident Investigation report should be highlighted on the IFSMA website as of interest to Masters. <https://www.iomshipregistry.com/cheshire-casualty-report/>

- i) An interesting discussion on the above Papers with the some not supporting the reclassification of these cargoes from Group B into C but favour Paper 9 from Canada etal and CEFIC proposal in Paper 15 to reduce the level of Nitrates. ICS gave a good statement in support of Paper 9 and 15 and this statement was fully supported by IFSMA. BIMCO also supported this line. The Chair summed that the current schedule should be divided into 2 but how should this be differentiated – CIFIC Paper should be taken as the basis for further discussion and this should now be taken forward by the Editorial and Technical Group (E&T 30) sitting during the week of 16 Sep and report to CCC 6.
- k) CCC 5/5/1 – Finland - Proposed editorial modifications to the draft consolidated version of the IMSBC Code and draft amendment 05-19
 - i) The chair summed small editorial changes only could be supported and not any substantive changes to the text. Notwithstanding the Chair stated that the Paper should be referred to the E&T Group
- l) CCC 5/5/23 – China – Comments on the report of E&T 29 with regard to the draft ToR for development of the model course for the IMSBC Code
- m) CCC 5/5/10 – Japan – Issues to be considered in relation to the amendment to the definition of "Group A" cargoes –
- n) CCC 5/5/13 – Australia – Proposal to amend the definition of "Group A" in section 1.7 of the IMSBC Code – Definitions – This should be supported on Safety grounds i.e Dynamic separation
- o) Both ICS and IACS provided interventions in support of the Australian Paper and IFSMA aligned itself with both of these statements. There was no need to give a more detailed intervention. The Chair summed this was an important issue for safety and that IACS made a good point to refine the definition of Dynamic Separation for the Code. It will be important to work on this definition for the next session of CCC by the E&T Group and in the meantime the MSC Circular is in place.
- p) CCC 5/5/2 – Germany – Introduction of a substance identification number (ID or SBC Number) – The proposal makes good sense from a safety perspective because of possible confusion caused by different language interpretation. Inf.3 should be read in conjunction. The Chair summed that the intentions were very clear but there would be a significant impact on the Code and amount of work required. The Code is relatively new as stated by France and it might be better to wait. UK, Spain, Greece, Republic of Korea and Norway and others were very much in favour, but Finland and Netherlands against albeit it would be useful to have an impact statement of the consequences of the proposal. The Chair then stated that the industry needs the benefit of this proposed numbering system, but need to be careful of confusion with UN Numbers etc. Therefore it was considered that a new output may be required and encouraged Germany to take this forward to MSC for consideration.
- q) CCC 5/5/3 – Germany – Questioning the classification of dangerous goods in solid form in bulk as class 9 .
- r) CCC 5/INF.3 - Germany – Classification of fishmeal These 2 Papers were not agreed and needed reworking – Germany agreed to do so.
- s) CCC 5/5/14 - Australia – Self-heating test for coal and information regarding the Australian Industry Self-Heating Research Project

- t) CCC 5/INF.20 – Australia – The Australian Industry's Self-Heating Research Project Preliminary Report – This Paper was approved without discussion and would be taken forward to MSC 101.
- u) CCC 5/5/11 – Australia, Brazil, Canada, the United States, NACE International and IIMA - Proposal for amendment to section 9 and paragraph 9.2.3.7.3 of the IMSBC Code
- v) CCC 5/5/12 – Australia, Brazil, Canada, the United States, NACE International and IIMA - Guidance on the proposed refined MHB (CR) test protocol for assessing the corrosivity of solid bulk cargoes under the IMSBC Code
- w) CCC 5/INF.18 –Australia, Brazil, Canada, the United States, NACE International and IIMA - Report of the Global Industry Alliance on Corrosivity of Solid Bulk Cargoes
- x) CCC 5/INF.19 - Australia, Brazil, Canada, the United States, NACE International and IIMA - Peer review report on the Global Industry Alliance report on Corrosivity of Solid Bulk Cargoes – Following debate of the above 4 Papers the Chair summed that in general there was agreement in principal with the amendment in Paper 11 although there are some further issues to be considered. It should then be sent to MSC for a new output. The guidance issued in Paper 12 should be issued in a MSC Circular as it is a procedural issue. A Drafting Group, chaired by the US, was set up to take this forward.
- y) CCC 5/5/8 – IACS – Electrical equipment requirements for ammonium nitrate and related fertilizers – It was agreed there was more work to be done by IACS on this issue.
- z) CCC 5/5/20 – Turkey – Proposal for the reproduction of the revised MARPOL Annex V in the IMSBC Code and the update of its related references – Nothing significant for IFSMA
- aa) CCC 5/INF.12 –IBTA - Safe handling of solid bulk cargoes – Although IFSMA was asked for support for this Paper, it was an Inf Paper and therefore not introduced. It might be worth publishing this on the IFSMA Website
- bb) CCC 5/5/4 - Italy – Proposed new individual schedule for Reaction Mass of Calcium Fluoride and Calcium Sulphate and Calcium Carbonate – Nothing significant to report.
- cc) CCC 5/INF.15 – Italy - Supporting documentation for the proposed new individual schedule for Reaction Mass of Calcium Fluoride and Calcium Sulphate and Calcium Carbonate
- dd) CCC 5/5/5 – Norway – Proposed new individual schedule for Flue Dust, containing lead and zinc [UN 3077 – Need to question if this Liquefies or dynamically separates. Also see 5/7 and Inf.13 below
- ee) CCC 5/INF.5 – Norway - Supporting documentation for the proposed new individual schedule for Flue Dust, containing lead and zinc [UN 3077]Detailed info on the above Paper
- ff) CCC 5/5/7 – Italy – Proposed new individual schedule for Flue Dust, Zinc Refining
- gg) CCC 5/INF.13 - Italy - Supporting documentation for new individual schedule for Flue Dust, Zinc Refining, including IMO Solid Bulk Cargo Information Reporting Questionnaire
- hh) CCC 5/INF.14 – Italy - Supporting documentation for new individual schedule for Flue Dust, Zinc Refining
- ii) IFSMA intervened with: IFSMA thanks the distinguished delegations from both Norway and Italy for their Papers. in the Paper Inf.14 Annex Page 10 it states that the Flu Dust is not soluble and therefore is seems to us that this is a similar issue to that identified by the Global Bauxite Working Group and that it is subject to Dynamic Separation. If this is the case, should this therefore not be highlighted as such in the proposal and subject to a CCC Circular to warn of the increased Danger of this Cargo.
- i) Following some debate, the Chair stated that these Papers would go forward to the E&T Group for consideration.

- jj) CCC 5/5/6 – Norway – Proposed new individual schedule for Copper and Lead, containing matter [UN 3077]
- kk) CCC 5/INF.6 – Norway - Supporting documentation for the proposed new individual schedule for Copper and Lead, containing matter [UN 3077] - **Nothing significant to report for IFSMA on these 2 Papers**
- ll) CCC 5/5/16 – Germany – Proposed new individual schedule for Iron Silicate Granulated
- mm) CCC 5/INF.22 – Germany – Proposed new individual schedule for Iron Silicate Granulated - **Nothing significant to report**
- nn) CCC 5/5/17 – China – Clarification of angle of repose and synonyms of Brucite
- oo) CCC 5/INF.23 – China – Information to support the clarification of angle of repose and synonyms of Brucite - **Nothing significant to report for the above 2 Papers**
- pp) CCC 5/5/18 – China – Proposed new individual schedule for Chlorite
- qq) CCC 5/INF.24 – China – Information to support the proposed new individual schedule for Chlorite - **Nothing significant to report for the above 2 Papers**
- rr) CCC 5/5/21 – Turkey – Proposed new individual schedule for Crushed Shell
- ss) CCC 5/INF.25 – Turkey – Information to support the proposed new individual schedule for Crushed Shell – **Nothing significant to report for the above 2 Papers**

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

- a. CCC 5/6 – Sec – Report of the twenty-eighth session of the Editorial and Technical Group. Actions of the Committee were to note the Report and a number of specific point (None of interest to IFSMA) and to **endorse** the draft amendments regarding fumigated cargo transport units, with a view to them being included in the amendment 40-20 of the IMDG Code (paragraph 3.31 and annex 6); **Nothing Significant to report for IFSMA**
- b. CCC 5/6/1 – Germany – Application of special provision 76
- c. CCC 5/6/13 – Republic of Korea – Amendment to special provision 76 -**Nothing Significant to report for IFSMA**
- d. CCC 5/6/2 – Germany – Properties and observations in the Dangerous Goods List (chapter 3.2) for UN 2754 **Nothing Significant to report for IFSMA**
- e. CCC 5/6/3 – Germany – Segregation of ammonium nitrate and chlorates/perchlorates - **Nothing Significant to report for IFSMA**
- f. CCC 5/6/4 – France – Draft amendments to paragraph 5.4.3.1 of the IMDG Code and draft modifications to the dangerous goods manifest – **Nothing Significant to report for IFSMA**
- g. CCC 5/6/5 – France – Draft amendments to sections 4.1.1, 4.1.2, and 4.2.4 of the IMDG Code -**Nothing Significant to report for IFSMA**
- h. CCC 5/6/6 – France – Draft amendments to paragraph 5.4.3.2.1 of the IMDG Code -**Nothing Significant to report for IFSMA**
- i. CCC 5/6/7 – IIPPC – Clarification of the information supplementing to the proper shipping name in the dangerous goods transport information -**Nothing Significant to report for IFSMA**
- j. CCC 5/6/8 – Germany - Medical First Aid Guide (MFAG). -**Nothing Significant to report for IFSMA**
- k. CCC 5/6/9 – Germany – Approval and use of fibre reinforced plastic tanks -**Nothing Significant to report for IFSMA**
- l. CCC 5/6/10 – ICS – Safe transport of polymerizing substances -**Nothing Significant to report for IFSMA**
- m. CCC 5/6/11 – Russian Federation – Practical application of section 7.9.2 of the IMDG Code - **Nothing Significant to report for IFSMA**

- n. CCC 5/6/12 – Republic of Korea – Amendment to special provision 951 -**Nothing Significant to report for IFSMA**
- o. CCC 5/6/14 - Republic of Korea – Clarification of the limited quantity provisions for UN 3065 ALCOHOLIC BEVERAGES -**Nothing Significant to report for IFSMA**

7 Agenda Item 7. Amendments to the CSS Code with regard to Weather-Dependent Lashing Working Group 3

- a. CCC 5/7 – Germany – Amendments to annex 13 to the CSS Code
- b. CCC 5/Inf.4 – Germany - Further amendments to annex 13 to the CSS Code
- c. CCC 5/7/1 – Sweden – Proposed amendments to the CSS Code, annex 13, chapter 7, concerning weather-dependent lashing
- d. CCC 5/Inf.10 – Sweden – Supplement to document CCC 5/7/1, proposing amendments to the CSS Code, annex 13, chapter 7, concerning weather-dependent lashing
 - i. **The above Papers were sent to the WG for consideration and further study from a technical basis.**

8 Agenda Item 8. Unified interpretation to provisions of IMO safety, security and environment-related Conventions (6.1) Nothing significant for IFSMA in the below Papers.

- a. CCC 5/8/8 – IACS – Unified interpretation of paragraph 4.19.1.6 of the IGC Code
- b. CCC 5/8/4 – Norway – Unified interpretation of paragraph 6.3.7 of Part A-1 of the IGF Code
- c. CCC 5/8/5 – CESA and EUROMOT – Unified interpretation to the IGF Code related to functional requirements applied to gas admission valves at dual fuel engines and gas engines
- d. CCC 5/8/10 – IACS – Unified interpretations of paragraphs 11.3.1, 12.5.2.1 and 15.10.1 of the IGF Code
 - i. **The above 4 Papers taken first for consideration by WG1**
- e. CCC 5/8 – IACS – Unified interpretation on ship steel protection against liquefied gas fuel (IACS UI GF2)
- f. CCC 5/8/1 – IACS – Clarification of paragraph 7.1.4.4.2 of the International Maritime Dangerous Goods (IMDG) Code
- g. CCC 5/8/2 – IACS – Capacity of the emergency fire pump (paragraph 11.3.4 of the IGC Code)
- h. CCC 5/8/3 – IACS - Draft unified interpretation of paragraph 9.4.4 of the IGC Code
- i. CCC 5/8/6 - IACS – Deck water spray systems (paragraphs 11.3.1, 11.3.3 and 11.3.4 of the IGC Code) (IACS UI GC22)
- j. CCC 5/8/7 – IACS – Unified interpretation of paragraph 5.12.3.1 of the IGC Code
- k. CCC 5/8/9 – IACS – Unified interpretation of paragraph 5.13.1.1.4 of the IGC Code
 - i. **Nothing significant to report for IFSMA in any of the above Papers.**

9 Agenda Item 9. Consideration of reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas (OW 19)

- a. The Sub-Committee will be invited to consider reports on inspections of cargo transport units carrying dangerous goods in accordance with Inspection programmes for cargo transport units carrying dangerous goods (MSC.1/Circ.1442) (as amended by MSC.1/Circ.1521) and take action, as appropriate. **A disappointed report at Inf.2 below and extremely disappointing to see the extremely poor non reporting by most Nations which shows a rather cavalier approach to Inspecting and policing of Containers as we all have**

experience of and highlighted by ICHCA ay 5/9/3 below. This is a real Safety Issue and might warrant IFSMA highlighting with an intervention.

- b. CCC 5/Inf.2 – Sec - Consolidated results of container inspection programmes
- c. CCC 5/9 – Canada – Results of inspections on packaged dangerous goods
- d. CCC 5/9/1 – China - Results of inspections on packaged dangerous goods
- e. CCC 5/9/2 – Republic of Korea – Results of inspections on packaged dangerous goods
- f. CCC 5/9/3 - ICHCA International Ltd – Comments on documents regarding reports of incidents
- g. CCC 5/9/4 – ICHCA - Comments on document CCC 5/INF.16 regarding the spontaneous ignition of charcoal giving rise to fires in containers being carried on containerships
- h. CCC 5/Inf.16 – Germany - Spontaneous ignition of charcoal **This Report and the above Paper by ICHCA might be worth referencing in the Newsletter.**

10 Agenda Item 10 . Biennial status report and provisional agenda for CCC 6

- a. Nothing significant for IFSMA

11 Agenda Item 11. Election of Chairman and Vice-Chairman for 2017

- a. In accordance with the Rules of Procedure of the Maritime Safety Committee, the Sub-Committee unanimously elected Ms. MaryAnne Adams (Marshall Islands) as Chair and unanimously elected Mr. David Anderson (Australia) as Vice-Chair, both for 2019.

12 Agenda Item 12 - Any Other Business

- a. CCC 4/12 - BIC –Update on the deployment of the BoxTech Global Container Database
- b. CCC 4/12/1 – BIC – Report on activities related to the Global ACEP Database
- c. CCC 4/12/2 – UK – Consequential amendments to the IGC Code (MSC.370 (93))
- d. CCC 4/12/3 – WNTI – Training materials for the safe and efficient transport of IMDG Code Class 7 radioactive materials by sea
- e. CCC 4/INF.28 – Republic of Korea – A study on the competitiveness analysis of LPG fuel use in the shipping industry of the Republic of Korea – **Nothing Significant to report on any of the above.**