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Konu : IMO Yük ve Konteyner Taşımacılığı Alt Komitesi Toplantısı ICS Raporu Hk.

## SİRKÜLER NO: 686/2019

İlgi : Uluslararası Deniz Ticaret Odası (ICS)'nin 01.10.2019 tarihli MC(19)81 sayılı yazısı.

Uluslararası Deniz Ticaret Odası (ICS) tarafından gönderilen ilgi yazıda, Uluslararası Denizcilik Örgütü (IMO) Alt Komitesi, Yük ve Konteyner Taşımacılığı 6'ncı Toplantısı'nın Sayın MaryAnne ADAMS Başkanlığında IMO Merkez Ofisi Londra'da 9-13 Eylül tarihleri arasında gerçekleştirildiği bildirilmektedir.

Söz konusu toplantıya ilişkin ICS raporu Ek'te sunulmakta olup raporda ;

- “Gaz veya Düşük Parlama Noktasına Sahip Yakıt Kullanan Gemiler için Uluslararası Emniyet Kodu” (International Code of Safety for Ship Using Gases or Other Low-flashpoint Fuels-IGF Code)’na uygulanacak değişiklikler ve düşük parlama noktasına sahip yakıtlarla ilgili kılavuzlar hakkındaki gelişmeler,
- Kriyojenik işlemlerde kullanılmak üzere yüksek manganez içeren östenitik çeliğin uygunluğu ve IGF Kodu ile “Sıvılaştırılmış Gazları Dökme Halde Taşıyan Gemilerin Yapı ve Teçhizatına İlişkin Uluslararası Kodu (Code for the Construction Equipment of Ships Carrying Liquefied Gases in Bulk -IGC Code) üzerindeki gerekli görülen değişiklikler ile ilgili gelişmeler,
- “Uluslararası Denizcilik Katı Dökme Yükler Kodu” (International Maritime Solid Bulk Cargoes Code - IMSBC Code) ve Ekleri üzerindeki değişiklikler,
- “Uluslararası, Deniz yoluyla Taşınan Tehlikeli Yükler Kodu” (International Maritime Dangerous Goods Code –IMDG Code) ve Ekleri üzerindeki değişiklikler,
- Hava durumuna bağlı olarak yüklerin bağlanması ile ilgili “Yük İstif ve Bağlaması Hakkında Emniyetli Uygulamalar Kodu” (Code of Safe Practice for Cargo Stowage and Securing -CSS Code) üzerindeki değişiklikler,
- IMO'nun Güvenlik, Emniyet ve Deniz Çevresi ile ilgili Konvansiyonlar üzerindeki değişiklik tekliflerinin değerlendirilmesi,
- Tehlikeli Yüklerin Taşınmasında kullanılan yük taşıma ünitelerinin denetim programlarındaki revizyon konularına değinilmektedir.

Bilgilerinizi arz/rica ederim.

Saygılarımla,

İsmet SALİHOĞLU  
Genel Sekreter

Ek : İlgi Yazı ve Ekleri (11 sayfa)



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01 October 2019

**MC(19)81**

To: **MARINE COMMITTEE  
BULK CARRIER PANEL  
CONTAINER PANEL  
DANGEROUS GOODS PANEL**

**Copy: All Full and Associate Members (for information)**

**ICS REPORT ON THE OUTCOME OF CCC 6**

***Action required: Members are invited to note the ICS report on the outcome of CCC 6.***

The 6<sup>th</sup> session of the IMO Sub-Committee on Carriage of Cargoes and Containers (CCC 6) was held at the IMO headquarters in London from Monday 9 to Friday 13 September 2019, chaired by Ms MaryAnne Adams (Marshall Islands).

This circular provides a summary report on the main outcomes of the meeting. Further information can be provided by the Secretariat on request.

**George Charalampidis**  
Research Officer

# ICS REPORT ON THE OUTCOME CCC 6

## ITEM 3: AMENDMENTS TO THE IGF CODE AND DEVELOPMENT OF GUIDELINES FOR LOW-FLASHPOINT FUELS

### **Draft interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel**

The Sub-Committee finalized draft Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel, and the associated draft MSC circular, with a view to approval by MSC 102.

### **Draft interim guidelines for the safety of ships using fuel cell power installations**

The Sub-Committee further developed the draft Interim guidelines for fuel cells. Work on these guidelines will be continued in the correspondence group.

### **Development of safety provisions for ships using low-flashpoint oil fuels**

The Sub-Committee agreed to the development of amendments to the IGF Code to include safety provisions for ships using low-flashpoint oil fuels by the correspondence group. Work on this issue will be prioritised in order to try and ensure the entry into force of any new related provisions by 1 January 2024.

The commenting paper on this issue that ICS had co-sponsored (CCC 6/3/7) has been forwarded to the correspondence group for further consideration.

### **Other issues related to the IGF Code**

The Sub-Committee also took the following decisions on issues related to this agenda item:

- agreed to the development of Interim guidelines on safety provisions for ships using LPG fuels, by the correspondence group;
- agreed to, *inter alia*, the following salient amendments to part A-1 of the IGF Code:
  - regulation 9.4.8 requiring application of safe isolation during maintenance provided by the provision for manually operated stop valve for gas fuelled engines to be applicable to other gas consumers such as boilers, gas combustion units and gas turbines;
  - regulation 11.3.1 on fire protection of fuel preparation rooms restricting the application of SOLAS regulation II-2/9 to fuel preparation rooms instead of "any space containing equipment for the fuel preparation; and
  - Regulation 11.6.2 requiring a portable dry powder fire extinguisher in fuel preparation rooms;
- agreed to a new work plan prepared by the Group for the next phase of the development of the IGF Code; and

- re-established the correspondence group on Development of Technical Provisions for the Safety of Ships using Low-flashpoint Fuels, and agreed terms of reference for the same.

#### **ITEM 4: SUITABILITY OF HIGH MANGANESE AUSTENITIC STEEL FOR CRYOGENIC SERVICE AND DEVELOPMENT OF ANY NECESSARY AMENDMENTS TO THE IGC CODE AND IGF CODE**

The Sub-Committee established and approved in general the report of a Working Group on Suitability of High Manganese Austenitic Steel, and in particular:

.1 agreed to the draft Guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels, and the associated draft MSC circular, with a view to approval by MSC 102;

.2 agreed to the consequential revision to the Interim guidelines on the application of high manganese austenitic steel for cryogenic service (MSC.1/Circ.1599), with a view to approval by MSC 102, subject to the submission of a satisfactory result of the fatigue test to MSC 102;

.3 noted the Group's discussion on expanding the application scope of MSC.1/Circ.1599;

.4 noted the Group's consideration on draft amendments to the IGC and IGF Codes; and

.5 re-established a correspondence group to further progress the work, and its proposed terms of reference.

#### **Draft International code of safety for ships carrying industrial personnel (IP Code)**

The Sub-Committee recalled that SDC 6 referred part of the draft IP Code related to the carriage of dangerous goods, for the consideration of the Sub-Committee.

Following discussion, the Sub-Committee concurred with paragraph 3.1.8.4 of the draft IP Code and requested the Secretariat to advise SDC 7 accordingly.

#### **ITEM 5: AMENDMENTS TO THE IMSBC CODE AND SUPPLEMENTS**

##### **Amendment 05-19 to the IMSBC Code**

The Sub-Committee noted that MSC 101 had adopted amendment 05-19 to the IMSBC Code, which were expected to enter into force on 1 January 2021. They can be found set out in resolution MSC.462(101) in the form of a consolidated edition.

##### **Proposals for new individual schedules in the IMSBC Code**

The Sub-Committee considered proposals for new individual schedules for:

- Clam shell
- Lead concentrate, leach product
- Brown fused alumina

Following discussion of the proposals and supporting information, the Sub-Committee agreed to refer the proposals (sometimes with requests for further information) to the 33<sup>rd</sup> session of the E&T Group for further consideration, and incorporation, if appropriate, into amendments 06-21 of the IMSBC Code.

### **Proposed amendment to the definition of "Group A"**

The Sub-Committee considered a proposal to amend the definition of "Group A" in the IMSBC Code to include phenomena other than "liquefaction", as submitted by Australia and Brazil:

"Group A consists of cargoes, which due to their moisture content, may adversely affect the stability of the ship, including the potential to liquefy, if shipped at a moisture content in excess of their transportable moisture limit."

During the discussion, ICS expressed support for an amended definition that ensures that all cargoes that are liable to liquefy or dynamically separate (or any future phenomenon related to the moisture hazard) are categorized as Group A cargoes.

The Sub-Committee generally supported amending the definition of "Group A", however there were views expressed that the deletion of the liquefaction-related terms (e.g. "may liquefy" and "transportable moisture limit") should be avoided.

The Sub-Committee agreed to instruct the Editorial & Technical Group (E&T) to further consider amendments to the definition of "Group A", taking into account the proposal and comments at CCC 6 and the definition previously developed by the E&T Group, with the understanding that reference to liquefaction would be retained in the definition and that it should be as clear as possible. Interested Member States and international organizations have been invited to make further submissions to the 33<sup>rd</sup> session of the E&T Group.

### **Reclassification of ammonium nitrate based fertilizer (non-hazardous)**

The Sub-Committee considered a proposal from the European Chemical Industry Council (CEFIC) describes the basis and rationale for replacing the existing schedule for AMMONIUM NITRATE BASED FERTILIZER (non-hazardous), with two individual schedules in the IMSBC Code, and proposals from the United Kingdom following-up on the incident of the bulk carrier **MV Cheshire**.

ICS was supportive the development of the two new individual schedules for AMMONIUM NITRATE BASED FERTILIZER MHB (OH) and AMMONIUM NITRATE BASED FERTILIZER (unclassified), although queried whether there might be any implications or consequences as a result of using the term "unclassified".

Following a discussion, the Sub-Committee agreed to the two new individual schedules for AMMONIUM NITRATE BASED FERTILIZER MHB (OH) and AMMONIUM NITRATE BASED FERTILIZER (unclassified), and agreed to:

- Instruct a Drafting Group on IMSBC Code to further develop the draft individual schedules for AMMONIUM NITRATE BASED FERTILIZER cargoes, with the understanding that the technical issues would be considered by the E&T Group at its 33<sup>rd</sup> session; and

- Instruct the 33<sup>rd</sup> session of the E&T Group to consider a possible revision of CCC.1/Circ.4, after finalizing the two new individual schedules for AMMONIUM NITRATE BASED FERTILIZER cargoes.

The ICS Secretariat anticipates that the two new individual schedules, AMMONIUM NITRATE BASED FERTILIZER MHB (OH) and AMMONIUM NITRATE BASED FERTILIZER (unclassified), provided that all technical issues can be addressed during the E&T 33 will be included in amendment 06-21 of the IMSBC Code.

### **Bulk carrier-related accidents**

The Sub-Committee considered a proposal of a number of specific hazard identification, risk assessment and control procedures aimed at reducing the continuing loss of life and serious accidents involving solid bulk cargoes, particularly the IMSBC Code group B cargoes, as submitted by the United Kingdom et al.. It also considered proposed amendments to the IMSBC Code and *Revised recommendations for entering enclosed spaces aboard ships* (resolution A.1050(27)), which was supported by data analysis of bulk carrier-related accidents from 2009 to 2018, as submitted by United Kingdom and the International Bulk Terminals Association (IBTA).

During the discussion, ICS expressed support, in principle, for appropriate action that could be undertaken at IMO that would contribute to a reduction in the number of accidents in enclosed spaces on board bulk carriers. However, ICS noted that the proposals of the co-sponsors do not appear to not fully recognize the complexity of the issue. For example, some of the proposals, such as requiring more risk assessments, more training for personnel, and altering the definition of enclosed spaces, would likely not alone address the issue.

Following a lengthy discussion, the Sub-Committee agreed that:

- Amending the IMSBC Code, as was being proposed, would require a submission to MSC for a new output; and
- Amending *Revised recommendations for entering enclosed spaces aboard ships* (resolution A.1050(27)) would require interested Member States and international organizations to make proposals to MSC 102 for a new output, or to expand the existing output 7 on "Revision of the Revised recommendations for entering enclosed spaces aboard ships (resolution A.1050(27))" on the agenda for CCC 7, as appropriate.

### **New IMO model course on safe handling and transport of solid bulk cargoes**

The Sub-Committee considered a draft new IMO model course on safe handling and transport of solid bulk cargoes.

ICS supported validation of the draft model course at CCC 6, however endeavoured to ensure that the Drafting Group reviewed certain sections for the purposes of improving its alignment with MSC-MEPC.2/Circ.15/Rev.1 on *Revised Guidelines for the development, review and validation of model courses*.

Following review by the Drafting Group, the Sub-Committee validated the new IMO model course on safe handling and transport of solid bulk cargoes.

## **ITEM 6: AMENDMENTS TO THE IMDG CODE AND SUPPLEMENTS**

### **Segregation in relation to liquid organic substances**

The Sub-Committee considered a proposal by Germany to solve a problem regarding segregation from liquid organic substances when these organic substances do not meet the criteria for dangerous goods and were not declared as such.

During discussion, ICS recommended that further consideration be given to the wording of the proposal, so as to avoid inadvertently applying a segregation requirement to “open versus open” CTU stowage on containerhips and ro-ro ships, with a minimum required stowage distance of one container space on containerhips or 3 meters on ro-ro ships.

After consideration, the Sub-Committee agreed to the proposal, in principle, and decided to refer this document to E&T 32 for further consideration and inclusion, if appropriate, in the draft amendments (40-20) to the IMDG Code.

### **Classification and transport of carbon**

The Sub-Committee considered submissions from Germany, ICHCA and China, regarding the classification and transport of carbon.

During discussion, ICS expressed its agreement as well as disagreement with parts of Germany’s proposal, highlighting among others that amendments to the IMDG Code need to remove ambiguity, so as to avoid the problem of non-declaration and mis-declaration of dangerous goods.

The Sub-Committee agreed to refer the documents to E&T 32 for further consideration and to advise CCC 7, with the understanding that the proposed amendments regarding the description of the related cargoes could be considered for inclusion, if appropriate, in the draft amendments (40-20) to the IMDG Code.

### **Non-declaration and misdeclaration of dangerous goods – special provisions in the IMDG Code**

The Sub-Committee considered document CCC 6/6/17 (Liberia, ICS, WSC et al.), discussing the issue of non-declaration and misdeclaration of dangerous goods and containing a proposal to undertake a comprehensive review of maritime special provisions (SPs) in the IMDG Code, as appropriate.

After consideration, and in order to progress the work intersessionally, the Sub-Committee established a correspondence group on a Review of Maritime Special Provisions, under the coordination of Germany, and instructed it to:

.1 review the special provisions (SPs), starting from 900 onwards, in chapter 3.3 of the IMDG Code, in order to identify those permitting exemptions from the full application of the Code;

.2 where possible identify the rationale for the inclusion of the identified SPs;



- .3 collect and review information relating to problems with the application of the identified SPs;
- .4 provide recommendations on how to proceed; and
- .5 submit a report to CCC 7.

The ICS Secretariat notes that the establishment of the correspondence group was advocated by ICS and industry as a way forward to the above proposal for a comprehensive review of maritime SPs in the IMDG Code. The ICS Secretariat will be participating in the correspondence group.

### **New provisions for data loggers and tracking devices**

The Sub-Committee considered a new proposed section 5.5.4 in the draft amendments (40-20) to the IMDG Code provided in the E&T 31 report, specifically as regards the definition of equipment that is of a "certified safe type" and other types of equipment powered by means other than lithium batteries.

During discussion, ICS fully aligned itself with concerns expressed by WSC, supporting the need for clarity and certainty in the said draft provision, highlighting consequences it could otherwise have on existing investments in new technologies as well as the need for an appropriate industry standard for certification of the said container devices.

After consideration, the Sub-Committee agreed to:

- .1 refer parts of the draft new provision 5.5.4.1 of the IMDG Code to E&T 32 for further consideration and inclusion, if appropriate, in the draft amendments (40-20) to the IMDG Code, taking into account provision 7.3.5 of the IMDG Code;
- .2 keep a decision on proposed draft new provision 5.5.4.1.4 of the IMDG Code, referring to "certified safe type" equipment powered by batteries, in abeyance; and
- .3 invite ISO to provide more information to CCC 7.

### **ITEM 7: AMENDMENTS TO THE CSS CODE WITH REGARD TO WEATHER-DEPENDENT LASHING**

The Sub-Committee considered the report of the correspondence group on Amendments to annex 13 of the CSS Code, together with the relevant documents submitted to this session, and established a Working Group on Amendments to the CSS Code with regard to Weather-dependent Lashing. The Sub-Committee subsequently approved the report of the Working Group in general, and in particular:

- .1 noted the Group's discussion regarding containers on non-container ships, which were not defined and regulated in the CSS Code or in rules established by the recognized organizations;
- .2 agreed to the draft amendments to annex 13 of the CSS Code and the associated MSC circular, for submission to MSC 102 for approval;
- .3 agreed to the draft consequential amendments to MSC.1/Circ.1353/Rev.1 on the Revised guidelines for the preparation of the Cargo Securing Manual for submission to MSC 102 for approval and dissemination as MSC.1/Circ.1353/Rev.2;

.4 agreed to the draft consequential amendments to resolution A.581(14) on Guidelines for securing arrangements for the transport of road vehicles on ro-ro ships, for submission to MSC 102 for approval and subsequent adoption by the Assembly; and

.5 agreed to the draft consequential amendments to the Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011 (2011 TDC Code) for submission to MSC 102 for approval.

## **ITEM 8: UNIFIED INTERPRETATION OF PROVISIONAL OF IMO SAFETY, SECURITY AND ENVIRONMENT-RELATED CONVENTIONS**

### **Clarification of the IGF Code requirements**

The Sub-Committee approved in general the report of a Working Group, established to discuss among others proposals for Unified Interpretations (UI) to the IGF Code, and in particular:

- noted the Group's discussions related to this item;
- noted the Group's agreement that the proposed UI on control of tank pressure and temperature (paragraphs 6.9.1.1 and 6.9.1.2 of part A-1 of the IGC Code) were not required, as existing UI in MSC.1/Circ.1558 sufficiently address this issue; and
- established a correspondence group to further develop the proposed draft UI on:
  - the use of segments of double walled pipes joined by common flanges where two o-rings represent the barriers against leakage into the engine-room instead of gas valve unit enclosure constructed as a continuous part of the double-barrier system (paragraph 9.2.2 of Part A-1 of the IGF Code), and include drawings, if appropriate;
  - the regulations on redundancy of fuel supply (paragraph 9.3.1 of Part A-1 of the IGF Code).

and submit a written report to CCC 7.

### **Proposed draft UI to the IGC Code**

The Sub-Committee agreed to the following proposed UI for approval by MSC 102, related to the following:

- Tee welds in type A or type B independent tanks (paragraph 4.20.1.1 of the IGC Code);
- Welds of type C independent bi-lobe tank with centreline bulkhead (paragraph 4.20.1.2 of the IGC Code);
- Outer duct in gas fuel piping systems (paragraphs 5.4.4 and 5.13.2.4 of the IGC Code);
- Cargo sampling (paragraphs 5.6.5 and 18.9 of the IGC Code);
- Cargo filters (paragraph 5.6.6 of the IGC Code);

- Cargo piping insulation (paragraph 5.12.3.1 of the IGC Code);
- Type testing requirements for valves (paragraph 5.13.1.1.2 of the IGC Code);
- Guidance for sizing pressure relief systems for interbarrier spaces (paragraph 8.1 of the IGC Code);
- Emergency fire pump (paragraphs 11.2 and 11.3.4 of the IGC Code);
- Fire pumps used as spray pumps (paragraph 11.3.4 of the IGC Code);
- Level indicators for cargo tanks (paragraph 13.2.2 of the IGC Code);
- Inhibition of cargo pump operation and opening of manifold ESD valves with level alarms overridden (table 18.1, note 4 and paragraph 13.3.7 of the IGC Code);
- Oxygen deficiency monitoring equipment in a nitrogen generator room area (paragraph 13.6.4 of the IGC Code);
- Integrated systems (paragraph 13.9.3 of the IGC Code); and
- Suitable pressure relief system for air inlet, scavenge spaces, exhaust system and crank case (paragraph 16.7.1.4 of the IGC Code)

The Sub-Committee did not agree with the following proposed UI related to:

- The application of the opening or access between the machinery space of category A and a Gas Valve Unit room located in the machinery space of a gas carrier, e.g. LNG carrier;
- Pipelines or components which may be isolated automatically due to a fire (paragraph 5.5.7 of the IGC Code);
- Critical pressure in fuel gas piping systems (paragraph 5.11.4 of the IGC Code);
- Spare parts of Ventilation Fans (paragraph 12.1.8 of the IGC Code); and
- Inert gas supply header (paragraph 13.6.2.7 of the IGC Code).

**ITEM 10: REVISION OF THE INSPECTION PROGRAMMES FOR CARGO TRANSPORT UNITS CARRYING DANGEROUS GOODS (MSC.1/CIRC.1442, AS AMENDED BY MSC.1/CIRC.1521)**

**Revision of the Inspection programmes for cargo transport units carrying dangerous goods**

The Sub-Committee considered a joint proposal by New Zealand and ICHCA to widen the scope of the Inspection programme for cargo transport units carrying dangerous goods (IMO circular MSC.1/Circ.1442 as amended by MSC.1/Circ.1521), so as to include inspections of cargo transport units (CTUs) not containing dangerous goods and also to include inspection criteria for pest contamination. ICHCA had also submitted a separate proposal for Member States to facilitate reporting of inspection findings conducted by shipping lines.

During discussion, ICS fully aligned itself with concerns expressed by WSC regarding potential delays on containerized supply chains as a result of some sections of the joint proposal by New Zealand and ICHCA requiring cargo and CTUs in non-compliance with the provisions of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code) to be placed "on hold" until the situation is rectified.

Following discussion, the Sub-Committee agreed, in principle, to amend the IMO circular for inspection programmes for CTUs, in order to:

.1 further clarify that the selection criteria for inspection should be applied equally to CTUs carrying all types of cargoes, rather than being specifically on those declared to be carrying dangerous goods;

.2 adequately refer to the CTU Code; and

.3 cover the reports from non-governmental organizations.

A Drafting Group was therefore established as per below.

### **CTU cleanliness and pest control**

The Sub-Committee considered a submission by FAO proposing that cleanliness be included in the items to check in the abovementioned IMO circular on inspection programmes for CTUs. The Sub-Committee also considered a submission by ICS, WSC et al. (CCC 6/10/2) expressing concerns on proposals from Member Governments of International Plant Protection Convention (IPPC) to promulgate a mandatory IPPC standard requesting that all empty and packed export containers be certified clean by third parties as a condition for vessel loading.

Following discussion, the Sub-Committee decided to hold a decision in abeyance with regard to the proposed amendments to include CTU cleanliness questions in the IMO circular on inspection programmes for CTUs. The Sub-Committee also:

.1 recognized that CTU cleanliness was an integral part of the CTU Code and the importance of IMO's involvement in the work of IPPC regarding the pest control associated with the movement of CTUs and their cargoes;

.2 noted the efforts of the shipping industry to minimize pest contamination and its concerns on proposals from Member Governments of IPPC on promulgation of a mandatory IPPC standard requiring as a condition for vessel loading that all empty and packed export containers be certified clean by third parties;

.3 requested the IMO Secretariat to closely follow the work of IPPC, in particular to participate as a member in the Sea Container Task Force and to report related outcomes to the Sub-Committee; and

.4 invited the Maritime Safety Committee to note the discussion regarding CTU cleanliness and pest control and endorse the course of action of the Sub-Committee.

A Drafting Group was therefore established as per below.

### **Establishment of the Drafting Group**

Having considered the above two issues, the Sub-Committee established a Drafting Group on Revision of the Inspection Programmes for Cargo Transport Units Carrying

Dangerous Goods and instructed it to develop draft amendments to the abovementioned IMO circular on inspection programmes for CTUs. The Sub-Committee subsequently approved the report of the Drafting Group in general, and in particular:

.1 noted the progress made by the Group with regard to the draft amendments to MSC.1/Circ.1442 and that the draft amendments need further work before their finalization;

.2 encouraged Member States to undertake CTU inspections and report their findings to the Organization;

.3 endorsed the proposal to allow third party inspection data to be submitted to the Organization when collected to the satisfaction of the Member State; and

.4 established a correspondence group, under the co-ordination of New Zealand, to:

- further develop draft amendments to the inspection programme;
- review the circular to ensure that the language and terminology used is consistent, up-to-date and in line with current practices;
- further consider contamination and pest control matters with regard to CTU inspections, taking into account the CTU Code, FAO and ICS/WSC et al. (CCC 6/10/2) submissions; and
- submit a report to CCC 7.

ICS will continue to support WSC as previously, in regard to matters of container cleanliness and invasive species, as appropriate.

## **ITEM 13: ANY OTHER BUSINESS**

### **Discrepancy in container stacking strength requirements**

The Sub-Committee considered a submission by France, Italy, ICS, WSC et al. (CCC 6/13/2), describing a discrepancy in container stacking strength requirements between ISO Standard 1496-1 and the CSC. The co-sponsors expressed the view that, 14 years after the introduction of the higher stacking strength in ISO 1496-1, it was in the interest of crew, worker, ship and environmental safety, including for reduction of the incidences of collapsed container stacks, that the CSC's stacking strength requirement now be aligned with that of ISO 1496-1.

Following discussion, the Sub-Committee encouraged interested Member States and organizations to submit a proposal to MSC for a new output to amend the CSC, in accordance with the IMO's method of work.

ICS will continue liaising with, and supporting, WSC on this matter, as appropriate.