

I. IMO Sub-Committee on Carriage of Cargoes and Containers (CCC) 12th session (CCC 12) Meeting Highlights

The IMO Sub-Committee on Carriage of Cargoes and Containers (CCC) is the executive entity of the International Maritime Organization (IMO). It is responsible for matters relating to the carriage of packaged dangerous goods, solid bulk cargoes, bulk gases, and containers.

The 12th session of the CCC (CCC 12) was held at IMO Headquarters in London, United Kingdom, from 14 to 18 September 2026. The key issues discussed at the session included the following:

1. Finalized the Draft Revised Interim Guidelines for the Safety of Ships Using Methanol/Ethanol as Fuel

CCC 12 has finalized the draft revised *Interim Guidelines for the Safety of Ships Using Methyl/Ethyl Alcohol as Fuel*. Drawing on practical experience gained from the use of methanol and ethanol as marine fuels, the draft comprehensively revises [MSC.1/Circ.1621](#), with particular emphasis on strengthening the management of toxicity, fire, and explosion risks associated with these fuels.

Based on recent operational experience, the revision strengthens requirements for fuel toxicity, leak detection, bunkering, ventilation, fire safety, and personnel protection, and introduces additional provisions for crew training and emergency drills. Chapter 11, concerning fire safety, will be referred to the Sub-Committee on Ship Systems and Equipment (SSE) for further consideration.

The draft is expected to be submitted to MSC 113 in June 2027 for approval. Once approved, it will replace the existing MSC.1/Circ.1621. At this stage, however, the Guidelines remain non-mandatory, and no mandatory entry-into-force date has been established.

2. Low-Flashpoint Oil Fuels, Fuel Cells, and Amendments to the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF Code)

Continue on the development of the *Interim Guidelines for Ships Using Low-flashpoint Oil Fuels*, which will apply to fossil fuels, synthetic fuels, biofuels and their blends with a flashpoint between 52°C and 60°C. The Guidelines are intended to provide the safety basis for ships applying an alternative design and arrangements approach under SOLAS regulation II-1/55.

Revision of the Interim Guidelines for the Safety of Ships Using Fuel Cell Power Installations has also commenced, based on [MSC.1/Circ.1647](#) and incorporating recent design and operational experience from ships using fuel cell power systems.

Both sets of Guidelines will be further considered by the Correspondence Group and the fourth session of the Intersessional Working Group on Alternative Fuels (ISWG-AF 4), with reports and draft texts expected to be submitted to CCC 13 in September 2027.

The revised fuel cell Guidelines are expected to be finalized at CCC 13 and submitted to MSC 114 in 2028 for approval. The timetable for MSC approval of the low-flashpoint oil fuel Guidelines has not yet been determined.

3. Safety Guidelines for Onboard Carbon Capture and Storage System

CCC 12 initiated the development of the *Interim Guidelines for the Safety of Ships Using an Onboard Carbon Capture and Storage System* and agreed on the scope and overall structure of the Guidelines.

The Guidelines will adopt a goal-based approach, with the main body setting out common safety requirements applicable to ships, while annexes will address different technologies, such as chemical absorption and mineralization. The Guidelines will focus on shipboard integration, carbon handling, storage, transfer, and personnel safety, and will not cover carbon capture performance, carbon accounting, or environmental management.

The Sub-Committee also considered that, at this stage, the onboard storage of captured carbon would not require amendments to the International Maritime Dangerous Goods (IMDG) Code.

The intersessional Correspondence Group will submit its report to CCC 13 in September 2027. The Guidelines are expected to be finalized at CCC 14 in 2028 and submitted to MSC 116 in 2029 for approval.

4. International Maritime Solid Bulk Cargoes (IMSBC) Code and amendments to its supplementary documents

CCC 12 continued to advance the 09-27 amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code, and agreed in principle to add nine new individual cargo schedules, including lime mud, untreated incinerator bottom ash, contaminated soil, and spodumene direct shipping ore.

The amendments also revise the cargo information requirements in section 4.2, including an amendment to paragraph 4.2.2.3 to require the declaration of subsidiary hazards, the addition of a new paragraph 4.2.2.5 to identify Materials Hazardous only in Bulk (MHB), and a revision to paragraph 4.2.2.10 concerning the relevant documentary

certification requirements.

The amendments will be referred to the Editorial and Technical Group (E&T 45) for finalization and are expected to be submitted to MSC 113 in June 2027 for adoption.

The 09-27 amendments are expected to be available for voluntary application from 1st January 2028 and to enter into force on a mandatory basis from 1st January 2029.

5. Amendment to the International Maritime Dangerous Goods Code (IMDG Code) and its supplementary documents

CCC 12 has commenced on the development of the 44-28 amendments to the International Maritime Dangerous Goods (IMDG) Code, with key revisions focusing on the safe carriage by sea of electric and hybrid vehicles, lithium batteries, and sodium-ion batteries.

A new Special Provision (SP) 980 is being developed to require shippers to assess the safety condition of vehicles before offering them for carriage. Related amendments to SP961 and SP962 are also being considered to clarify the applicable requirements and marking provisions for electric, hybrid, and waste vehicles.

Further amendments are being advanced to paragraph 5.4.1.4.3.8 and SP376 and SP377, requiring transport documents to indicate whether sodium-ion batteries are damaged, defective, waste, or intended for recycling. In addition, the explosion hazard provisions currently contained in paragraph 7.3.7.2.1 are proposed to be relocated to a new paragraph 7.3.3.19.

The draft amendments will be further considered by E&T 46 in 2027 and, following confirmation by CCC 13, are expected to be submitted to MSC 114 in 2028 for adoption. The amendments are expected to be available for voluntary application from 1st January 2029 and to enter into force on a mandatory basis from 1st January 2030.

6. Revise the compilation criteria for the cargo securing manual and incorporate it into the performance standards for securing software

The Revised Guidelines for the Preparation of the Cargo Securing Manual have been finalized. The revision, to be issued as MSC.1/Circ.1353/Rev.2, introduces interim performance standards for cargo securing software, allowing such software to be used as a supplementary tool to the Cargo Securing Manual (CSM), but not as a replacement for the approved Manual.

The performance standards cover software functionality, calculation methods and tolerances, human-machine interface, data exchange, and approval, testing, and verification requirements, with the aim of establishing a consistent approach to the safety assessment of cargo-securing arrangements on container ships.

Cargo securing software must be approved by the Administration or a Recognized

Organization (RO). It must also be verified annually by the Master and confirmed during special surveys. The full Guidelines are primarily intended to apply to new container ships whose keels are laid on or after 1 July 2027. Existing ships may apply the Guidelines on a voluntary basis, but this would require re-approval of the entire Cargo Securing Manual.

The revised Guidelines are expected to be submitted to MSC 113 in June 2027 for approval. As they will be issued in the form of a non-mandatory MSC circular, no mandatory entry-into-force date has been established. If the mandatory carriage or use of cargo securing software is required in the future, a separate amendment to SOLAS would still be necessary.

7. Revision of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)

The Sub-Committee agreed in principle to revise the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code), which provides guidance on the safe packing, handling, and transport of cargo transport units, including freight containers, road vehicles, and railway wagons.

This will be the first comprehensive revision of the Code since its publication in 2014. The revision will update relevant regulatory requirements, industry practices, equipment, cargo handling techniques, and operational procedures. The Code will also be reorganized into a four-tier structure to facilitate future updates to its technical content.

The Sub-Committee also supported in principle the establishment of a standing Technical Body, with participation from the IMO, the International Labour Organization (ILO), the United Nations Economic Commission for Europe (UNECE), Member States, and industry experts, to be responsible for the future maintenance and revision of the Code.

The IMO Secretariat will prepare a draft MSC circular, which is expected to be submitted to MSC 112 in December 2026 for approval, together with the proposed terms of reference for the Technical Body.

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