

Supplementary materials for September 2026

Contents

➤ International Maritime News	2
I. IACS brings OCCS, cargo safety and IGF Code proposals to IMO's CCC 12	2
➤ International Maritime Organization Meeting Highlights	4
I. IMO Sub-Committee on Carriage of Cargoes and Containers (CCC), 12th session (CCC 12)	4
1. About CCC	4
2. CCC 12 Highlights	5
3. CCC 12 Agenda	6
4. CCC 12 Meeting Summaries	6
(1) <i>Amendments to the International Code of Safety for Ships Using Gases or Other Low-flashpoint Fuels (IGF Code)</i> and the Development of other Guidelines for Alternative Fuels and Related Technologies (Agenda Item 3)	7
(2) Development of a safety regulatory framework to support the uptake of new technologies and alternative fuels by ships to reduce greenhouse gas emissions (Agenda Item 4)	10
(3) The International Maritime Solid Bulk Cargoes (IMSBC) Code and amendments to its supplementary documents (Agenda item 5)	10
(4) Amendment to <i>the International Maritime Dangerous Goods Code (IMDG Code)</i> and its supplementary documents (Agenda item 6)	11
(5) Revise the compilation criteria for the cargo securing manual and incorporate it into the performance standards for securing software (Agenda item 7)	12
5. Recommendation for CCC 12	13
6. Next CCC Meeting Schedule	14
7. References	14

➤ International Maritime News

I. IACS brings OCCS, cargo safety and IGF Code proposals to IMO's CCC 12



Source: Safety4Sea.com.

Derived from SAFETY4SEA. IACS brings OCCS, cargo safety and IGF Code proposals to IMO's CCC 12.

<https://safety4sea.com/iacs-submissions-at-imos-ccc-12>.

According to the maritime news website Safety4Sea, the International Association of Classification Societies (IACS) submitted several technical proposals to the 12th session of the IMO Sub-Committee on Carriage of Cargoes and Containers (CCC 12), held from 14 to 18 September 2026. The submissions focus mainly on three areas: the safety of onboard carbon capture and storage (OCCS), **the safe carriage of Direct Reduced Iron (DRI)**, and **proposed amendments to the IGF Code**.

1. IACS proposed interim safety guidelines for onboard carbon capture and storage (OCCS).

As OCCS is increasingly regarded as a potential technology for reducing greenhouse gas emissions from shipping, IACS considers that installing and operating carbon capture systems on board ships may introduce new safety risks. It therefore proposed draft interim safety guidelines.

Key considerations include the handling and storage of captured CO₂, integration with existing shipboard systems, and the use of chemical treatment solutions. The proposal adopts both **a goal-based and risk-based approach**, allowing requirements to be adapted to different ship types and carbon capture configurations while maintaining an appropriate level of safety.

2. Seeking clarification on ventilation requirements for the new category of DRI cargo

Another IACS submission focuses on the safe carriage of the new DRI category, **DRI (D) "By-product fines with moisture"**, particularly the ventilation requirements for cargo holds. As the relevant amendments have introduced a new cargo classification, IACS is seeking clarification on how the requirements of the *International Convention for the Safety of Life at Sea (SOLAS Convention)* and the *IMSBC Code* should apply to cargo hold ventilation, with a view to promoting consistent interpretation and implementation across ships, flag States and competent authorities.

3. Proposed amendments to the IGF Code to improve regulatory consistency

IACS has also proposed amendments to *the International Code of Safety for Ships Using Gases or Other Low-flashpoint Fuels (IGF Code)*. One proposal aims to improve the consistent application of the Code across different operational circumstances while maintaining the existing safety objectives. Another proposes minor technical corrections to provisions previously amended by [resolution MSC.551\(108\)](#).

4. The three proposals reflect a common theme at CCC 12: safety requirements must keep pace with new technologies, new fuels and new cargoes

The IACS submissions span decarbonization technologies, alternative fuels, and bulk cargo safety, indicating that IMO's current regulatory focus extends beyond conventional ship safety. Increasing attention is being given to regulatory consistency, risk identification, and practical implementation as new technologies, fuels, and cargoes are introduced into maritime operations.

References :

1. SAFETY4SEA. IACS brings OCCS, cargo safety and IGF Code proposals to IMO's CCC 12. <https://safety4sea.com/iacs-submissions-at-imos-ccc-12>



➤ International Maritime Organization Meeting Highlights

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

The 12th session meeting of the Sub-Committee on Carriage of Cargoes and Containers was held from Sept 14 to 18th, 2026.

1. About CCC¹

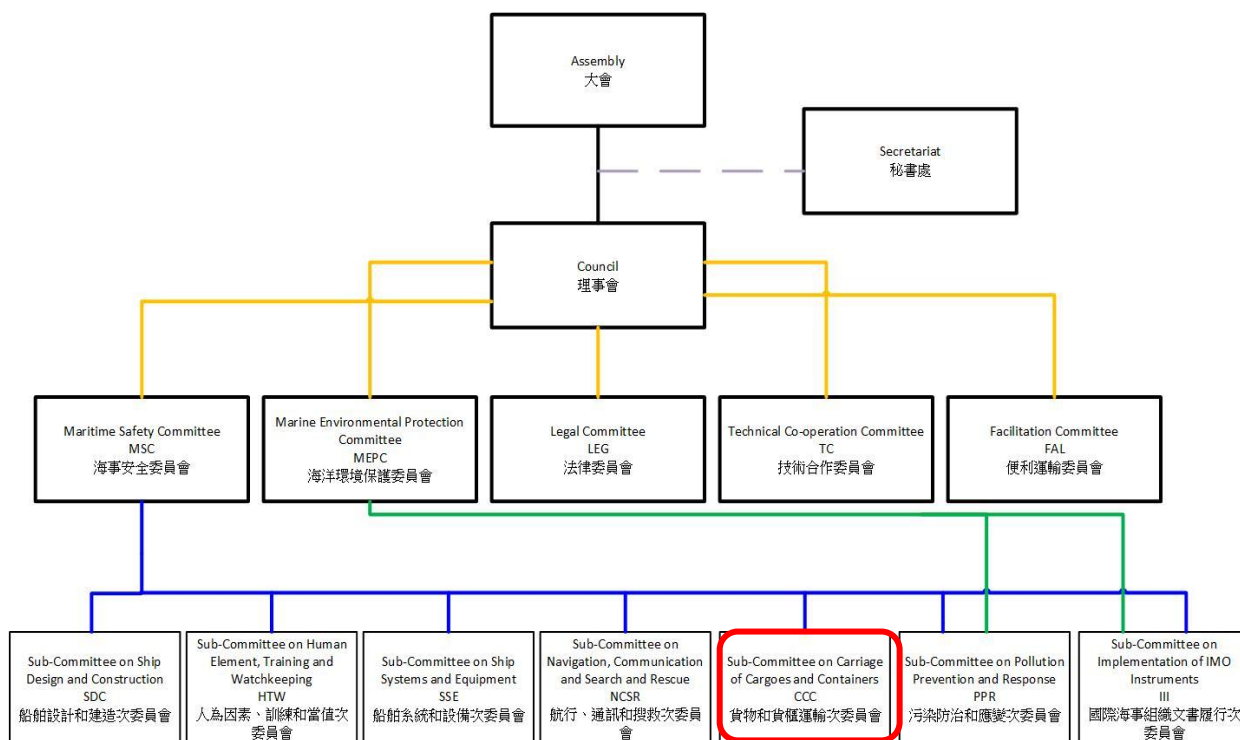


Figure 1 Organization Structure of IMO (CCC) (Source: by CIMCS-NKUST)

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

The Sub-Committee continues to update the International Maritime Solid Bulk Cargoes (IMSBC) Code and the International Maritime Dangerous Goods (IMDG) Code, while also keeping other instruments under review, including the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code) and the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code).

¹ IMO. Sub-Committee on Carriage of Cargoes and Containers (CCC)
<https://www.imo.org/en/mediacentre/meetingsummaries/pages/ccc-default.aspx>

CCC also works closely with other United Nations (UN) bodies on matters relating to the multimodal transport of goods.

2. CCC 12 Highlights

- (1) Finalized the draft amendments to *the Interim Guidelines for the Safety of Ships Using Methyl/Ethyl Alcohol as Fuel* (MSC.1/Circ.1621), incorporating provisions on fuel toxicity differentiation, fuel tank arrangements, bunkering, ventilation, fire safety, personal protection, and training. The fire safety section will be forwarded to the Sub-Committee on Ship Systems and Equipment (SSE) to develop type-approval standards for fire-extinguishing systems. The revised guidelines are scheduled to be submitted for approval to the 113th session of the Maritime Safety Committee (MSC 113) in June 2027, which will supersede the existing circular once approved.
- (2) Continued the development of *the Interim Guidelines for Ships Using Low-flashpoint Oil Fuels* and initiated the revision of *the Interim Guidelines for the Safety of Ships Using Fuel Cell Power Installations*. Both work streams will be further progressed by the intersessional correspondence group and the 4th session of the Intersessional Working Group on Alternative Fuels (ISWG-AF 4), with submissions targeted for CCC 13 in September 2027. The fuel cell guidelines are expected to be submitted to MSC 114 in 2028 for approval.
- (3) Initiated the development of *the Interim Guidelines for the Safety of Ships Using Onboard Carbon Capture and Storage Systems*, adopting a framework featuring a "technology-neutral main body accompanied by technology-specific annexes" to regulate ship integration, carbon capture, processing, storage, offloading, and personnel protection. The guidelines are scheduled for completion at CCC 14 in 2028 and submission to MSC 116 in 2029 for approval.
- (4) Advanced Amendment 09-27 to *the International Maritime Solid Bulk Cargoes Code (IMSBC Code)*, which encompasses the addition of multiple individual cargo schedules, strengthening of cargo information provided by shippers, and considerations regarding bulk cargo shipping names (BCSN), transportable moisture limit (TML) test procedures, and ventilation requirements. The amendment is expected to be adopted by MSC 113 in 2027, enter into voluntary application on 1st January 2028, and become mandatory on 1st January 2029.
- (5) Initiated Amendment 44-28 to *the International Maritime Dangerous Goods Code (IMDG Code)*, focusing on reviewing exemptions for the mass aggregation/consolidation of small batteries under Special Provision 188 (SP188), enhancing transport documentation for sodium-ion batteries, and expanding the scope of explosion hazard requirements. The amendment is expected to be adopted by MSC 114 in 2028, enter into voluntary application on 1st January 2029, and become mandatory on 1st January 2030.
- (6) Finalized the draft amendments to the *Revised Guidelines for the Preparation of the Cargo Securing Manual*, incorporating harmonized performance standards for cargo

securing software covering functionality, calculations, testing, approval, surveying, and data exchange, while explicitly stipulating that software serves solely as a supplement to the approved manual. The draft is scheduled for submission to MSC 113 in June 2027 for approval. Concurrently, agreed to draft a new annex to the *Code of Safe Practice for Cargo Stowage and Securing* (CSS Code), targeting completion by 2030.

3. CCC 12 Agenda²

Item No.	Agenda
1	Adoption of the agenda
2	Decisions of other IMO bodies
3	Amendments to the IGF Code and development of guidelines for alternative fuels and related technologies
4	Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels
5	Amendments to the IMSBC Code and supplements
6	Amendments to the IMDG Code and supplements
7	Revision of the Revised guidelines for the preparation of the Cargo Securing Manual (MSC.1/Circ.1353/Rev.2) to include a harmonized performance standard for lashing software to permit lashing software as a supplement to the Cargo Securing Manual
8	Consideration of reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas
9	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation-related conventions
10	Biennial status report and provisional agenda for CCC 13
11	Election of Chair and Vice-Chair for 2027
12	Any other business
13	Report to the Committees

4. CCC 12 Meeting Summaries³

CCC 12 was held from 14 to 18 September 2026 at the IMO Headquarters in London,

² IMO. CCC 12 meeting document CCC 12/1/1.

³ The IMO official website has not yet updated the information on the CCC 12, therefore, here we referred to the information from the DNV website. IMO CCC 12: Revised guidelines for methanol as fuel.

UK. The meeting was hybrid, with in-person participation and livestreaming to the public.

There are 3 working groups established at the CCC 12 meeting, which are:

Group Type	Main Task
Working Group (WG)	- WG 1: working group on development of guidelines for alternative fuels and related technologies (agenda item 3); - WG 2: working group on development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels (agenda item 4); - WG 3: working group on revision of the Revised guidelines for the preparation of the Cargo Securing Manual (MSC.1/Circ.1353/Rev.2) to include a harmonized performance standard for lashing software to permit lashing software as a supplement to the Cargo Securing Manual (agenda item 7).

The key topics discussed at this meeting are as follows:

(1) *Amendments to the International Code of Safety for Ships Using Gases or Other Low-flashpoint Fuels (IGF Code) and the Development of other Guidelines for Alternative Fuels and Related Technologies (Agenda Item 3)*

①. Methyl/Ethyl Alcohol as Fuel

CCC 12 finalized the draft amendments to the *Interim Guidelines for the Safety of Ships Using Methyl/Ethyl Alcohol as Fuel* ([MSC.1/Circ.1621](#)). This revision incorporates implementation experience accumulated to date and comprehensively amends various sections of the current guidelines⁴. The revised guidelines:

<https://www.dnv.com/news/2026/imo-ccc-12/>

⁴ The main amendments include:

1. Adding requirements related to methanol toxicity, including considerations for risk assessments and alarm arrangements;
2. Further harmonizing with the provisions of the *International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk* (IBC Code);
3. Revising requirements for cofferdams by maintaining 600 mm minimum boundary requirement and introducing sequential sampling gas detection as an alternative to continuous sampling;
4. Adding provisions for bunkering stations, bunkering systems requiring a vapour return line, and bunkering operations;
5. Adding provisions for independent fuel tanks and secondary barriers of fuel supply systems;
6. Adding provisions for vent pipes;
7. Adding provisions for drain tanks;
8. Adding provisions for pressure and vacuum relief systems;

- I. Enhance design flexibility regarding fuel tank locations and leakage management arrangements;
- II. Introduce new concepts for fuel space ventilation;
- III. Expand guidance on bunkering station design and fire-extinguishing systems; and
- IV. Add provisions concerning bunkering operations and personal protective equipment (PPE).

Following further operational experience, the IMO may incorporate these interim guidelines into the IGF Code, thereby making them mandatory requirements.

②. Low-flashpoint Oil Fuels

CCC 12 continued the development of the *Interim Guidelines for Ships Using Low-flashpoint Oil Fuels*, which apply to oil fuels with flashpoints between 52°C and 60°C. In alignment with other alternative fuel guidelines, this framework adopts a goal-based approach. Once promulgated, it can serve as a technical baseline for vessels conducting alternative design and arrangements pursuant to Regulation II-1/55 of the, 1974 SOLAS, demonstrating equivalence with statutory safety requirements.

The Sub-Committee agreed to discontinue the development of detailed provisions for the "temperature-controlled engine room concept," pivoting instead toward safety concepts more consistent with the current frameworks under the *International Code of Safety for Ships Using Gases or Other Low-flashpoint Fuels* (IGF Code), thereby substantially simplifying associated safety barrier requirements.

Work will be actively progressed by an intersessional correspondence group, targeting finalization at CCC 13 in 2027.

③. Fuel Cell Power Installations and Amendments to the IGF Code

At this session, CCC did not consider in detail the revision of the *Interim Guidelines for the Safety of Ships Using Fuel Cell Power Installations* ([MSC.1/Circ.1647](#)) or other proposed amendments to the IGF Code.

The discussions will be progressed by an intersessional correspondence group, which will report to CCC 13 in 2027, with approval anticipated by MSC 114 in 2028.

Matters for subsequent deliberation include:

- I. Accessing the reclassification of fuel cell spaces from hazardous area Zone 1

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9. Requiring oxygen sensors in all spaces fitted with an inert gas system;
 10. Adding provisions for materials;
 11. Introducing two-stage ventilation requirements, specifying a minimum air change rate of 10 air changes per hour under normal operation and 30 air changes per hour under emergency conditions; and 以及
 12. Adding chapters on personnel protection, training, drills, and emergency exercises.
- Source: LR, *IMO Carriage of Cargoes & Containers (CCC 12) Summary Report*, p.3.

to Zone 2;

- II. Reviewing whether current ventilation requirements are overly conservative;
- III. Reviewing whether the requirement for Class A-60 fire boundaries⁵ surrounding fuel cell spaces is overly conservative;
- IV. Evaluating the inclusion of high-temperature fuel cells within the scope of the guidelines, including Solid Oxide Fuel Cells (SOFC) and Molten Carbonate Fuel Cells (MCFC); and
- V. Cross-referencing the Interim Guidelines for the Safety of Ships Using Hydrogen as Fuel ([MSC.1/Circ.1701](#)) to evaluate necessary consequential amendments to circular MSC.1/Circ.1647, ensuring regulatory consistency between the two frameworks.

Subject to approval by the IMO Council, the 4th session of the Intersessional Working Group on Alternative Fuels (ISWG-AF 4) is scheduled to convene prior to CCC 13 from 13th to 17th September 2027. This working group will continue to develop the draft *Interim Guidelines for Ships Using Low-flashpoint Oil Fuels* and the draft amendments to the *Interim Guidelines for the Safety of Ships Using Fuel Cell Power Installations* (circular MSC.1/Circ.1647).

⁵ **"Class A" Divisions:** Divisions formed by bulkheads and decks that comply with the following standards:

- 1. They shall be constructed of steel or other equivalent material.
- 2. They shall be suitably stiffened.
- 3. They shall be so constructed as to be capable of preventing the passage of smoke and flame to the end of the one-hour standard fire test.
- 4. They shall be insulated with approved non-combustible materials such that the average temperature of the unexposed side will not rise more than 140°C above the original temperature, nor will the temperature, at any one point, including any joint, rise more than 180°C above the original temperature, within the time listed below, classified into four classes accordingly:
 - (1) Class "A-60": 60 minutes
 - (2) Class "A-30": 30 minutes
 - (3) Class "A-15": 15 minutes
 - (4) Class "A-0": 0 minutes
- 5. A test of a prototype bulkhead or deck shall be required by the maritime administration or a recognized organization authorized by the administration (hereinafter referred to as the recognized organization) in accordance with the International Code for Application of Fire Test Procedures (FTP Code) to ensure that it satisfies the above requirements for fire integrity and temperature rise.

(2) Development of a safety regulatory framework to support the uptake of new technologies and alternative fuels by ships to reduce greenhouse gas emissions (Agenda Item 4)

CCC 12 has commenced to develop safety guidelines for ships fitted with Onboard Carbon Capture and Storage (OCCS) systems. The main body of the guidelines will adopt a technology-neutral principle, establishing common vessel-level requirements, while safety requirements specific to individual technologies will be incorporated into corresponding annexes.

An intersessional correspondence group will subsequently advance the development of the guidelines' primary goals and functional requirements. In the initial phase, priority will be given to chemical absorption-based carbon capture technologies, with the potential inclusion of carbon mineralization technologies in the discussions. The correspondence group is scheduled to submit its report to CCC 13 in 2027, with the guidelines targeted for finalization in 2028.

(3) The International Maritime Solid Bulk Cargoes (IMSBC) Code and amendments to its supplementary documents (Agenda item 5)

CCC 12 has considered establishing a solid bulk cargo database to catalog cargoes not specifically listed in the *IMSBC Code* but carried under tripartite/provisional assessments. Administrations were invited to submit data on such cargoes for inclusion in the database.

CCC 12 also discussed a proposal to prohibit the carriage of plastic pellets in bulk, ultimately concluding that the *IMSBC Code* is not the appropriate regulatory instrument for such a ban.

In addition, the following matters were agreed in principle and referred to the 45th session of the Editorial and Technical Group (E&T 45) for further consideration with a view to inclusion in Amendment 09-27 to the *IMSBC Code*:

- ①. Adding individual cargo schedules for the following cargoes:
 - I. Lime Mud;
 - II. Untreated Incinerator Bottom Ash;
 - III. soil, contaminated with one or a combination of hydrocarbons, Per- and Polyfluoroalkyl Substances (PFAS), asbestos, and heavy metals;
 - IV. Tabular Alumina;
 - V. Direct Shipping Ore Spodumene); and
 - VI. Seed Cake, resume the detailed list of goods in Group C.
- ②. Amending the cargo information form to be provided by the shipper under Section 4.2 ("Provision of information") of the *IMSBC Code*, aimed at addressing deficiencies and inconsistencies in shipper-supplied cargo information, particularly regarding subsidiary hazards, hazard identification of Materials Hazardous only in Bulk (MHB), and associated documentary certifications.

Amendment 09-27 to the *IMSBC Code* is anticipated to be adopted by MSC 113 in

2027, with voluntary early application permitted from 1st January 2028, subject to flag State consent, and mandatory entry into force on 1st January 2029. The following matters were also deliberated and referred to E&T 45 for further consideration, with a view to submitting recommendations to CCC 13:

- ①. The transport of Bituminous Granulates Fines and the determination of the Transportable Moisture Limit (TML) for cargoes lacking an established test procedure;
- ②. The carriage of Ulexite, Diatomite, Polymetallic Nodules, Amorphous Graphite, and Amorphous Graphite Fines;
- ③. The establishment of a Bulk Cargo Number (BC No.) for each Bulk Cargo Shipping Name (BCSN) to improve cargo identification, support electronic data exchange, and mitigate the risk of misidentification;
- ④. Guidance associated with the "Continuous Ventilation" requirements of the IMSBC Code, aimed at clarifying that cargo operational ventilation requirements under the IMSBC Code must not conflict with ventilation design requirements stipulated under the SOLAS Convention and the *International Convention on Load Lines, 1966*; and
- ⑤. Updating obsolete standards and circulars referenced in Amendment 08-25 to the IMSBC Code.

(4) Amendment to the *International Maritime Dangerous Goods Code (IMDG Code)* and its supplementary documents (Agenda item 6)

The following matters were agreed in principle and referred to the 46th session of the Editorial and Technical Group (E&T 46), scheduled to convene in spring 2027, for further consideration with a view to inclusion in Amendment 44-28 to the IMDG Code. This amendment aims to revise Special Provision 188 (SP188) to address cases in which multiple battery packages—each individually qualifying for exemption—are loaded into a single Cargo Transport Unit (CTU) without being subject to hazard communication requirements or CTU-level aggregate quantity thresholds.

Amendment 44-28 to the IMDG Code is expected to be adopted in 2028, with voluntary early application permitted from 1 January 2029, subject to the consent of the flag State Administration, and mandatory entry into force on 1 January 2030.

The following matters were also deliberated and referred to E&T 46 for consideration, with a view to submitting recommendations to CCC 13:

- ①. Amending paragraph 5.4.1.4.3.8 of the IMDG Code concerning provisions for sodium-ion batteries subject to Special Provision 376 (SP376) or Special

Provision 377 (SP377)⁶;

- ②. Amending paragraph 7.3.7.2 of the IMDG Code to expand the scope of application of the requirement that packages loaded within a Cargo Transport Unit shall not present an explosion hazard⁷.

(5) Revise the compilation criteria for the cargo securing manual and incorporate it into the performance standards for securing software (Agenda item 7)

SOLAS Regulation VI/5.6 stipulates: "All cargoes, other than solid and liquid bulk cargoes, cargo units and cargo transport units shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual (CSM) approved by the Administration." And the CSM should be prepared in accordance with the *Revised Guidelines for the Preparation of the Cargo Securing Manual* set out in circular [MSC.1/Circ.1353/Rev.2](#). However, despite the increasingly widespread use of onboard lashing software on container ships, the current guidelines still lack harmonized standards for such software. Different software programs may utilize divergent assessment methodologies, calculation assumptions, and output results, leading to inconsistencies in the evaluation of container securing arrangements.

To address this issue, CCC 12 finalized draft amendments to the *Revised Guidelines for the Preparation of the Cargo Securing Manual* (circular MSC.1/Circ.1353/Rev.2), introducing harmonized performance standards for lashing software so that such software may serve as a supplement to the *Cargo Securing Manual*. The draft performance standards establish uniform requirements for software functionality, operating manuals, human-machine interfaces (HMIs), calculation methods, allowable tolerances, approval, testing, surveying, data exchange, and integration with external systems.

While the revised guidelines and the *Interim Performance Standards for Lashing Software* were primarily intended to apply to new ships, CCC 12 incorporated provisions

⁶ When transporting packages containing sodium-ion batteries in accordance with SP376 or SP377, the packages must be marked with the words "DAMAGED/DEFECTIVE", "SODIUM ION BATTERIES FOR DISPOSAL", or "SODIUM ION BATTERIES FOR RECYCLING". However, paragraph 5.4.1.4.3.8 of the IMDG Code does not currently require this information to be specified in the dangerous goods description within the transport document. The proposed amendment aims to bridge this regulatory gap, ensuring that transport documentation clearly reflects the actual condition or intended disposal pathway of sodium-ion batteries to convey essential hazard information to personnel involved in transport operations. (Source: LR, IMO Carriage of Cargoes & Containers (CCC 12) Summary Report, p. 7.)

⁷ The IMDG Code currently places the explosion hazard provisions for self-reactive substances and organic peroxides under temperature control requirements, which may create the misconception that these provisions apply solely to goods requiring temperature control. The proposed amendment intends to revise paragraph 7.3.7.2 of the IMDG Code to align with the United Nations Recommendations on the Transport of Dangerous Goods: Model Regulations, explicitly stipulating that explosion hazard requirements apply to all self-reactive substances, organic peroxides, and polymerizing substances loaded within closed cargo transport units. (Source: LR, IMO Carriage of Cargoes & Containers (CCC 12) Summary Report, pp. 7–8.)

permitting voluntary application to existing ships, subject to approval by the flag Administration.

CCC 12 also prepared a justification document to expand the scope of the output and extend the target completion date, proposing the addition of a new annex to the *Code of Safe Practice for Cargo Stowage and Securing* (CSS Code) to establish evaluation methods for the effectiveness of securing arrangements for containers carried on container ships. CCC 12 submitted this justification to MSC 113 for decision.

5. Recommendation for CCC 12

- **the revision of the Interim Guidelines for the Safety of Ships Using Methyl/Ethyl Alcohol as Fuel:**

CCC 12 has finalized the revision of the *Interim Guidelines for the Safety of Ships Using Methyl/Ethyl Alcohol as Fuel* and continued to advance the development of safety guidelines for low-flashpoint oil fuels and fuel cell power installations. The competent authorities may continue to monitor the deliberations at MSC 113, CCC 13 and the relevant sessions of the SSE Sub-Committee, as a reference for reviewing domestic arrangements concerning alternative design approval, fire safety, ship surveys and seafarer training for alternative-fuel ships.

- ***Interim Guidelines for the Safety of Ships Using an 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*, which are expected to be finalized at CCC 14 and submitted to MSC 116 for approval in 2029. The competent authorities may continue to monitor the development of the relevant requirements and conduct an early review of regulatory issues, including system approval, carbon storage and transfer, operational safety, personnel protection, and the allocation of responsibilities among the competent authorities.

- **Amendments to the IMSBC Code**

CCC 12 has advanced the 09-27 amendments to the IMSBC Code and the 44-28 amendments to the IMDG Code, which are expected to become mandatory in 2029 and 2030, respectively. In line with the adoption and application timelines of these amendments, the competent authorities may review in advance domestic cargo declaration documents, information systems, operational procedures for shippers and carriers, as well as related awareness-raising and training needs.

- ***the Guidelines for the Preparation of the Cargo Securing Manual and agreed in principle to a comprehensive revision of the CTU Code***

CCC 12 has finalized the revision of the *Guidelines for the Preparation of the Cargo Securing Manual and agreed in principle to a comprehensive revision of the CTU Code*. The competent authorities may continue to monitor the approval of the relevant instruments at MSC 112 and MSC 113, consider approval, annual verification and survey principles for cargo securing software, and assess the incorporation of the revised CTU Code into domestic

cargo packing and loading guidance and relevant personnel training.

6. Next CCC Meeting Schedule

CCC 13 has been scheduled for September 20th to 24th in 2027.

7. References

- (1) American Bureau of Shipping (ABS), News Brief: CCC 12. <https://ww2.eagle.org/content/dam/eagle/regulatory-news/2026/ABS-CCC-12-Brief.pdf>
- (2) Bureau Veritas (BV), the 12th session of the carriage of cargoes and containers, the CCC 12 Summary Report. https://cdn1-marine-offshore.bureauveritas.com/sites/g/files/zypfnx136/files/media/document/CCC%2012%20BV%20MO_Summary%20Report%20%202.pdf
- (3) Det Norske Veritas (DNV), IMO CCC 12: Revised guidelines for methanol as fuel. <https://www.dnv.com/news/2026/imo-ccc-12/>
- (4) IMO, Sub-Committee on Carriage of Cargoes and Containers (CCC). <https://www.imo.org/en/mediacentre/meetingsummaries/pages/ccc-default.aspx>
- (5) InterManager, IMO Sub-Committee on Carriage of Cargoes and Containers, 14-18 September 2026. <https://intermanager.org/wp-content/uploads/2026/09/IMO-SUB-COMMITTEE-ON-CARRIAGE-OF-CARGOES-AND-CONTAINERS-14-18-SEPTEMBER-2026.pdf>
- (6) Lloyd's Register (LR), CCC 12 Summary Report. <https://maritime.lr.org/CCC-12-Summary-Report>
- (7) Maritime Legal Business. IMO CCC 12 opens as cargo and alternative-fuel safety rules evolve. <https://maritimelegalbusiness.com/2026/09/14/imo-ccc-12-cargo-alternative-fuel-safety-2026/>
- (8) Safety4Sea, IMO CCC 12 progresses new rules for alternative fuels and cargo safety. <https://safety4sea.com/imo-ccc-12-progresses-new-rules-for-alternative-fuels-and-cargo-safety/>
- (9) Safety4Sea, IMO CCC 12: Safe use of alternative fuels at the top of the agenda. <https://safety4sea.com/imo-ccc-12-safe-use-of-alternative-fuels-at-the-top-of-the-agenda/>