

## I. The Sub-Committee on Carriage Cargoes and Containers, 11th session (CCC 11)

The CCC Sub-Committee mainly handles the carriage of packaged dangerous goods, solid bulk cargoes, bulk gas cargoes, and containers. CCC keeps the International Maritime Solid Bulk Cargoes Code (IMSBC Code) and the International Maritime Dangerous Goods (IMDG) Code updated. It also keeps under review other Codes, 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). The Sub-Committee closely collaborates with other UN bodies dealing with the multimodal transport of goods.

The 11th session of the CCC Sub-Committee was held from September 8th to 12th, 2025, at the IMO Headquarters in London. Key outcomes for CCC 11 are as follows:

### 1. Finalized the draft amendment for *the Interim Guidelines for the use of ammonia cargo as fuel*

CCC 11 has finalized the draft of the *Interim Guidelines for the Use of Ammonia Cargo as Fuel*. The Interim Guidelines may provide guidance to ensure the safe handling of ammonia as fuel, with a main focus on issues outside cargo areas to ensure safety for the crew and ship. It will be further approved by MSC 111 in May 2026.

It may apply to gas carriers as defined in SOLAS regulation VII/11.2 using anhydrous ammonia cargo as fuel and complying with the IGC Code. The Interim guidelines may be a supplement to the existing provisions of Chapter 16 of the IGC Code and are applicable outside the cargo area in accordance with 16.4.1.1 of the IGC Code.

As a goal-based document that will provide guidance on safe and reliable operation of fuel supply systems and consumers for the use of ammonia cargo as fuel. The overall design and configuration of the ammonia fuel system must demonstrate a safety level comparable to that of natural gas, and the system configuration requirements must be established.

Topics on the arrangements of spaces containing ammonia fuel consumers, ammonia fuel supply, fuel plant ventilation, liquid/gas detection, alarms and shutdowns, and combustion equipment, etc., more specific requirements will be given by the instruments.

## 2. Finalized the draft amendment for the *Interim Guidelines for the safety of ships using hydrogen as fuel*

CCC 11 has finalized the draft amendments to *the Interim Guidelines for the Safety of Ships Using Hydrogen as Fuel* and may further develop and describe the existing design principles and functional requirements more specifically. The *Interim Guidelines* will be submitted to MSC 111 (May 2026) for approval.

CCC 11 updated the IGF Code, which has established a new work plan for the development of alternative fuels, among which the following have been listed as high priorities:

- (1) Revision of the *Interim Guidelines for the safety of ships using methyl/ethyl alcohol as fuel* (approval expected in 2027);
- (2) Revision of *the Interim Guidelines for the safety of ships using fuel cell power installations* (approval expected in 2028);
- (3) Development of *the Interim Guidelines for the safety of ships using onboard carbon capture and storage systems* (approval expected in 2029).

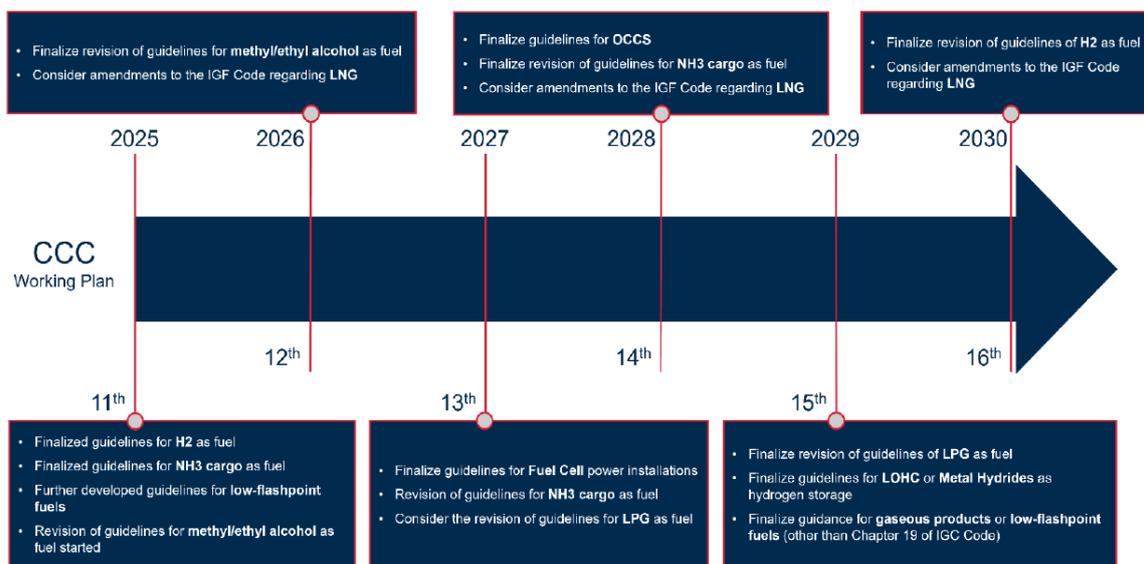


Figure 1: CCC Work Plan

Figure 1 CCC Sub-committee Working Plan

Source: ABS, 2025.NEWS BRIEF: CCC 11: P.4 Figure 1: CCC Work Plan.

## 3. Finalized the draft amendment for *Interim Recommendations for the carriage of liquid hydrogen in bulk*

Vessels that engage in the bulk transportation of liquefied hydrogen shall comply with the relevant sections of the IGC Code. However, the Code requires gas carriers to comply with

the minimum requirements for the cargo listed in Chapter 19. For hydrogen, the minimum requirements can be found in the Annex containing *the Interim Recommendations for carriage of liquefied hydrogen in bulk*.

CCC 11 had finalized the draft revision of *the Interim Recommendations* (Res. MSC.565(108)). A new Part D was added to include safety requirements specific to membrane-type ([Note 1](#)) cargo containment systems (CCS) with insulation spaces under vacuum. The amendments included definitions for the primary insulation space and secondary insulation space, and structural integrity of components, vacuum control in the insulation space, and emergency control. It is expected that the MSC 111 (May 2026) will adopt the draft amendments.

Furthermore, CCC 11 also invited the member states to submit a new proposal for an output, aiming to establish regulations for the training requirements for the carriage of liquefied hydrogen in bulk.

#### 4. Amendments to the IGC Code

MSC 110 reviewed the amendment to the IGC Code. However, in the related draft documents concerning fire protection, protective ventilation, and personnel safety, it was discovered that there were important amendments that required additional technical assessment. Therefore, the unfinished amendments were handed over to the CCC sub-committee for further review.

CCC11 had finalized the amendments identified as follows, related to:

- (1) Gas-tightness of closing devices for new ships;
- (2) Weld design for type A and type B independent tanks, primarily constructed of plane surfaces;
- (3) Cargo Manifold Connection emergency shut-down valves;
- (4) Calculation of the maximum capacity of the emergency fire pump;
- (5) High-level liquid alarm and automatic shut-off of cargo filling;
- (6) Special consideration to density and lower flammability limit (LFL) for spaces outside the cargo space containing LPG or ethane fuel systems, and double block and bleed arrangements for fuel piping;
- (7) Pressure relief systems for gas-fired internal combustion engines, and enclosure

requirements for LPG gas turbines;

- (8) Alternative fuels and technology – use of cargo gases not covered by 16.1.1 (LNG) as fuel.

The draft amendments will be submitted to MSC 111 (May 2026) with a view to adoption by MSC 112 in December 2026, and may enter into force on 1 July 2028.

## 5. Amendments to the IMSBC Code and IMDG Code supplements

### ● Amendments to the IMSBC Code supplements

MSC 110 had adopted the latest amendments 08-25 as resolution MSC.575(110) in June 2025. Following the adoption, CCC 11 had considered the report of the 41st meeting of its Editorial and Technical Group (E&T 41), which met in September 2024.

The matters related to fumigated cargo holds were discussed, and it was agreed that a new output on the safe use of pesticides and fumigation practices in cargo holds is needed, considering key areas for improvement, such as continuous gas detection and enhanced risk controls during pre-loading inspections

CCC 11 had finished the discussion on the following shipping items, and the outcome had been forwarded to the E&T 44 in Spring 2026, which will be incorporated into the draft amendment to the IMSBC Code 09-27:

- (1) bituminous granulates coarse;
- (2) bituminous granulates fine;
- (3) calcium carbonate/lime mud;
- (4) mullite;
- (5) kaolinite.

The draft amendments to the IMSBC Code 9-27 are expected to be adopted in 2027, MSC 113. By the way, there were other issues that had been discussed and forwarded to E&T 44 for consideration and to provide advice to CCC 12:

- (1) Contaminated Soil PFAS in bulk;
- (2) International Maritime Solid Bulk Cargoes Code (IMSBC Code), but shipped based on provisional assessments in GISIS.

- **the IMDG Code Amendments and supplements**

CCC 11 had reviewed the improvements of stowage provisions for vehicles and forwarded the topic to E&T 43, to be held directly after CCC 11, for discussion and incorporation into the draft amendment 43-26 of the IMDG Code, which is expected to be adopted at MSC 111 in May 2026.

The following issues were discussed and forwarded to E&T 43 for consideration and to provide advice to CCC 12:

- (1) Amendments to table 7.1.4.5.18 of the IMDG Code (Class 7 – Radioactive material Segregation table for persons) - to clarify the requirements for segregation distances between radioactive material and passengers and crew;
- (2) Diesel Fuel- inconsistency in multimodal transport of diesel fuel, and whether it should follow the strictest classification standard across the whole route when part of a multimodal transport chain;
- (3) Container/vehicle packing certificate - certification for the filling of portable tanks and road tank vehicles
- (4) EMS Guide - draft consequential amendments to the Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (EMS) Guide, to adapt from the draft amendment 43-26;
- (5) Control temperature of flammable liquids having a flashpoint below 23°C - proposal for indicating the control temperature in a non-explosion-proof refrigerating system in the transport document;
- (6) Review of the effectiveness of SOLAS regulation VII/3 (carriage of dangerous goods) – based on numerous findings related to the lack of effective implementation of SOLAS regulation VII/3 and provisions of the IMDG Code identified during IMSAS audits;
- (7) Safe transporting of the vehicles - state-of-charge (SOC) limits for electric vehicle (EV) batteries, prohibition of the charging of EVs on board the ship, inclusion of hybrid-powered vehicles and small electric vehicles (e.g., hoverboards and e-scooters).

## 6. Measures to prevent the loss of containers at sea

Due to the issues keep happening on container losses at sea and the danger they pose to shipping, the Marine Safety Committee 108 adopted amendments to SOLAS Chap V, which require reporting of freight containers lost at sea or observed adrift at sea by the shipmaster to

the ships in the vicinity, the nearest coastal state and to report the loss of containers to the flag state. Also, SOLAS regulation V/31 requires that the flag State reports incidents of lost containers to the IMO, and Member States are to submit their reports using an online template while the IMO develops an electronic reporting solution through the Global Integrated Shipping Information System (GISIS) platform.

CCC 11 had discussed the draft circular, which provides a reporting template in the event of loss of containers as per SOLAS regulations V/31 and 32. Furthermore, a template for the reporting of the observation of freight container(s) drifting at sea is provided. However, Member States and international organizations are welcome to consider the templates and to submit proposals in this respect to the 111th session of the MSC.

CCC 11 had prepared a working plan for progressing the measures to prevent the loss of containers at sea, which were grouped into five main topics:

- (1) Operational guidance and limitations
- (2) Conditions for operating at sea
- (3) Loading, stowage, validation, and planning
- (4) Calculation technical standards and container securing gear properties and related inspection programmes
- (5) Container properties and related inspection programmes

CCC 11 invited all interested parties to prepare new output proposals on the topics identified in the working plan.

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Note 1: Membrane-type cargo tank is a non-self-supporting containment system used for liquefied gases, especially for carrying Liquefied Natural Gas (LNG), and Liquefied Hydrogen (LH2) as the cargo, with a very thin metal membrane that acts as the primary barrier.

## References:

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