

CCC 6 – REOPORT, 9 – 13 SEPTEMBER 2019

The Sub-Committee on Carriage of Cargoes and Containers (CCC 6) met for its sixth session from 9 to 13 September 2019, chaired by Mrs Maryanne Adams (MARSHALL ISLANDS) and the Vice Chair, Mr David Anderson (AUSTRALIA). Following commendable performances throughout CCC 6, the duo were unanimously re-elected for 2020.

The IMO Secretary General welcomed all present, but opened by expressing his sincerest sympathy to the delegation of Indonesia regarding the loss of 25 crew manning the bulk carrier *Nur Allya* carrying a cargo of nickel ore in the Banda Sea, off Indonesia, on 20 August. He also mentioned with great sadness the deadly fire on a commercial diving vessel, *Conception*, near the Southern Californian coast of the United States coast resulting in 34 casualties and total loss of the vessel whilst *Golden Ray*, listing off the coast of Georgia, United States, reported four crew members missing and was subject to a USCG rescue operation in which all four were subsequently extricated alive through an opening created in the upturned hull. His final condolences were expressed to the Bahamas delegation for the lives lost, currently 43, and damage caused by Hurricane Dorian.

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);
 - iii) Working Group on Amendments to the CSS Code (agenda item 7);
 - iv) Drafting Group on IMSBC Code Matters (agenda item 5); and
 - v) Drafting Group on Amendments to the Inspection Programmes for Cargo Transport Units Carrying Dangerous Goods (agenda item 10).
- b) IFSMA did not attend any of the Working Groups.

2) This is an unusually short report as this was a very technical meeting and there was little of interest for IFSMA other than:

3) Agenda Item 5. Amendments to the IMSBC Code and Supplements. (Drafting Group 1)

- a) CCC 6/5 – Sec – Report of the thirtieth session of the Editorial and Technical Group – **Interesting to read sections relevant to Papers 5/4, 5/5 and 5/6**
- b) CCC 6/5/12 – Australia and Brazil – Proposal to amend the definition of "Group A" in the IMSBC Code – including consequential amendments.
- c) CCC 6/INF.18 – Australia and Brazil – Proposal to amend the definition of "Group A" in the IMSBC Code – including consequential amendments. **The above 2 Papers should be supported as it follows on from the debate that IFSMA was heavily involved in in subsequent CCC Meetings on Liquefaction and Dynamic Separation.** Chair summed that there was no objection to amending Group A and proposed that the proposed definition and that developed by E&T 30 be taken forward to the next E&T. The Chair also stated that any text needs to be clear. AUS encourage others to submit comments to E&T. The outcome of this will be of importance for Shipmasters.

- d) CCC 6/5/6 – United Kingdom, BIMCO, ICHCA, IFSMA, IBTA, IHMA and NI - Analysis of bulk carrier-related accidents 2009-2018 – **As a co-signatory to this Paper IFSMA supports all the proposals but in particular proposal 1 and 2.**
- e) CCC 6/INF.7 – United Kingdom and IBTA – Analysis on accidents 1999-2018 in relation to solid bulk cargoes –
- f) CCC 6/INF.22 – IBTA – Provision of safety data sheets for solid bulk cargoes
- g) CCC 6/INF.23 – IBTA – Provision of shipper's form for cargo information to cargo loading and unloading facilities - **This Paper should be distributed to the Federation. It is not good reading and clearly shows we are losing more personnel in enclosed spaces than ever – despite the Risk being widely known.** – Germany and ICS outlined that it would be more appropriate to amend the BLU Code. Bahamas stated that what was in the Paper requires a new output. Supported Germany. After a number of other interventions, the chair summed the interventions by proposing that Proposal 1 would require IMSBC Code amendments and perhaps a better way forward would be to join with others to forward this to CCC 7 for a more holistic version across the Industry as directed by MSC 101 new output direction on this subject to CCC 7. The Chair also suggested that interested parties send this to MSC 102 to expand the existing output requirement to amend the IMSBC Code.

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

- a. CCC 6/6 – Sec – Report of the thirty-first session of the Editorial and Technical Group
- b. CCC 6/6/19 – ICHCA – Comments regarding the classification and transport of carbon – **This was an issue that is much more complicated than that read in the Paper. It divided the Sub-Committee and the Chair summed after a long series of interventions proposing that these Papers are too premature to finalise at the moment. There are too many diverging views and that this should go to the E&T Group for further discussion and prepare an MSC Circular if necessary for MSC 102.**