INTERNATIONAL MARITIME ORGANIZATION

E

SUB-COMMITTEE ON CARRIAGE OF CARGOES AND CONTAINERS
7th session
Agenda item 11

CCC 7/11
23 January 2020
Original: ENGLISH
Pre-session public release: ☒

UNIFIED INTERPRETATION OF PROVISIONS OF IMO SAFETY, SECURITY, AND ENVIRONMENT-RELATED CONVENTIONS

Draft unified interpretation of paragraphs 11.3.4 and 11.3.7 of the IGC Code (resolution MSC.370(93))

Submitted by IACS

SUMMARY

Executive summary:	This document offers the draft unified interpretation of paragraphs 11.3.4 and 11.3.7 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) (resolution MSC.370(93)), which has been developed with a view to facilitating the consistent and global implementation of the Code's requirements
Strategic direction, if applicable:	6
Output:	6.1
Action to be taken:	Paragraph 9
Related documents:	None

Introduction

1 The International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), as amended by resolution MSC.370(93), provides revised international standards for the design and construction of ships constructed on or after 1 July 2016 carrying liquefied gases in bulk.

2 IACS Members, in applying the revised IGC Code as recognized organizations, have identified requirements that may need further clarification in order to facilitate their global and uniform implementation.

Discussion

3 Paragraph 11.3.4 of the IGC Code (resolution MSC.370(93)) states:

> "The boundaries of superstructures and deckhouses normally manned, and lifeboats, liferafts and muster areas facing the cargo area, shall also be capable of being served by one of the fire pumps or the emergency fire pump, if a fire in one compartment could disable both fire pumps."

4 Paragraph 11.3.7 of the IGC Code (resolution MSC.370(93)) states:

> "Remote starting of pumps supplying the water spray system and remote operation of any normally closed valves in the system shall be arranged in suitable locations outside the cargo area, adjacent to the accommodation spaces and readily accessible and operable in the event of fire in the protected areas."

5 IACS has a concern that the emergency operation required by paragraph 11.3.4 may be rendered ineffective due to the possible loss of water to sections on the deck such as cargo areas, manifolds and cargo machinery boundaries; taking into account the limited capacity of the emergency fire pump.

6 In the experience of IACS Members, the water spray pump is sized for covering all protected areas; and the section valves within cargo areas are normally open and capable of manual operation only.

7 IACS considers that in view of paragraph 11.3.7 of the IGC Code the additional isolation valves should be installed at readily accessible positions for operation by the crew within the protected areas, in case they need to be closed to allow for the effective application of the provisions of paragraph 11.3.4 of the Code.

Proposal

8 Taking into account the foregoing discussion, IACS has developed a draft unified interpretation, a copy of which is provided in the annex to this document.

Action requested of the Sub-Committee

9 The Sub-Committee is invited to consider the foregoing, the draft unified interpretation provided in the annex, and take action as appropriate.

***

ANNEX

DRAFT UNIFIED INTERPRETATION

Location of manually operated isolation valves in the water spray and fire main arrangements – unified interpretation of paragraphs 11.3.4 and 11.3.7 of the IGC Code (resolution MSC.370(93))

Relevant extracts from the IGC Code:

IGC Code, paragraph 11.3.4:

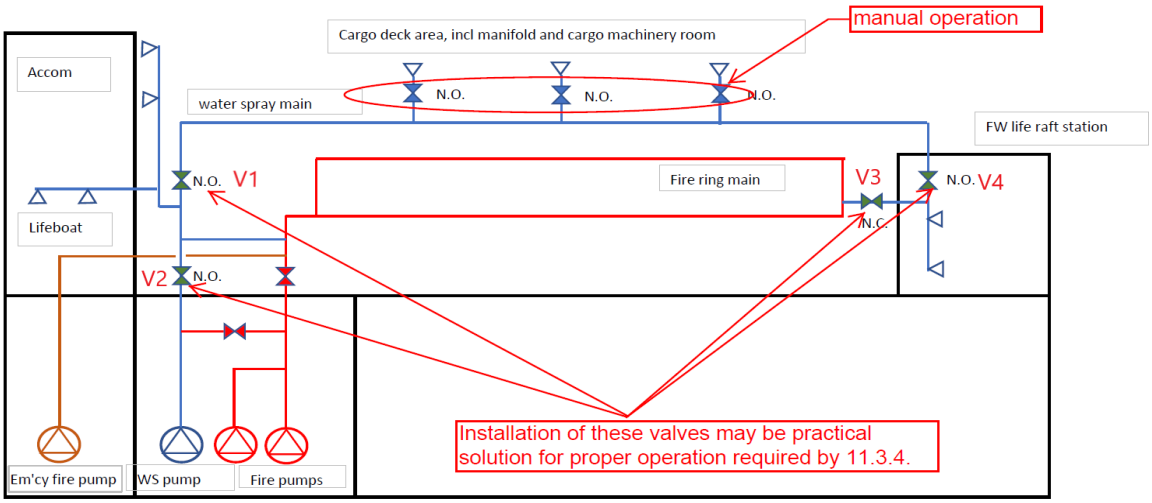
11.3.4 The boundaries of superstructures and deckhouses normally manned, and lifeboats, liferafts and muster areas facing the cargo area, shall also be capable of being served by one of the fire pumps or the emergency fire pump, if a fire in one compartment could disable both fire pumps.

IGC Code, paragraph 11.3.7:

11.3.7 Remote starting of pumps supplying the water spray system and remote operation of any normally closed valves in the system shall be arranged in suitable locations outside the cargo area, adjacent to the accommodation spaces and readily accessible and operable in the event of fire in the protected areas.

Interpretation (supplemented by illustration of a general water spray system and fire main arrangement):

When isolating valves are fitted in the water spray system to maintain the required water supply in the case that the system is fed from the emergency fire pump as indicated by paragraph 11.3.4, the operation of the isolating valves shall be arranged in suitable locations outside the cargo area that are readily accessible and operable and, for valves that are normally closed, located in accordance with paragraph 11.3.7.



To illustrate the interpretation, the operation of the Normally Open (N.O.) valves V1 & V2 shall be arranged adjacent to the accommodation and V3 & V4 shall be arranged within the forward liferaft protected area.