

SUB-COMMITTEE ON CARRIAGE OF
CARGOES AND CONTAINERS
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Agenda item 8

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

Unified interpretation on ship steel protection against liquefied gas fuel (IACS UI GF2)

Submitted by IACS

SUMMARY

Executive summary: The annex to this document provides a copy of a Unified Interpretation on ship steel protection against liquefied gas fuel (IACS UI GF2) which has been developed with a view to facilitate the consistent and global implementation of paragraph 6.3.10 (Part A-1) of the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code)

Strategic direction, if applicable: 6

Output: 6.1

Action to be taken: Paragraph 7

Related document: Resolution MSC.391(95)

Introduction

1 The IGF Code, which was adopted by resolution MSC.391(95), provides an international standard for ships using low-flashpoint fuel, other than ships covered by the IGC Code. Part A-1 of the IGF Code addresses specific requirements for ships using natural gas as fuel.

2 IACS Members, which act as recognized organizations, have discussed how to implement the requirements of the IGF Code and have found some requirements that need further clarification in order to facilitate their global and uniform implementation.

Discussion

3 The first sentence of paragraph 6.3.10 (Part A-1) of the IGF Code requires that the ship steel shall be protected from potential leakages by use of "drip trays" if liquefied gas fuel storage tanks are located on an "open deck", i.e.:

"6.3.10 If liquefied gas fuel storage tanks are located on open deck the ship steel shall be protected from potential leakages from tank connections and other sources of leakage by use of drip trays."

4 As a result of a technical discussion among IACS members, a need for clarification was identified to define whether or not drip trays specified in paragraph 6.3.10 of the IGF Code are required for tank connections in cases where liquefied gas fuel storage tanks are arranged in a similar manner to cargo tanks on gas carriers, e.g.:

- .1 all main parts of the tank are located below the open deck;
- .2 only the tank dome extends above the open deck; and
- .3 all tank connections are on such an extending part of the above-mentioned tank dome above the open deck.

5 As the need was established to clarify what protection is required by paragraph 6.3.10 of the IGF Code in such a case, IACS has developed Unified Interpretation UI GF2, a copy of which is provided in the annex to this document.

6 The Sub-Committee is invited to note that IACS Members intend to implement UI GF2 from 1 January 2019, unless they are provided with written instructions to apply a different interpretation by the Administration on whose behalf they are authorized to act as a recognized organization.

Action requested of the Sub-Committee

7 The Sub-Committee is invited to consider the comments provided in paragraphs 3 to 5 above, and the unified interpretation provided in the annex to this document; note the implementation provisions explained in paragraph 6 above; and take action, as appropriate.

ANNEX

GF2 Ship Steel Protection against Liquefied Gas Fuel (Sep 2017) (Part A-1, paragraph 6.3.10)

The International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF Code), MSC.Res.391(95), at paragraph 6.3.10 of Part A-1 states:

If liquefied gas fuel storage tanks are located on open deck the ship steel shall be protected from potential leakages from tank connections and other sources of leakage by use of drip trays. (...)

Interpretation

Whether a drip tray is needed or not is to be in accordance with the following:

1. When the tank is located on the open deck, drip trays are to be provided to protect the deck from leakages from tank connections and other sources of leakage.
2. When the tank is located below the open deck but the tank connections are on the open deck, drip trays are to be provided to protect the deck from leakages from tank connections and other sources of leakage.
3. When the tank and the tank connections are located below the deck, all tank connections are to be located in a tank connection space. Drip trays in this case are not required.

Note:

1. This Unified Interpretation is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 January 2019.
2. The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to IACS Procedural Requirement (PR) No. 29.

End of
Document