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CARGOES AND CONTAINERS
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Agenda item 12

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ANY OTHER BUSINESS

Proposal for a minor correction to the IGF Code

Submitted by IACS

SUMMARY

<i>Executive summary:</i>	This document proposes a minor correction to paragraphs 6.7.3.1.1 and 6.7.2.6 of the IGF Code, as amended by resolution MSC.551(108).
<i>Strategic direction, if applicable:</i>	7
<i>Output:</i>	Not applicable
<i>Action to be taken:</i>	Paragraph 8
<i>Related documents:</i>	None

Background

1 MSC 108 adopted amendments to the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code) (resolution MSC.551(108)) which entered into force on 1 January 2026.

Discussion

2 Section 6.7.3 of the IGF Code addresses the design of pressure relief systems. The recent amendments to the IGF Code (resolution MSC.551(108)) include a new chapeau of paragraph 6.7.3.1.1, which reads as follows:

"For ships constructed on or after 1 January 2026, the pressure relief system for each liquefied gas fuel tank shall be designed so that, regardless of the state of any one PRV, the capacity of the residual PRVs meets the combined relieving capacity requirements of the system. The combined relieving capacity shall be the greater of the following, with no more than 20% rise in liquefied gas fuel tank pressure above the MARVS. The tank shall not be loaded until the full relieving capacity is restored:".

3 The relevant changes to the text of the chapeau concern the requirement that the necessary PRV capacity must be ensured "regardless of the state of any one PRV", and that "the tank shall not be loaded until the full relieving capacity is restored".

4 IACS understands that the sentence "The tank shall not be loaded until the full relieving capacity is restored" in the chapeau of paragraph 6.7.3.1.1 is the result of an alignment with paragraph 8.2 of the IGC Code, which focuses on the operation of the pressure relief system and reads as follows:

"8.2 Pressure relief systems

...

8.2.9 In the event of a failure of a cargo tank installed PRV, a safe means of emergency isolation shall be available:

- .1 Procedures shall be provided and included in the cargo operations manual (see 18.2).
- .2 The procedures shall allow only one of the cargo tank installed PRVs to be isolated.
- .3 Isolation of the PRV shall be carried out under the supervision of the master. This action shall be recorded in the ship's log and a sign posted in the cargo control room, if provided, and at the PRV.
- .4 The tank shall not be loaded until the full relieving capacity is restored."

5 In the opinion of IACS, the last sentence of the chapeau of paragraph 6.7.3.1.1 of the IGF Code is out of place, as the wording clearly indicates that this sentence refers to the availability of PRV after a PRV failure ("restored"). Further, this sentence refers to the requirements in paragraph 6.7.2.6 of the IGF Code ("in the event of a failure of a fuel tank PRV ...") and IACS believes that it should be moved. This would also ensure that both paragraphs, paragraph 6.7.2.6 of the IGF Code and paragraph 8.2.9 of the IGC Code, are fully aligned.

Proposal

6 Based on the foregoing, it is proposed that a correction be made to the IGF Code by moving the text in question from paragraph 6.7.3.1.1 to paragraph 6.7.2.6, as presented in the annex to this document. IACS considers this move to be a minor correction, as it merely involves moving text to a different section, thereby improving clarity without changing the requirements.

7 If the Sub-Committee agrees with this proposal, and noting paragraph 3.2(vi) of document C/ES.27/D, i.e.:

"... it being understood that minor corrections/issues could continue to be considered by the committees under the agenda item 'Any other business',

the Sub-Committee is further invited to consider if the most efficient means of proceeding would be for the Sub-Committee to provide its technical advice to MSC 113 on this matter, so that the Committee may decide, as appropriate.

Action requested of the Sub-Committee

8 The Sub-Committee is invited to consider the proposal in paragraphs 6 and 7, and to take action, as appropriate.

ANNEX

Proposed correction to the IGF Code

The following correction is proposed:*

"6.7.2.6 In the event of a failure of a fuel tank PRV, a safe means of emergency isolation shall be available.

- .1 procedures shall be provided and included in the operation manual (refer to chapter 18);
- .2 the procedures shall allow only one of the installed PRVs for the liquefied gas fuel tanks to be isolated, physical interlocks shall be included to this effect; and
- .3 isolation of the PRV shall be carried out under the supervision of the master. This action shall be recorded in the ship's log, and at the PRV.
- .4 **The tank shall not be loaded until the full relieving capacity is restored."**

"6.7.3.1 Sizing of pressure relief valves

6.7.3.1.1 For ships constructed on or after 1 January 2026, the pressure relief system for each liquefied gas fuel tank shall be designed so that, regardless of the state of any one PRV, the capacity of the residual PRVs meets the combined relieving capacity requirements of the system. The combined relieving capacity shall be the greater of the following, with no more than a 20% rise in liquefied gas fuel tank pressure above the MARVS. **The tank shall not be loaded until the full relieving capacity is restored."**

* Tracked changes are indicated using "grey shading" to highlight new insertions and "strikethrough" to highlight deletion of the existing texts.