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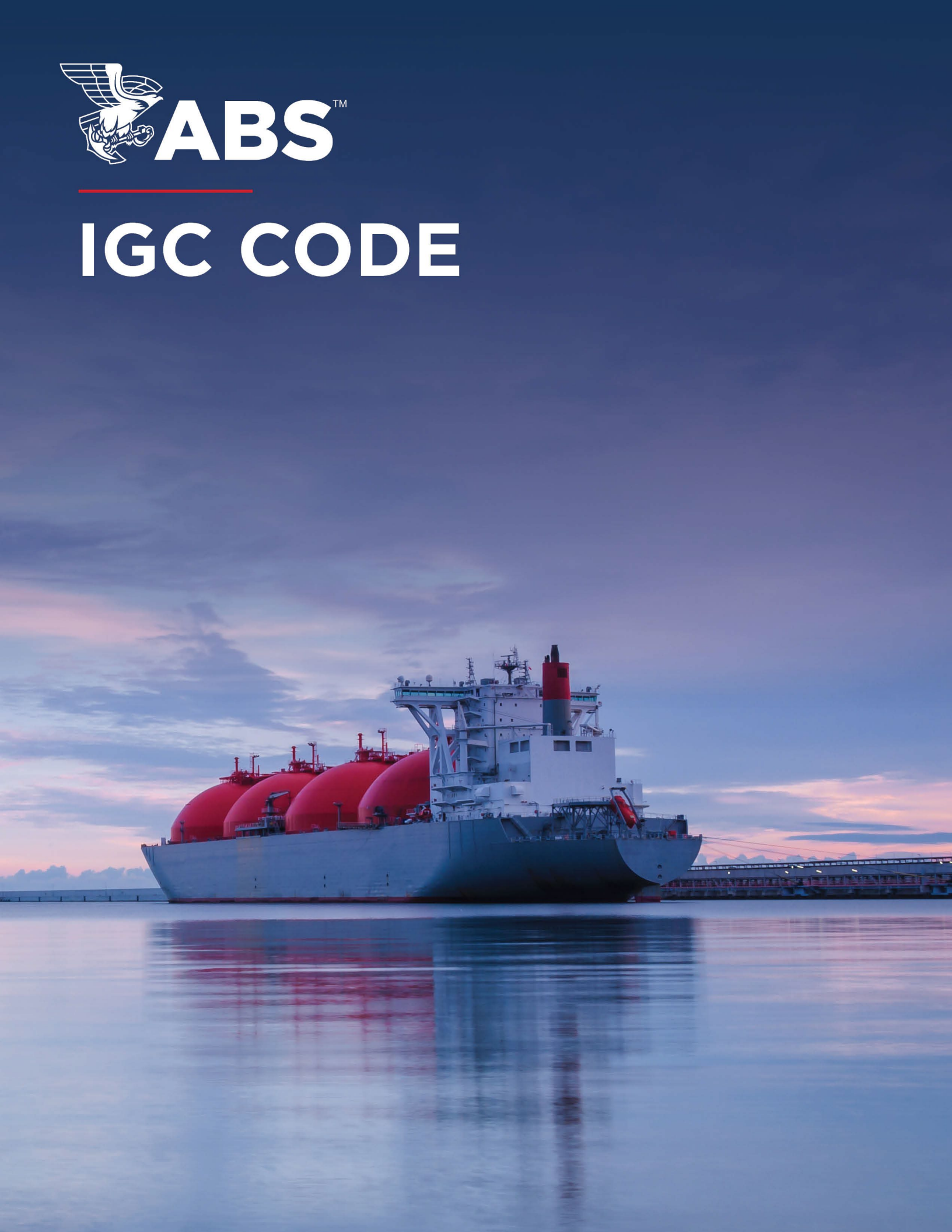


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Spring 2026

Comprehensive IGC Code Amendments – Consolidated Review

MSC 111 approved the comprehensive package of consolidated amendments to the IGC Code, following finalization by CCC 11. The amendments cover Chapters 1 to 5, 8 to 13, and 15 to 19.

Key areas of change include:

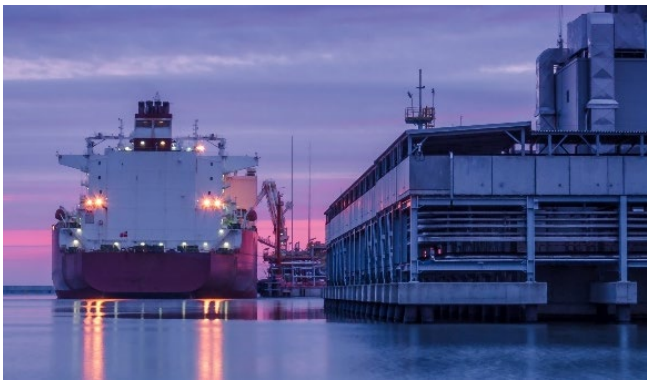
- **Filling limits (Chapter 15):** isolated vapor pockets within cargo tanks are no longer prohibited, permitting a filling limit greater than 98% for type C tanks or tanks with a MARVS exceeding 0.7 bar, subject to approval by the Administration or recognized organization with appropriate risk mitigation measures.
- **LPG and ethane cargo as fuel (Chapter 16):** LPG and ethane are included as cargoes which may be used as ship fuel, subject to new safety provisions.
- **Incorporation of unified interpretations:** various MSC circulars approved since the 2014 amendments have been formally incorporated into the Code text.
- **Pipe insulation and stress corrosion cracking:** new and revised requirements.
- **Fire protection, ventilation and safety of personnel:** enhanced provisions for fire-fighting systems in engine rooms, ventilation capacity and personnel safety. These were the provisions requiring further technical consideration at MSC 110.

MSC 111 agreed to introduce a three-date application system for new ships. "Ships constructed on or after 1 July 2028" means ships:

- for which the building contract is placed on or after 1 July 2028; or
- in the absence of a building contract, the keel of which is laid on or after 1 January 2029; or
- the delivery of which is on or after 1 July 2032.

The model form of the Certificate of Fitness in Appendix 2 has been modified to reflect the three-date system, and only products listed in Chapter 19 are to be included in the Certificate.

Operational amendments apply to existing ships constructed on or after 1 July 2016, while design and construction-related provisions apply to ships constructed on or after 1 July 2028. A certified consolidated text of the IGC Code is to be prepared by the Secretariat following adoption.



Status: Approved at MSC 111; adoption expected at MSC 112 (December 2026)

Expected Entry into Force: 1 July 2028

Source: MSC 111 approved consolidated IGC Code amendments (May 2026)

Unified Interpretation: Secondary Barrier Testing and Effectiveness

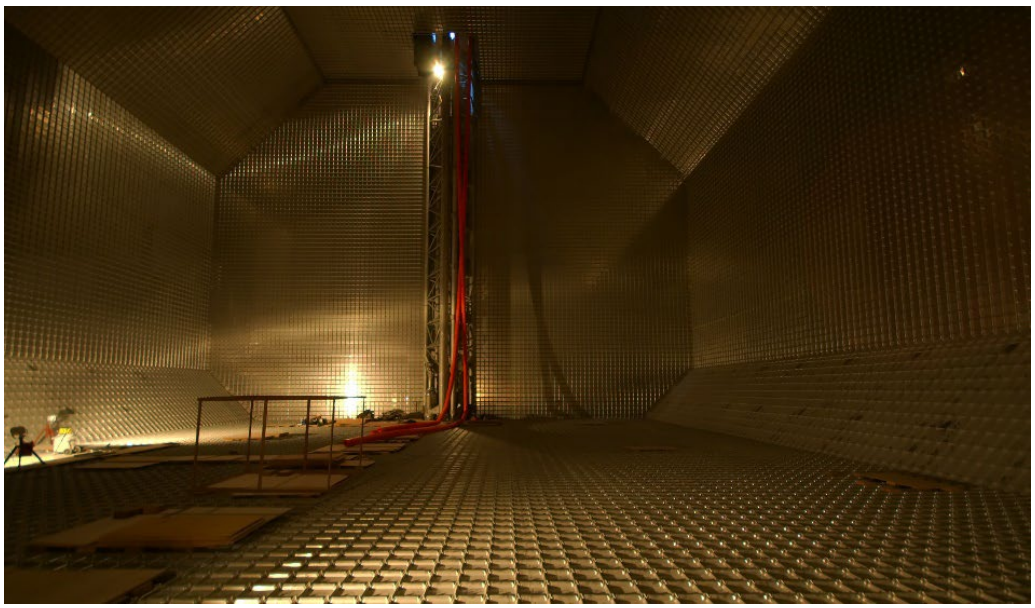
MSC 111 approved a unified interpretation concerning secondary barrier testing and effectiveness assessment for membrane containment systems on gas carriers, addressing paragraphs 4.1.5 and 4.2.2 of the IGC Code and the equivalent provisions of the 1983 IGC Code.

The five agreed interpretations clarify:

1. **"Any envisaged leakage of liquid cargo"** – a leakage resulting from failure of the primary barrier, filling the inter-barrier space until static equilibrium is reached.
2. **"Capable of being periodically checked"** – effectiveness should be checked at the initial survey during construction and no less frequently than at each renewal survey. For glued secondary barriers, tightness testing is required at construction; for welded metallic secondary barriers, such testing should not be required.
3. **"Full secondary liquid-tight barrier" and "complete secondary barrier"** – a secondary barrier forming liquid-tight containment capable of containing any envisaged leakage from the primary barrier.
4. **"Effectiveness"** – the ability to prevent passage of liquid cargo in ways likely to cause unsafe cold spots to the ship structure, verified by an approved method such as a tightness test, thermographic survey, acoustic emissions testing or equivalent.
5. **"Other suitable means" and "another suitable method"** – any alternative approach specified within the approved inspection and survey plan.

Effective Date: May 2026

Source: MSC 111 approved unified interpretation of Chapter 4 of the IGC Code (May 2026)



Interim Guidelines: Use of Ammonia Cargo as Fuel

MSC 111 approved interim guidelines for the use of anhydrous ammonia cargo as fuel on gas carriers, developed in response to the MSC 110 instruction to the CCC Sub-Committee arising from the "one ship, one code" decision.

The guidelines are referenced in **paragraph 16.9** of the IGC Code and apply to gas carriers complying with the Code that use ammonia cargo as fuel. They are applicable outside the cargo area in accordance with 16.4.1.1, *except where required as a result of a risk assessment or where specifically required* - that qualifier is worth retaining, as it is the operative limitation. The guidelines are goal-based and address:

- A risk assessment of the entire ammonia fuel system design and arrangements, documented to demonstrate the same level of safety as natural gas
- Arrangements for spaces containing ammonia fuel consumers
- Ammonia fuel supply provisions
- Fuel plant ventilation and liquid and gas detection
- Alarms and shutdowns
- Combustion equipment

Effective Date: Approved by MSC 111 (13–22 May 2026) and issued as MSC.1/Circ.1702 on 7 July 2026. The guidelines are recommendatory and take effect on issue; they carry no entry-into-force date. MSC.1/Circ.1681 separately permits voluntary early implementation of the amendment to paragraph 16.9.2 of the IGC Code, which is the provision that permits the use of ammonia cargo as fuel in the first place.

Source: MSC 111 approved interim guidelines (May 2026)



Interim Guidelines: Safety of Ships Using Hydrogen as Fuel

MSC 111 approved interim guidelines for the safety of ships using hydrogen as fuel, aligned with the IGF Code.

The guidelines provide provisions for the arrangement, installation, control and monitoring of machinery, equipment and systems using hydrogen as fuel, in order to minimize the risk to the ship, persons on board and the environment. They follow a goal-based approach.

Effective Date: May 2026

Source: MSC 111 approved interim guidelines (May 2026)



Revised Interim Recommendations: Carriage of Liquefied Hydrogen in Bulk

MSC 111 adopted resolution MSC.597(111), a consolidated revised version of the Interim Recommendations for the Carriage of Liquefied Hydrogen in Bulk, revoking the previous version adopted by resolution MSC.565(108).

The revision introduces:

- A new Part D addressing cargo containment systems of a membrane-type cargo tank maintaining the insulation spaces under vacuum
- Definitions for primary insulation space and secondary insulation space
- Special requirements for membrane-type containment systems with the insulation space under vacuum
- Requirements for the structural integrity of components, vacuum control in the insulation space, and emergency control

Liquefied hydrogen is not yet listed in Chapter 19 of the IGC Code. The recommendations are therefore issued under paragraph 5 of the Code's preamble, which provides for new products to be addressed by interim recommendations pending formal amendment, and are intended to provide the basis for future minimum requirements.

Effective Date: 18 May 2026

Source: MSC 111 adopted revised interim recommendations (May 2026)

Revokes: Resolution MSC.565(108) (adopted 24 May 2024), which in turn had revoked MSC.420(97)



Summer 2025

"One Ship, One Code" – Application to Gas Carriers Using Cargo as Fuel



MSC 110 held extensive discussions on the "one ship, one code" principle in relation to gas carriers using gas or low-flashpoint fuels, and specifically on whether the IGC Code and the IGF Code should both apply. Following consideration of the report of a Working Group established for the purpose, the Committee agreed the following approach:

- Gas carriers using products listed in Chapter 19 of the IGC Code as fuel are subject to the IGC Code requirements.
- Gas carriers using gaseous or low-flashpoint fuels other than products listed in Chapter 19 of the IGC Code are subject simultaneously to the relevant parts of the IGF Code and the IGC Code.
- The dual application of both Codes is to be addressed through guidelines to be developed by the Organization.

The CCC Sub-Committee was instructed to develop two sets of guidelines: one for products listed in Chapter 19 of the IGC Code used as fuel, and one for gaseous or low-flashpoint fuels other than those products.

Consequential draft amendments to SOLAS Chapter II-1, Part G (regulations 56 and 57) and to the IGF Code were developed for further consideration with a view to approval at MSC 111.

- **Approval Date:** The amendments were approved during the 111th session of the Maritime Safety Committee (MSC 111) in May 2026.
- **Entry into Force:** Scheduled for **July 1, 2028**

Status: Policy approach agreed at MSC 110; supporting guidelines under development by CCC

Source: MSC 110 outcome (June 2025)

Fall 2024

Chapter 16: Use of Toxic Cargoes as Fuel - Ammonia Enablement

MSC 109 adopted amendments to Chapter 16 of the IGC Code enabling the use of cargoes identified as toxic products, including ammonia, as fuel on gas carriers, provided that the same level of safety is ensured as for natural gas.

The amendments revise paragraph 16.9.2, making it conditionally permissible for toxic cargoes to be used as ship fuel subject to compliance with the relevant safety provisions. Chapter 16 had previously prohibited the use of toxic cargo as fuel. This is a key regulatory enabler for ammonia-fueled gas carriers.

An associated circular was approved inviting voluntary early application of the amendments pending their entry into force, and clarifying that they apply to ships constructed on or after 1 July 2016.

Effective Date: 1 July 2026

Sources: MSC.566(109) and MSC.1/Circ.1681



Fall 2023

Unified Interpretations

Numerous unified interpretations of the IGC Code have been adopted to provide guidance about safe arrangements for liquefied gas carriers. The interpretations address various subjects, including:

• Tee welds in type A or type B independent tanks

• Cargo sampling and cargo filters

• Cargo piping insulation

• Type testing requirements for valves

• Size of pressure relief devices

• Emergency fire pumps and fire pumps used as spray pumps

• Level indicators for cargo tanks

• Oxygen deficiency monitoring equipment in a nitrogen generator room Please note that unified interpretations are not intended to change or replace an IGC Code requirement but only to clarify the regulation.

Effective Date: 8 December 2020

Source: MSC.1/Circular 1624



Chapter 6/Regulation 6.5.3: Material Welding and Nondestructive Testing

A minor amendment was made to the requirements for welding procedure tests for cargo tanks and process pressure vessels to broaden the scope of requirements for cross-weld tensile strength.

Previously worded to apply to “aluminum alloys,” the requirement will now be more broadly applicable to “materials such as aluminum alloys.” The amendment is intended to clarify the broader application of tensile tests to metallic materials rather than just aluminum.

Effective Date: 1 January 2024

Source: MSC.476(102)



Chapter 6: Materials of Construction – High Manganese Austenitic Steel

The IMO adopted an amendment to the IGC Code to confirm the acceptability of high manganese austenitic steel and to provide testing requirements for high manganese austenitic steel used in cryogenic service.

As a mandatory instrument of the IMO to regulate the design, construction, and equipment of ships carrying liquefied gases in bulk, vessels designed using high manganese austenitic steel will be subject to the updated testing requirements.

Effective Date: 1 January 2026

Source: MSC.523(106)



Chapter 11: Fixed Dry Chemical Powder Fire-Extinguishing Systems

Amendments were made to the guidelines for the approval of fixed dry chemical powder fire-extinguishing systems installed on ships carrying liquefied gases in bulk.

The amendments cover technical requirements for the system, including definitions of relevant terms, the capability of manual release, the operation of hand hose lines and monitors and specific criteria such as testing for the dry chemical powder and the system.

The guidelines support the installation of fire protection for on-deck cargo areas of these ships in accordance with international regulations.

Effective Date: 5 December 2022

Source: MSC.1/Circular 1315/Revision 1



Spring 2023

Chapter 2: Watertight Openings

An amendment to the IGC Code provides new considerations for the placement of watertight openings regarding the final damaged water line, which is critical to determine satisfactory equilibrium after flooding. This amendment specifies the additional types of openings fitted with watertight closures that may be excluded from the requirement of being located above the final water line after flooding:

- Quick acting or single action type hinged watertight access doors with open/closed indication locally and at the navigation bridge and that are normally closed at sea
- Hinged watertight doors permanently closed at sea

This change was also made to correlate with related amendments made to the SOLAS Convention and several other IMO standards.

Effective Date: 1 January 2024

Sources: MSC.492(104)



Chapter 5: Unified Interpretations of the IGC Code



A new unified interpretation of the IGC Code was adopted to provide guidance on safe arrangements for gas fuel piping systems and gas valve unit rooms on gas carriers that use cargo as fuel.

The interpretation addresses the details of these arrangements, including how the gas valve unit rooms should be:

- Gastight toward other enclosed spaces
- Equipped with mechanical exhaust ventilation providing at least 30 air changes per hour and arranged to maintain a pressure less than the atmospheric pressure
- Able to withstand the maximum built-up pressure arising in the room in case of a gas pipe rupture, as documented by suitable calculations considering the ventilation arrangements

The clarified definition of ducts ensures that outer pipe or duct of a gas fuel piping system should, at a minimum, meet the requirements for a design pressure of the inner pipe (paragraph 5.4.4) and the requirement for pressure testing (paragraph 5.13.2.4).

This interpretation is intended to encourage safe designs by incorporating measures that contain and control leaks from piping failures in fuel gas systems. Unified interpretations are not intended to change or replace an IGC Code regulation but only to clarify the regulation.

Effective Date: 15 June 2022

Sources: MSC.1/Circular.1651

Chapter 6: Acceptance of Alternative Metallic Materials for Cryogenic Service

Amendments were made to the "Guidelines for the Acceptance of Alternative Metallic Materials for Cryogenic Service in Ships Carrying Liquefied Gases in Bulk and Ships Using Gases or other Low-Flashpoint Fuels" to introduce updated guidance for material and weld testing and several changes related to confirming the compatibility of metallic materials with carriage of ammonia.

This change is necessary to acknowledge the future potential use of ammonia as a low-carbon alternative fuel and to acknowledge the unique challenges in handling ammonia. These guidelines now include testing for resistance to stress corrosion cracking after extended submersion in ammonia fuel.

Effective Date: 15 June 2022

Sources: MSC.1/Circular.1648



Chapter 6: Application of High Manganese Austenitic Steel for Cryogenic Service

The Revised Guidelines on the Application of High Manganese Austenitic Steel for Cryogenic Service were amended to include testing to validate the use of such materials in the carriage of ammonia.

This change is necessary to acknowledge the future potential use of ammonia as a low-carbon alternative fuel and to acknowledge the unique challenges in handling ammonia. These guidelines now include testing for resistance to stress corrosion cracking after extended submersion in ammonia fuel.

Effective Date: 15 June 2022

Sources: MSC.1/Circular.1599/Revision.2



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