

# IGC Code (Equipment and Fire-fighting Systems)

## Amended Rules and Guidance

Rules for the Survey and Construction of Steel Ships Parts B, H, N, and PS

Rules for Centralized Cargo Monitoring and Control Systems

Guidance for the Survey and Construction of Steel Ships Parts B, H, N, and S

Guidance for the Approval and Type Approval of Materials and Equipment for Marine Use

## Reason for Amendment

Although various parts of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, the IGC Code, have been reviewed and revised over the years since the code was adopted in 1983, the entire code itself has never undergone a comprehensive review. The IMO, therefore, decided to carry out such a review in order to take into account the latest technology advancements and to increase the safety of the structures and equipment used on ships. As a result, amendments to the Code were adopted as resolution MSC.370(93) at the 93rd Session of the IMO Maritime Safety Committee (MSC93) held in May 2014.

Therefore, relevant requirements were amended in accordance with the resolution MSC.370(93).

More specifically, the aforementioned amendments to the IGC Code related to the equipment and fire-fighting systems had to primarily do with the addition of the requirements for fire integrity of wheelhouse windows, the installation of water spray system for lifeboats facing the cargo area and the installation of pressure relief valves for the cargo pipes with a view to improving the safety in case of fire. Further, the requirements for the insulation of cargo piping systems and the installation of the equipment to ensure oxygen sufficiency in hold spaces were newly added for the personnel protection.

## Outline of Amendment

The main contents of this amendment are as follows:

- (1) Specified that wheelhouse windows are to be insulated to at least “A-0” class.
- (2) Specified that exposed lifeboats, liferafts and muster stations facing the cargo area are to be protected by water spray system.
- (3) Specified that pressure relief valves with appropriate capacity are to be provided for the cargo pipes and their components where cargo liquid of  $0.05m^3$  in volume might be contained.
- (4) Specified that cargo piping systems are to be insulated to prevent the personal contact with the low-temperature surface.
- (5) Specified that the equipment is to be provided to ensure oxygen sufficiency in hold spaces when carrying the cargoes other than those flammable.