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MSC.1/Circ.1606  
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**UNIFIED INTERPRETATIONS OF THE IGC CODE  
(AS AMENDED BY RESOLUTION MSC.370(93))**

1 The Maritime Safety Committee, at its 101st session (5 to 14 June 2019), with a view to providing more specific guidance for the application of the relevant requirements of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), as amended by resolution MSC.370(93), approved unified interpretations of the Code prepared by the Sub-Committee on Carriage of Cargoes and Containers, at its fifth session, as set out in the annex.

2 Member States are invited to use the annexed unified interpretations as guidance when applying the relevant provisions of the IGC Code and to bring them to the attention of all parties concerned.

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## ANNEX

### UNIFIED INTERPRETATIONS OF THE IGC CODE, (AS AMENDED BY RESOLUTION MSC.370(93))

#### **1 Cargo tank structure heating arrangement power supply (paragraph 4.19.1.6)**

1.1 The heating system referred to in paragraph 4.19.1.6.1 should be such that, in case of a single failure of a mechanical or electrical component in any part of the system, heating can be maintained at not less than 100% of the theoretical heat requirement.

1.2 Where the above requirements are met by duplication of the system components, i.e. heaters, glycol circulation pumps, electrical control panel, auxiliary boilers, etc., all electrical components of at least one of the systems should be supplied from the emergency source of electrical power.

1.3 Where duplication of the primary source of heat, e.g. oil-fired boiler is not feasible, alternative proposals can be accepted such as an electric heater capable of providing 100% of the theoretical heat requirement provided and supplied by an individual circuit arranged separately on the emergency switchboard. Other solutions may be considered towards satisfying the requirements of paragraph 4.19.1.6.1, provided a suitable risk assessment is conducted to the satisfaction of the Administration. The requirement in paragraph 2 of this interpretation should continue to apply to all other electrical components in the system.

#### **2 Fire test for emergency shutdown valves (paragraph 5.13.1.1.4)**

"Emergency shutdown valves, with materials having melting temperatures lower than 925°C", should not include an emergency shutdown valve in which components made of materials having melting temperatures lower than 925°C do not contribute to the shell or seat tightness of the valve.

#### **3 Survival craft protection (paragraph 11.3.1)**

3.1 With reference to sub-paragraph .7 of IGC Code, paragraph 11.3.1, the survival craft on board, including remote survival craft (SOLAS regulation III/31.1.4) facing the cargo area, should be protected by a water-spray system, taking into consideration cargo area extension for fire-fighting purposes as stated in paragraph 11.1.4.

3.2 Remote liferafts located in areas covered by water-spray protection as required in sub-paragraph .6 may be considered as adequately protected.

#### **4 Tank groups in cargo area (paragraph 11.3.3)**

4.1 The expression "two complete athwartship tank groupings" in sub-paragraph .1 of IGC Code, paragraph 11.3.3 means any two groups of tanks where one group is defined as tanks located in transverse direction from ship side to ship side. Where there is only one cargo tank occupying a hold space from ship side to ship side, it should be considered as a "grouping" for the purpose of this interpretation.

4.2 "Any two complete athwartship tank groupings" should represent an area equal to the combined area of the two largest tank groupings, including any gas process units within these areas.