

**ANNEX 1****RESOLUTION MSC.566(109)  
(adopted on 6 December 2024)****AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND  
EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (IGC CODE)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.5(48), by which it adopted the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk ("the IGC Code"), which has become mandatory under chapter VII of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"), and subsequent amendments adopted to the IGC Code,

NOTING ALSO article VIII(b) and regulation VII/11.1 of the Convention concerning the procedure for amending the IGC Code,

HAVING CONSIDERED, at its 109th session, amendments to the IGC Code proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the IGC Code, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 January 2026, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet have notified their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2026 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

5 ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

**AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND  
EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (IGC CODE)**

**CHAPTER 16  
USE OF CARGO AS FUEL**

- 1 Paragraph 16.9.2 is replaced by the following:

"16.9.2 The use of cargoes requiring carriage in type 1G ships, as identified in column "c" in the table of chapter 19, shall not be permitted. If acceptable to the Administration, cargoes identified as toxic products in column "f" which are required to be carried in type 2G/2PG ships in column "c" in the table of chapter 19 may be used as fuel, provided that the same level of safety as natural gas (methane) is ensured in accordance with the relevant provisions of this Code, including those in 1.3, and taking into account the guidelines developed by the Organization\*, after special consideration has been given by the Administration."

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\* Refer to the guidelines to be developed by the Organization.

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**ANNEX 2****RESOLUTION MSC.567(109)  
((adopted on 6 December 2024))****AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY  
FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS (IGF CODE)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.391(95), by which it adopted the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), which has become mandatory under chapter II-1 of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"), and subsequent amendments adopted to the IGF Code,

NOTING ALSO article VIII(b) and regulation II-1/2.28 of the Convention concerning the procedure for amending the IGF Code,

HAVING CONSIDERED, at its 109th session, amendments to the IGF Code proposed and circulated in accordance with article VIII(b)(i) of the Convention:

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the IGF Code, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 July 2027, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet have notified the Secretary-General of their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2028 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

5 ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

**AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY  
FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS (IGF CODE)**

**PART A**

**2 General**

**2.2 Definitions**

1 The following new paragraph 2.2.44 is added after paragraph 2.2.43:

"2.2.44 *Ship constructed on or after 1 January 2028* means:

- .1 for which the building contract is placed on or after 1 January 2028;  
or
- .2 in the absence of a building contract, the keels of which are laid or  
which are at a similar stage of construction on or after 1 July 2028;  
or
- .3 the delivery of which is on or after 1 January 2032."

**PART A-1**

**Specific requirements for ships using natural gas as fuel**

**5 Ship design and arrangement**

**5.3 Regulations – General**

2 The following new paragraph 5.3.3.5.1 is inserted after paragraph 5.3.3.5 and before paragraph 5.3.3.6:

"5.3.3.5.1 For ships with suction wells installed in fuel tanks, the bottom of the suction well may protrude into the vertical extent of the minimum distance specified in 5.3.3.5, provided that such wells are as small as practicable and the protrusion below the inner bottom plating does not exceed 25% of the depth of the double bottom or 350 mm, whichever is less."

3 In sub-paragraph 5.3.4.2, the definition of "*H*" is replaced by the following:

"*H* is the distance from baseline, in metres, to the lowermost boundary of the fuel tank excluding the suction well, if installed; and"

## **7 Material and general pipe design**

### **7.3 Regulations for general pipe design**

4 The following new paragraph 7.3.1.4 is inserted after paragraph 7.3.1.3 and the subsequent paragraphs 7.3.1.4 and 7.3.1.5 are renumbered as 7.3.1.5 and 7.3.1.6 accordingly:

"7.3.1.4 For ships constructed on or after 1 January 2028, pressure relief valves discharging liquid or gas from the piping system shall discharge into the fuel tanks whenever the tank MARVS pressure is lower than the setting of the pressure relief valves in accordance with the arrangements in 9.4.2, and shall be designed to ensure that the required discharge capacity is met. Alternatively, they may discharge to the vent mast, if means are provided to detect and dispose of any liquid that may flow into the vent system."

## **9 Fuel supply to consumers**

### **9.4 Regulations on safety functions of gas supply system**

5 The following new paragraph 9.4.2 is inserted after paragraph 9.4.1 and the subsequent paragraphs 9.4.2 to 9.4.10 are renumbered as 9.4.3 to 9.4.11 accordingly:

"9.4.2 For ships constructed on or after 1 January 2028, fuel tank inlets from pressure relief valve discharge lines, protecting the piping system according to 7.3.1.4, shall be provided with non-return valves in lieu of valves that are automatically operated when the safety system required in 15.2.2 is activated. Safe means for tank isolation during maintenance shall be available according to 18.3 without affecting the proper operation of pressure relief valves."

## **11 Fire safety**

### **11.3 Regulations for fire protection**

6 Paragraph 11.3.2 is replaced by the following:

"11.3.2.1 Any boundary of accommodation spaces, service spaces, control stations, escape routes and machinery spaces, facing fuel tanks on open deck, shall be shielded by A-60 class divisions. The A-60 class divisions shall extend up to the underside of the deck of the navigation bridge. For ships constructed on or after 1 January 2028, any such boundary facing the fuel tank on the open deck which is separated by a minimum distance, as determined to the satisfaction of the Administration through a heat analysis to provide protection equivalent to an A-60 class division, shall be considered acceptable, and intermediate structures providing heat protection to the above spaces may also be considered acceptable. Notwithstanding the above-mentioned requirements:

- .1 for oil tankers and chemical tankers constructed on or after 1 January 2028, A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, shall be considered to meet the above-mentioned requirements provided that the fuel tank is located in the cargo area forward of accommodation spaces, service spaces, control stations, escape routes and machinery spaces. Consideration for the protection of accommodation block sides may be necessary; and

- .2 for ships constructed on or after 1 January 2028, where no source of gas release from the fuel containment system is considered possible, e.g. a type C tank in which tank connections are in a tank connection space, A-60 class shielding is not required.

11.3.2.2 Fuel tanks shall be segregated from cargo in accordance with the requirements of the International Maritime Dangerous Goods (IMDG) Code where fuel tanks are regarded as bulk packaging. For the purposes of stowage and segregation requirements of the IMDG Code, a fuel tank on the open deck shall be considered as a class 2.1 package."

- 7 Paragraph 11.3.3.1 is replaced by the following:

"11.3.3.1 Notwithstanding the last sentence in paragraph 11.3.3, for ships constructed on or after 1 January 2028, the fuel storage hold space may be considered as a cofferdam provided that:

- .1 the type C tank is not located directly above machinery spaces of category A or other rooms with high fire risk; and
- .2 the minimum distance to the A-60 boundary from the outer surface of the insulation system of a type C tank or the boundary of the tank connection space, if any, is not less than 900 mm. For the vacuum insulated type C tank, outer surface of the insulation system means outer surface of the outer shell."

## **12 Explosion prevention**

### **12.5 Hazardous area zones**

#### **12.5.2 Hazardous area zone 1**

- 8 Sub-paragraph 12.5.2.3 is replaced by the following:

- ".3 For ships constructed on or after 1 January 2028, areas on open deck, or semi-enclosed spaces on deck, within 3 m of any fuel tank outlet, gas or vapour outlet,\* bunker manifold valve, other fuel valve, fuel pipe flange, ventilation outlets from zone 1 spaces and fuel tank openings for pressure release provided to permit the flow of small volumes of gas or vapour mixtures caused by thermal variation;

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\* Such areas are, for example, all areas within 3 m of fuel tank hatches, ullage openings or sounding pipes for fuel tanks located on open deck and gas vapour outlets."

- 9 The following new sub-paragraph 12.5.2.4 is inserted after sub-paragraph 12.5.2.3 and the subsequent sub-paragraphs 12.5.2.4 to 12.5.2.9 are renumbered as 12.5.2.5 to 12.5.2.10 accordingly:

- ".4 for ships constructed on or after 1 January 2028, areas on open deck, or semi-enclosed spaces on open deck above and in the vicinity of a fuel tank vent mast outlet within a vertical cylinder of unlimited height and 6 m radius centred upon the centre of the outlet, and within a hemisphere of 6 m radius below the outlet. Where it is not possible to maintain the above distances due to the size and layout of the ship, a reduced zone can be accepted based on a dispersion

analysis, using 50% LEL criteria. The zone dimensions shall never be less than those given in 12.5.2.3, and shall include a surrounding zone 2 hazardous area meeting the dimensions given in 12.5.3.1."

#### 12.5.3 Hazardous area zone 2

10 The following new paragraph 12.5.3.3 is added after paragraph 12.5.3.2:

"12.5.3.3 In lieu of 12.5.3.1, for ships constructed on or after 1 January 2028, this zone includes spaces 4 m beyond the cylinder and 4 m beyond the hemisphere defined in 12.5.2.4".

### 13 Ventilation

#### 13.3 Regulations – General

11 Paragraph 13.3.5 is replaced by the following:

"13.3.5 For ships constructed on or after 1 January 2028, air inlets for hazardous enclosed spaces shall be taken from areas that, except for the inlets, would be non-hazardous. Air inlets for non-hazardous enclosed spaces shall be taken from non-hazardous areas at least 1.5 m away from the boundaries of any hazardous area."

12 The following new paragraph 13.3.8 is inserted after paragraph 13.3.7 and the subsequent paragraphs 13.3.8 to 13.3.10 are renumbered as 13.3.9 to 13.3.11 accordingly:

"13.3.8 For ships constructed on or after 1 January 2028:

- .1 where the ventilation ducts serving non-hazardous spaces pass through a hazardous space, the ducts shall be gastight and have overpressure relative to that hazardous space; and
- .2 where the ventilation ducts serving hazardous spaces pass through less hazardous or non-hazardous spaces, the ducts shall be gastight and have underpressure relative to the less hazardous or non-hazardous spaces. Ventilation pipes serving hazardous spaces that pass through less hazardous or non-hazardous spaces are acceptable without the need for underpressure, provided that they are fully welded and designed in accordance with chapter 7."

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