

# IGC Code

## International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk

2016 Edition

### Corrigenda and Supplement December 2019

*Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) have been adopted by the Maritime Safety Committee (MSC) at its ninety-seventh and ninety-ninth sessions by resolutions MSC.411(97) and MSC.441(99) on 25 November 2016 and 24 May 2018, respectively. These amendments will enter into force before the next edition of the Code is published. Also presented here are corrections to resolution MSC.370(93), transmitted by the Secretariat in 2017 under the cover of Note Verbale NV.004.*

Resolution	Amends	Note Verbale	Page
MSC.370(93)	<b>Chapter 5:</b> Process pressure vessels and liquids, vapour and pressure piping systems	NV.004	2
	<b>Chapter 13:</b> Instrumentation and automation systems		2
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MSC.411(97)	<b>Chapter 3:</b> Ship arrangements	1 January 2020	3
MSC.441(99)	<b>Appendix 2:</b> Model form of International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk	1 January 2020	4

# Resolution MSC.370(93)

Note Verbale NV.004

## Chapter 5

*Process pressure vessels and liquids,  
vapour and pressure piping systems*

### 5.9 Welding, post-weld heat treatment and non-destructive testing

#### 5.9.3 Non-destructive testing

1 *In paragraph 5.9.3.1, the words “or with inside diameters” are replaced by the words “and with inside diameters”.*

### 5.11 Piping system component requirements

#### 5.11.6 Flanges, valves and fittings

2 *In paragraph 5.11.6.3, the words “fire closed” are replaced by the words “fail-closed”.*

## Chapter 13

*Instrumentation and automation systems*

### 13.6 Gas detection

3 *In paragraph 13.6.4:*

- .1 *the words “Where indicated in column “f” in the table of chapter 19” are replaced by the words “Where indicated in an “A” in column “f” in the table of chapter 19”; and*
- .2 *the words “cargo tank hold spaces” are replaced by the words “hold spaces for independent tanks other than type C tanks”.*

## Appendix 2

Model form of International Certificate of Fitness  
for the Carriage of Liquefied Gases in Bulk

4 *In paragraph 5, the reference to “1.4/2.6.2” is replaced by “1.3/2.6.2”.*

# Resolution MSC.411(97)

*adopted on 25 November 2016*

## Chapter 3

### *Ship arrangements*

#### **3.2 Accommodation, service and machinery spaces and control stations**

*The existing paragraph 3.2.5 is replaced by the following:*

**“3.2.5** Windows and sidescuttles facing the cargo area and on the sides of the superstructures and deckhouses within the limits specified in 3.2.4, except wheelhouse windows, shall be constructed to “A-60” class. Sidescuttles in the shell below the uppermost continuous deck and in the first tier of the superstructure or deckhouse shall be of fixed (non-opening) type.”

# Resolution MSC.441(99)

adopted on 24 May 2018

## Appendix 2

### Model form of International Certificate of Fitness for the Carriage of Liquified Gases in Bulk

1 *A new paragraph 6 is inserted as follows:*

“6 That the loading and stability information booklet required by paragraph 2.2.5 of the Code has been supplied to the ship in an approved form.”

2 *The existing paragraph 6 is renumbered as paragraph 7 and its text is replaced by the following:*

“7 That the ship shall be loaded:

.1\* only in accordance with loading conditions verified compliant with intact and damage stability requirements using the approved stability instrument fitted in accordance with paragraph 2.2.6 of the Code;

.2\* where a dispensation permitted by paragraph 2.2.7 of the Code is granted and the approved stability instrument required by paragraph 2.2.6 of the Code is not fitted, loading shall be made in accordance with one or more of the following approved methods:

(i)\* in accordance with the loading conditions provided in the approved loading and stability information booklet referred to in 6 above; or

(ii)\* in accordance with loading conditions verified remotely using an approved means .....; or

(iii)\* in accordance with a loading condition which lies within an approved range of conditions defined in the approved loading and stability information booklet referred to in 6 above; or

(iv)\* in accordance with a loading condition verified using approved critical KG/GM data defined in the approved loading and stability information booklet referred to in 6 above; and

.3\* in accordance with the loading limitations appended to this Certificate.

Where it is required to load the ship other than in accordance with the above instruction, then the necessary calculations to justify the proposed loading conditions shall be communicated to the certifying Administration who may authorize in writing the adoption of the proposed loading condition.†

\* Delete as appropriate.

† Instead of being incorporated in the Certificate, this text may be appended to the Certificate, if duly signed and stamped.”