



CCS Rule Change Notice For:
Rules for Natural Gas Fuelled Ships
2017

Version: November 2018. RCN No.2

Effective date: 01 January, 2019

Beijing

CHAPTER 4 FULE CONTAINMENT SYSTEMS

Section 6 LOADING LIMIT FOR LIQUEFIED GAS FUEL TANKS

The new paragraph 4.6.1.3 is added as follows:

4.6.1.3 The alternative loading limit option given under 4.6.1.2 is understood to be an alternative to 4.6.1.1 and should only be applicable when the calculated loading limit using the formulae in 4.6.1.1 gives a lower value than 95%.

CHAPTER 8 FIRE SAFETY

Section 2 FIRE PROTECTION

The end of existing paragraph 8.2.1.1 is added as follows:

Fire protection in 8.2.1.1 means structural fire protection, not including means of escape.

Note: The above requirements are to be implemented from 1 July 2019.

The end of existing paragraph 8.2.2.2 is added as follows:

The following "other rooms with high fire risk" should as a minimum be considered, but not be restricted to:

(1) Cargo spaces except cargo tanks for liquids with flashpoint above 60°C and except cargo spaces exempted in accordance with SOLAS regulations 11-2/10.7.1.2 or 11-2/10.7.1.4;

(2) Vehicle, ro-ro and special category spaces;

(3) Service spaces (high risk): galleys, pantries containing cooking appliances, saunas, paint lockers and store-rooms having areas of 4 m² or more, spaces for the storage of flammable liquids and workshops other than those forming part of the machinery space, as provided in SOLAS regulations II-2/9.2.2.4, II-2/9.2.3.3 and II-2/9.2.4; and

(4) Accommodation spaces of greater fire risk: saunas, sale shops, barber shops and beauty parlours and public spaces containing furniture and furnishing of other than restricted fire risk and having deck area of 50 m² or more, as provided in SOLAS regulation 11-2/9.2.2.3.

Section 3 FIRE EXTINCTION

The new paragraph 8.3.1.2 is added as follows:

8.3.1.2 Enclosed spaces containing equipment for fuel preparation such as pumps or

compressors or other potential ignition sources are to be provided with a fixed fire-extinguishing system complying with the provisions of the FSS Code and taking into account the necessary concentrations / application rate required for extinguishing gas fires.

Note: The above requirements are to be implemented from 1 July 2019.

CHAPTER 9 EXPLOSION PROOF

Section 2 HAZARDOUS AREA CLASSIFICATION

The end of the footnote 21 in the existing paragraph 9.2.2.2(1) is added as follows:

For the purposes of hazardous area classification, fuel storage hold spaces containing Type C tanks with all potential leakage sources in a tank connection space and having no access to any hazardous area, shall be considered non-hazardous.

Where the fuel storage hold spaces include potential leak sources, e.g. tank connections, they shall be considered hazardous area zone 1.

Where the fuel storage hold spaces include bolted access to the tank connection space, they shall be considered hazardous area zone 2.

Note: The above requirements are to be implemented from 1 July 2019.

CHAPTER 12 CONTROL, MONITORING AND SAFETY SYSTEMS

Section 1 GENERAL PROVISIONS

The end of existing paragraph 12.1.3.2 is added as follows:

The level indicator is only used for the purposes of indicating an alarm status , it may be a level switch (float switch).

Section 2 MONITORING AND CONTROL

The new footnote 31 is added to the expression "each dry-docking" in existing paragraph 12.2.1.2(3) as follows:

Footnote 31: the expression "each dry-docking" refers to:

(1) For cargo ships, the survey of the outside of the ship's bottom required for the renewal of the Cargo Ship Safety Construction Certificate and/or the Cargo Ship Safety Certificate; and

(2) For passenger ships, the survey of the outside of the ship's bottom in dry-dock to be

carried out according to CCS Rules for Classification of Sea-going Steel Ships or Regulations for Classification of Sea-Going Ships Engaged on Domestic Voyages or Regulations for Classification of Inland Waterways Ships.

The existing footnote numbers 31 to 39 and referenced footnote number in the Rules are increased in sequence, such as the existing footnote numbers 31 to 39 are replaced by number 32 to 40.

The paragraph 12.2.6.2 is revised as follows:

12.2.6.2 Acceptable means to confirm that the ventilation system has the “required ventilating capacity” in operation are, but not limited to:

(1) Monitoring of the ventilation electric motor or fan operation combined with underpressure indication; or

(2) Monitoring of the ventilation electric motor or fan operation combined with ventilation flow indication; or

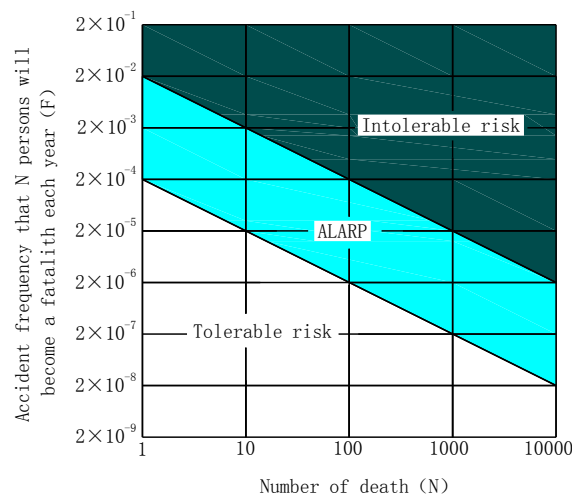
(3) Monitoring of ventilation flow rate to indicate that the required air flow rate is established.

Note: The above requirements are to be implemented from 1 July 2019.

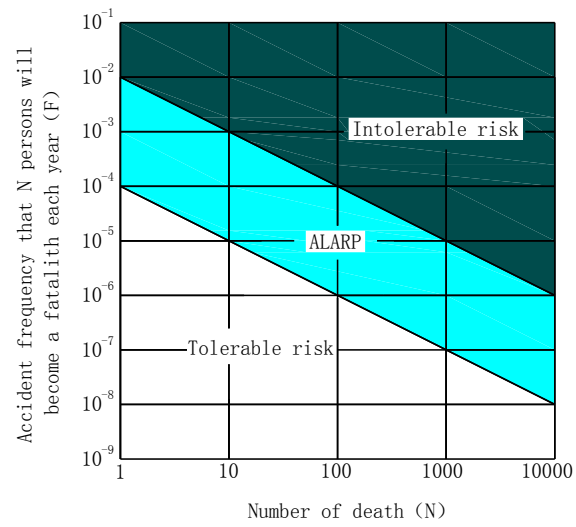
ANNEX 1 RISK ASSESSMENT

Section 3 RISK CRITERIA

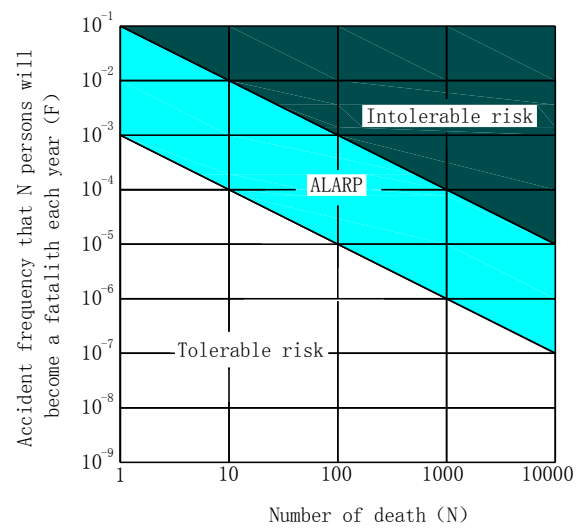
Figure 3.1.2 in the paragraph 3.1.2 is revised as follows:



a) Acceptance criteria of social risk (SR) of oil tankers and chemical carriers



b) Acceptance criteria of social risk (SR) of bulk carriers, container carriers and ro-ro ships



c) Acceptance criteria of social risk (SR) of passenger ships

Figure 3.1.2 Acceptance criteria of social risk (SR)