

# GC25 Cargo piping insulation

(July 2018  
Withdrawn)  
(Rev.1  
Apr 2019)  
(Corr.1  
Dec 2019)

**Interpretation of paragraph 5.12.3.1 of the IMO International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (Resolution MSC.5(48) as amended by Resolution MSC.370(93))**

**Paragraph 5.12.3.1 reads:**

*Cargo piping systems shall be provided with a thermal insulation system as required to minimize heat leak into the cargo during transfer operations and to protect personnel from direct contact with cold surfaces.*

## Interpretation

The expression 'a thermal insulation system as required to minimize heat leak into the cargo during transfer operations' means that properties of the piping insulation are to be taken into consideration when calculating the heat balance of the containment system and capacity of the pressure/temperature control system.

The expression 'cargo piping systems shall be provided with a thermal insulation system as required ... to protect personnel from direct contact with cold surfaces' means that surfaces of cargo piping systems with which personnel is likely to contact under normal conditions shall be protected by a thermal insulation, with the exception of the following examples:

- .1 surfaces of cargo piping systems which are protected by physical screening measures to prevent such direct contact;
- .2 surfaces of manual valves having extended spindles that protect the operator from the cargo temperature; and
- .3 surfaces of cargo piping systems whose design temperature (to be determined from inner fluid temperature) is above minus 10 °C.

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### Note:

1. The original version of this Unified Interpretation was withdrawn prior to coming into force on 1 July 2019.
2. Rev.1 of this Unified Interpretation is to be uniformly implemented by IACS Societies on ships constructed on or after 1 July 2020.

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