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Interested committees:

Title: Draft BS ISO 23397 Ships and marine technology. Ammonia fuel systems for ships —Vocabulary.

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Introduction

This draft standard is based on national and international discussions. Your comments on this draft are invited and will assist in the preparation of the consequent standard.

For international standards, comments will be reviewed by the relevant UK national committee before sending the consensus UK vote and comments to the international committee, which will then decide appropriate action. If the international standard is approved, it is usual for the text to be published as a British Standard.

For national standards, comments will be reviewed by the relevant UK national committee and the resulting standards published as a British Standard.

UK Vote

Please indicate whether you consider the UK should submit a negative (with supporting technical reasons) or positive vote on this draft. Please indicate if you are aware of any reason why this draft standard should not be published as a British Standard.

Submission of Comments

- **Annotated drafts are not acceptable and will be rejected.**
- All comments should be submitted online at <https://standardsdevelopment.bsigroup.com/>. You will need to register in order to comment.

Template for comments and secretariat observations

Date: xx/xx/20xx	Document: ISO/DIS xxxx
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1	2	(3)	4	5	(6)	7
MB	Clause No./ Subclause No./Annex (e.g. 3.1)	Paragraph/ Figure/Table/Note	Type of comment	Comment (justification for change) by the MB	Proposed change by the MB	Secretariat observations on each comment submitted
	3.1	Definition 1	ed	Definition is ambiguous and needs clarifying.	Amend to read '...so that the mains connector to which no connection...'	
	6.4	Paragraph 2	te	The use of the UV photometer as an alternative cannot be supported as serious problems have been encountered in its use in the UK.	Delete reference to UV photometer.	



DRAFT International Standard

ISO/DIS 23397

Ships and marine technology — Ammonia fuel systems for ships — Vocabulary

ICS: 75.160.01; 47.020.20; 01.040.47

ISO/TC 8/SC 3

Secretariat: **ANSI**

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2026-01-20

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

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For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC8/SC3, [*Piping and machinery*].

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Introduction

Ammonia is one of the alternative fuels that may be used to meet regulations for reducing GHG emissions from ships. Ammonia is also classified as a zero-carbon fuel.

Ammonia has relatively high boiling point so that liquefaction is easier than some other alternative fuels. But ammonia has also characteristic of toxicity and flammability, so when handling ammonia, giving proper attention and caution is the most important consideration.

The IMO CCC Sub-Committee initiated discussions on the development of interim guidelines for the safety of ships using ammonia as fuel since 2022. Furthermore, a variety of manufacturers are trying to develop equipment, including ammonia fuelled engines, pumps, piping and valves for propulsion systems. For these reasons, equipment manufacturers, ship building companies and classification societies are publishing significant documents, rules and policies regarding ammonia as fuel for ships.

The IMO interim guidelines have been formally approved by the Maritime Safety Committee on its 109th session (MSC 109). Applicable rules and standards on ammonia fuelled ships are still in the early stages of development. If there is any inconsistency with this document and the IMO guidelines, the guidelines take first priority. The terms and definitions will be developed and harmonized to take into account future guidelines developed by the IMO.

This standard is expected to help prevent misunderstanding and enable clear communications. It will be used as a guideline for properly documenting technical information. This will contribute to the growth of relevant industries and benefit all stakeholders.