



BSI Standards Publication

Ships and marine technology — Test procedures for liquid hydrogen storage tank of hydrogen ships

National foreword

This British Standard is the UK implementation of ISO 11326:2024.

The UK participation in its preparation was entrusted to Technical Committee SME/32, Ships and marine technology - Steering committee.

A list of organizations represented on this committee can be obtained on request to its committee manager.

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© The British Standards Institution 2024
Published by BSI Standards Limited 2024

ISBN 978 0 539 20847 4

ICS 47.020.85

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This British Standard was published under the authority of the Standards Policy and Strategy Committee on 30 November 2024.

Amendments/corrigenda issued since publication

Date	Text affected
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**International
Standard**

ISO 11326

**Ships and marine technology — Test
procedures for liquid hydrogen
storage tank of hydrogen ships**

**First edition
2024-11**

Reference number
ISO 11326:2024(en)

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Published in Switzerland

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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 document 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).

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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/TC 8, *Ships and marine technology*, Subcommittee SC 3, *Piping and machinery*.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

Hydrogen offers a reliable way to decarbonise a variety of sectors including the maritime industry, where it has been historically difficult to meaningfully reduce CO₂ emissions despite the commitments by governments and the implementation of regulatory measures.

There are technologies available that enable hydrogen to be produced, stored, transported and used as energy in different ways. Various materials can be produced by hydrogen, including renewable energy, natural gas, coal and oil. Hydrogen can be transported as a gas by pipelines or in liquid form by ship, much like liquid natural gas (LNG), and transformed into electric energy to provide homes or industry with power and also into fuels for cars, trucks, ships and planes.

However, the safe and wide use of hydrogen in marine industry faces several challenges, in particular the absence of applicable international standards on the safety testing of hydrogen systems. All system components should be designed and tested for the safety and reliability in handling liquid hydrogen and thereby the facilitation of decarbonisation with the transition into hydrogen-based clean energy.

In this regard, this document sets up a general test requirement for the liquid hydrogen cargo tank of hydrogen carrier ships. It is expected that useful information can be provided to the marine industry stakeholders including ship owners, classification societies and shipyards. Finally, this document aims to contribute to the growth of relevant industries and benefit all related stakeholders.

Ships and marine technology — Test procedures for liquid hydrogen storage tank of hydrogen ships

1 Scope

This document specifies general inspection and test requirements for liquid hydrogen cargo tanks on board hydrogen carrier ships. In the cases of liquefied hydrogen containment systems, the testing activity depends strictly on the type of storage containment technology identified by the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code).^[1] This document is applicable to Type C independent metallic double wall type tanks with vacuum insulation having a capacity of not more than 1 000 cubic metres (m³). It is also applicable to liquid hydrogen cargo tanks which are designed to transport pure para-hydrogen (not less than 95 % content).

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 11114-4, *Transportable gas cylinders — Compatibility of cylinder and valve materials with gas contents — Part 4: Test methods for selecting steels resistant to hydrogen embrittlement*

ISO 17636-1, *Non-destructive testing of welds — Radiographic testing — Part 1: X- and gamma-ray techniques with film*

ISO 17636-2, *Non-destructive testing of welds — Radiographic testing — Part 2: X- and gamma-ray techniques with digital detectors*

ISO 3452-1, *Non-destructive testing — Penetrant testing — Part 1: General principles*

ISO 9934-1, *Non-destructive testing — Magnetic particle testing — Part 1: General principles*

ISO 23208, *Cryogenic vessels — Cleanliness for cryogenic service*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at <https://www.iso.org/obp>

— IEC Electropedia: available at <https://www.electropedia.org/>

3.1 design pressure

pressure used to determine minimum scantlings of the *liquefied hydrogen (LH₂)* (3.3) storage tank

3.2 maximum allowable working pressure MAWP

maximum pressure of a storage tank determined by the tank design code

Note 1 to entry: MAWP should not be less than the *design pressure* (3.1).