



SOLID BULK CARGOES - Adoption of Amendment 02-13 to the International Maritime Solid Bulk Cargoes (IMSBC) Code - MSC.1/Circ.1452

Notice to all ship owners, ship operators, terminal operators, port authorities, classification societies, agents, charterers, shippers, consignors, masters and all other parties involved in the transport of solid bulk cargoes by sea.

Summary

The purpose of this Marine Guidance Note is to advise industry of an amendment (02-13) to the International Maritime Solid Bulk Cargoes (IMSBC) Code. This amendment also adds products which previously have not been included in Appendix 1 of the IMSBC Code.

Users of the Code are advised to implement the amendments as soon as possible, in particular, Section 4 – Assessment of acceptability of consignments for safe shipment and Section 8 – Test procedures for cargoes which may liquefy.

1. Introduction/ Background

- 1.1 The International Maritime Solid Bulk Cargoes (IMSBC) Code establishes international provisions for the safe loading, trimming, carriage and discharge of solid bulk cargoes when transported by sea, ensuring compliance with the provisions of the SOLAS Convention and identifies the risks associated with such cargoes with the aim of taking measures to minimize and to control them.
- 1.2 In a dry, granular, cargo the individual particles are in contact with each other such that frictional forces prevent them sliding over one another. However, if there is enough moisture present then there is the potential for the cargo to behave like a liquid. This is because settling of the cargo occurs under the influences of vibration, over stowage and the motion of the ship. As such, the spaces between the particles reduce in size with an accompanying increase in water pressure between the particles. This results in a reduction in friction between the particles and can allow the cargo to shift suddenly.
- 1.3 This cargo movement can result in a loss of stability and over recent years, has been associated with the loss of life in numerous marine casualties. Such cargoes are identified



as Group A cargoes in the IMSBC Code. Group A consists of cargoes which may liquefy if shipped at a moisture content in excess of their transportable moisture limit.

2. Amendment 02 – 13 to the International Maritime Solid Bulk Cargoes (IMSBC) Code.

2.1 The International Maritime Organization (IMO) has recently adopted an amendment to the International Maritime Solid Bulk Cargoes (IMSBC) Code. IMO has invited users of the Code to implement it as soon as possible after 1 January 2014 with a final entry into force date of 1 January 2015.

2.2 In particular, operators are strongly advised, in light of recent incidents on vessels carrying cargo which may liquefy, to implement amendments to Sections 4 and 8 as soon as practical. These are:

- Section 4 – Assessment of acceptability of consignments for safe shipment now requires the shipper to provide the ship's master or his representative with a signed certificate of the Transportable Moisture Limit and a signed certificate of declaration of the moisture content each issued by an entity recognised by the Competent Authority of the port of loading.
- Section 8 – Test procedures for cargoes which may liquefy: This now has an additional paragraph which states that if samples remain dry following a can test, the moisture content of the material may still exceed the Transportable Moisture Limit (TML).

See MSC.1/Circ.1452 attached.

More Information

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