



SOLID BULK CARGOES - Adoption of Amendment 03-15 to the International Maritime Solid Bulk Cargoes (IMSBC) Code

Notice to all ship owners, ship operators, terminal operators, port authorities, classification societies, agents, charterers, shippers, consignors, training providers, masters, officers and crews of merchant ships and all other parties involved in the transportation of solid bulk cargoes by sea.

Summary

The purpose of this Marine Information Note is to advise industry of an amendment (03-15) to the International Maritime Solid Bulk Cargoes (IMSBC) Code and its application date.

This amendment also adds products which previously have not been included in Appendix 1 of the IMSBC Code.

1. Introduction

- 1.1 The International Maritime Solid Bulk Cargoes (IMSBC) Code which became mandatory when it entered into force on 1 January 2011 facilitates the safe stowage and shipment of solid bulk cargoes by providing information on the dangers associated with the shipment of certain types of solid bulk cargoes and instructions on the procedures to be adopted when the shipment of solid bulk cargoes is considered.
- 1.2 The purpose of this Marine Information Note is to advise of amendments to the IMSBC Code recently adopted by the International Maritime Organization (IMO) by means of resolution MSC.393(95). A summary of these amendments which will enter into force on 1 January 2017, is set out below:



2 Summary of new amendments

2.1 Section 3 – Safety of personnel and ship

An addition has been made to section 3 requiring the ship's crew to conduct regular on board operational fire safety risk assessments of cargo handling areas on self-unloading bulk carriers with internally installed conveyor systems within the ship's structure. Due consideration shall be given to fire prevention and the effective operation of fire detection systems, containment and suppression under all anticipated operating conditions and cargoes. The fire safety risk assessments shall be detailed in the ship's Safety Management System (SMS) together with a recommended timing to provide regular assessments.

2.2 Section 4 - Assessment of acceptability of consignments for safe shipment

The cargo information should include whether or not the cargo is harmful to the marine environment.

2.3 Section 7 - Cargoes that may liquefy

This section contains new requirements about "specially constructed or fitted cargo ships for confining cargo shift".

2.4 Section 9 - Materials possessing chemical hazards

This section contains new requirements to include a notational reference accompanying the materials hazardous only in bulk (MHB) designation in the "Class" cell of the Characteristics table for each individual schedule for cargoes classified as MHB. Where the notation is "Other hazards" (OH), they shall be properly recorded with justifications. Other hazards are to be included in the section for "Hazard" in the individual schedule.

2.5 Section 13 – References to related information and recommendations

This section has been updated accordingly.

2.6 Section 14 - Prevention of pollution by cargo residues from ships

A new Section 14 has been added. The provisions of this section address the management of residues of solid bulk cargoes, in relation to the 2012 Guidelines for the implementation of MARPOL Annex V (the Guidelines). In accordance with MARPOL Annex V, the management of the residues of solid bulk cargoes depends primarily on the classification of a solid bulk cargo as to whether it is harmful to the marine environment (HME) or non-HME. The responsibility for classifying and declaring, whether a solid bulk cargo is HME or non-HME, lies with the shipper as per section 3.4 of the Guidelines. The information in this section is provided in order to assist users of the IMSBC Code.

2.7 Appendix 1 – Individual schedules of solid bulk cargoes

Amendments have been made to the following existing individual schedules:

1. ALFALFA
2. ALUMINA HYDRATE
3. CLINKER ASH, WET
4. COAL
5. COAL SLURRY



6. COKE BREEZE
7. FLUORSPAR
8. FLY ASH, WET
9. ILMENITE CLAY
10. ILMENITE (UPGRADED)
11. IRON ORE
12. IRON ORE PELLETS
13. METAL SULPHIDE CONCENTRATES
14. MINERAL CONCENTRATES
15. NICKEL ORE
16. PEAT MOSS
17. SAND, HEAVY MINERAL
18. SULPHUR (formed, solid)
19. WOOD PELLETS

New individual schedules have been added relating to the following cargoes:

1. ALUMINIUM FLUORIDE
2. AMORPHOUS SODIUM SILICATE LUMPS
3. BORIC ACID
4. CHEMICAL GYPSUM
5. COPPER SLAG
6. GLASS CULLET
7. IRON AND STEEL SLAG AND ITS MIXTURE
8. IRON ORE FINES
9. IRON OXIDE TECHNICAL
10. IRON SINTER
11. MANGANESE COMPONENT FERROALLOY SLAG
12. MANGANESE ORE FINES
13. SCALE GENERATED FROM THE IRON AND STEEL MAKING PROCESS
14. SPODUMENE (UPGRADED)
15. WOOD PELLETS CONTAINING ADDITIVES AND/OR BINDERS
16. WOOD PELLETS NOT CONTAINING ANY ADDITIVES AND/OR BINDERS
17. ZINC SLAG
18. ZIRCON KYANITE CONCENTRATE

2.8 An individual schedule for IRON ORE FINES as well as a revised schedule for IRON ORE has been implemented to address the dangers related to the liquefaction of IRON ORES.

2.9 Appendix 2 – Laboratory test procedures, associated apparatus and standards

New subsection 1.4 “Modified Procter/Fagerberg test procedure for Iron Ore Fines” has been added.

2.10 Appendix 3 – Properties of solid bulk cargoes – Entries have been updated accordingly.

2.11 Appendix 4 – INDEX – Entries have been updated accordingly.

2.12 Appendix 5 – Bulk Cargo Shipping Names in three languages (English, Spanish and French)

A new appendix 5 is inserted.



3. Application date

3.1 The 03-15 amendment shall enter into force on 1 January 2017.

3.2 From 1 January 2017, solid bulk cargoes shall be shipped only in accordance with the IMSBC Code incorporating the 03-15 amendment. This publication is available from the IMO, 4 Albert Embankment, London, SE1 7SR

3.3 The 03-15 amendment may be applied in whole or in part on a voluntary basis as from 1 January 2016.

More Information

Environmental Policy
Maritime and Coastguard Agency
Bay 2/29
Spring Place
105 Commercial Road
Southampton
SO15 1EG

Tel : +44 (0) 23 8032 9481
Fax : +44 (0) 23 8032 9204
e-mail: reza.nosrati@mcga.gov.uk

Website Address: www.gov.uk/government/organisations/maritime-and-coastguard-agency

General Inquiries: infoline@mcga.gov.uk

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