



South African Maritime Safety Authority

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IMSBC CODE

TO SHIP OWNERS, SHIPPERS, SHIP OPERATORS, MASTERS, SHIP AGENTS, PRINCIPAL OFFICERS, MARINE SURVEYORS AND ALL OTHER PARTIES INVOLVED IN THE TRANSPORTING OF SOLID BULK CARGOES BY SEA.

Summary

This Marine Notice draws attention to the mandatory implementation of the International Maritime Solid Bulk Cargoes Code (IMSBC Code) and supplement, through the Safety of Life at Sea (SOLAS) Convention.

1. Introduction

1.1 The International Maritime Organization Maritime Safety Committee (MSC) at its eighty-fifth session adopted the IMSBC Code by means of Resolution MSC.268(85) which has become mandatory under chapter VI and VII of the International Convention for the Safety of Life at Sea (SOLAS) 1974, as amended, dealing with the carriage of solid bulk cargo (other than grain);

1.2 This Code replaces the Code of Safe Practice for Solid Bulk Cargoes (BC Code);

1.3 The IMSBC Code came into force on 01 January 2011 and became mandatory under the provisions of the SOLAS Convention.

1.4 New amendments to the code became mandatory on 01 January 2013.

1.5 Since requirements for cargoes are amended and new cargoes are added, it is known that the Code will need regular updating. Accordingly, the IMO has designed and implemented a system whereby the DSC (Dangerous Goods, Solid cargoes and Containers) Sub-Committee decides and recommends changes on a rolling two year basis.

2. Aim of the Code

The primary aim of the International Maritime Solid Bulk Cargoes (IMSBC) Code is to facilitate the safe stowage and shipment of solid bulk cargoes, excluding grain, 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 contemplated. Please note that grain cargoes are covered by the International Grain Code.

3. Application

All ships carrying solid bulk cargoes regardless of ship type or date of construction.

4. Definitions

Group A solid bulk cargo means a Group A cargo prescribed by the IMSBC Code, section 1.7.12; and a Group A cargo is defined as a cargo that may liquefy if shipped at a moisture content more than its Transportable Moisture Limit (TML).

Group B solid bulk cargo means a Group B cargo prescribed by the IMSBC Code, section 1.7.13; and a Group B cargo is defined as a cargo that poses a chemical hazard that could give rise to a dangerous situation on a ship.

Group C solid bulk cargo means a Group C cargo prescribed by the IMSBC Code, section 1.7.14; and a Group C cargo is defined as a cargo that is not able to liquefy (Group A cargo) or to pose a chemical hazard (Group B cargo).

IMDG Code means the International Maritime Dangerous Goods Code (latest edition).

IMSBC Code means:

- (a) The International Maritime Solid Bulk Cargoes Code 2012 edition and Supplement, published by the International Maritime Organization; and
- (b) the additional requirements mentioned in Schedule 1.

Note The International Maritime Solid Bulk Cargoes Code was adopted by the Maritime Safety Committee of the International Maritime Organization by resolution MSC.268 (85) and amended by resolution MSC.318 (89).

5. Arrangements - 2013

As of 01 January 2013, solid bulk cargoes shall be shipped only in accordance with the IMSBC Code, incorporating Amendment 01-11 - (IMO Resolution MSC 318(89)).

To keep pace with the expansion and progress of industry in recent years, the Code has undergone many changes, including:

- Fully updated individual schedules for solid bulk cargoes;
- New individual schedules for such cargoes as distillers dried grains with solubles, ferrous sulphate heptahydrate, granular ferrous sulphate, magnesium sulphate fertilizers and wood products – general;
- Fly ash is now split into ‘dry fly ash’ with the same requirements as previously, and ‘wet fly ash’ which has hazards so that it may liquefy;
- identifying many cargoes which are liable to cake and especially form overhangs during discharge;
- Issues with bunkering or moving fuel oil adjacent to certain new cargoes;
- References to the most recent SOLAS amendments;
- Updated information from the 2010 edition of the IMDG Code This publication presents additional information that supplements the IMSBC Code, such as the Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code, including BLU Manual) and recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds.
- Clarifying the roles and responsibilities for the cargo, especially by replacing the words “competent authority” with “Administration” (in general this indicates whether it is a permanent requirement that might be built into the ship, and hence is covered by the ‘Administration’ during build or modification, or if the requirement is more temporary in nature and may be done by the ‘competent authority’);

6. Shipowners and Managers are to note the following:

- For cargoes where it has been identified that the fixed gas fire-extinguishing system may be ineffective, new arrangements, albeit temporary, may have to be fitted such as extra fire hoses. Extra caution will be needed for cargoes which may cake;
- New cargoes which may self-heat or deplete the atmosphere of oxygen.

7. General

Most cargoes have certain requirements and thus it is principally a question of checking the latest version of the Code to see which requirement is applicable for that particular cargo. In the limited instances of unusual requirements, the familiarisation needed to comply is minimal;

The IMSBC Code is available from the International Maritime Organization website – www.imo.org or from any local distributor, or via the internet.

A copy of IMO Resolution MSC 318 (89) detailing amendment 01-11 to the IMSBC Code can be viewed at the following link:

http://www.imo.org/blast/blastData.asp?doc_id=14108&filename=318%2889%29.pdf

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