



South African Maritime Safety Authority

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Marine Notice No. 5 of 2015

Procedures to be followed for Bulk Cargo Shipment which are not listed in the IMSBC Code.

TO SHIP OPERATORS, MASTERS, SHIPS' AGENTS AND PRINCIPAL OFFICERS

Summary

This marine notice lists the procedure to be followed for bulk cargoes which are not listed in the IMSBC Code

It is apparent that a degree of confusion currently exists within the shipping industry as to the statutory procedures which have to be complied with for the shipment of solid bulk cargoes which are not listed in the IMSBC Code.

All parties involved in the shipment of solid bulk cargoes shall ensure that they have available and readily at hand the latest current edition of the IMSBC Code (International Maritime Solid Bulk Cargoes Code) which is published by I.M.O. This publication which is updated at regular intervals lays down in great detail information as to the manner in which solid bulk cargoes should be shipped and should always be consulted prior to planning actioning any shipment. The procedures / actions to be complied with for listed cargoes are laid down within the code.

The procedures to be followed for **unlisted** cargoes are dealt herewith. All concerned should strictly adhere to these procedures which are statutory. Non-compliance and improper planning of shipments will prejudice marine safety and undoubtedly lead to costly delays.

Shipments of unlisted cargoes require SAMSA approval. Provisions of the IMSBC apply to all vessels to which the SOLAS convention as amended applies and are carrying solid bulk cargoes. Application accompanied by the required documentation should be timeously submitted to the Principal Officer SAMSA at the intended port of loading.

The following summarises the procedures for unlisted cargoes. The code should be consulted for detailed advice. (See section 1, item 1.3 through to item 1.3.3, pages 9 and 10 of the 2013 edition of the code)

- When a solid bulk cargo that is not listed in appendix 1 of the code is proposed for carriage in bulk, the shipper shall prior to loading provide SAMSA at the port of loading with the characteristics and properties of the cargo in accordance with Section 4 of the code. Based on the information received, the Authority (SAMSA) will assess the acceptability of the cargo for safe shipment.

- Section 4 of the code relates to assessment of acceptability of consignments for safe shipment. (IMSBC Code 2013 Edition, Page 25). Section 4 deals with:-
 1. Identification and classification. (4.1)
 2. Provision of information. (4.2)
 3. Form for cargo information. (4.2.3)
 4. Certificates of test. (4.3)
 5. Sampling procedures. (4.4)
 6. Interval between sampling / testing and loading for TML (Transportable Moisture Limit) and moisture content determination. (4.5)
 7. Sampling procedures for concentrate stockpiles. (4.6)
 8. Examples of standardised sampling procedures, for information. (4.7)
 9. Documentation required on board the ship carrying dangerous goods. (4.8)

- When it is assessed that the solid bulk cargo proposed for shipment may possess hazards as those defined in Group A or B of the code and as defined in 1.7 (Definitions) advice is to be sought from the competent authorities of the port(s) of unloading and the flag state of the carrier.. The three competent authorities will set the preliminary suitable conditions for the carriage of the cargo.

- Reference should be made to MSC.1/Circ. 1454 of 9 July 2013.

- When it is assessed that the solid bulk cargo proposed for carriage presents no specific hazards for transportation, the carriage of the cargo shall be authorised. The competent authority (SAMSA) shall advise the competent authorities of the port(s) of unloading and the flag state of the carrier of such authorisation.

- The competent authority at the port of loading (SAMSA) shall provide to the Master of the vessel a certificate stating the characteristics of the cargo and the required conditions for carriage and handling of the shipment. The Competent Authority shall also submit an application to the organisation within one year from the issue of this certificate to incorporate the solid bulk cargo into Appendix 1 of the code.

It is again stressed that all parties concerned with both listed and unlisted solid bulk cargoes should have readily at hand an up to date copy of the IMSBC Code and that all applications and documentation should be submitted in full and timeously.

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