



DROMON
CLASS

AMENDMENTS TO THE INTERNATIONAL MARITIME SOLID BULK CARGOES CODE

The amendments shall enter into force on 01 January 2019 and on a voluntary basis from 01 January 2018.

Notice to: Ship Owners/ Managers/ Operators | Flag Administrations | Surveyors

C18014 | 03 April 2018

Amendments to individual schedules of solid bulk cargoes

Amendments have been made to the existing Individual schedules of solid bulk cargoes and requirements for new individual schedules of cargoes have been added. The latest include specific carriage requirements.

Foam grass gravel

Iron smelting by-products

Metal sulphide concentrates, corrosive UN 1759

Monoammonium Phosphate (MAP), Mineral Enriched Coating^{1,2}

Monocalciumphosphate (MCP)¹

Olivine sand

Olivine granular and gravel aggregate products

Sand, mineral concentrate, radioactive material, low specific activity (LSA-I) UN 2912¹

Silicomanganese (carbo-thermic)

Sugarcane biomass pellets¹

Synthetic calcium fluoride

Synthetic silicon dioxide

Titanomagnetite sand

¹ Group B cargoes, cargoes that possess a chemical hazard that could give rise to a dangerous situation on a ship.

² This is an existing individual schedule, updated with Group B properties.

Modified Proctor/Fagerberg test procedure

This procedure for laboratory determination of Transportable Moisture Limit (TML) for coals up to a nominal top size of 50 mm has been revised. The procedure is based on a modification of the Proctor/Fagerberg test described in section 1.3 of the MSC.426(98).

Key modifications to the original test procedure contained in section 1.3 of MSC.426(98):

1. Sample preparation to facilitate the testing of 0 x 50 mm coal through reconstitution to -25 mm;
2. Use of a 150 mm diameter compaction cylinder; and
3. Sample compaction using a hammer equivalent to the Proctor/Fagerberg "D" energy hammer.

Time requirements for the Transportable moisture limit (TML)

The Transportable Moisture Limit (TML) of a cargo which may liquefy means the maximum moisture content of the cargo which is considered safe for carriage in a ship not complying with the requirements in subsection 7.3.2 of the Code.

Paragraphs 4.5.1 and 4.5.2 have been replaced so the interval between sampling/testing and loading for the transportable moisture limit (TML) and moisture content to be determined as well as the shipper's responsibilities, as shown on the below table.

Responsibilities	When	Notes
Ensure that a test to determine the TML of a solid bulk cargo is conducted	Within six months to the date of loading the cargo	
Ensure that a test to determine the TML is conducted again, where the composition or characteristics of the cargo are variable for any reason	After it is reasonably assumed that such variation has taken place	
Ensure that sampling and testing for moisture content is conducted	As near as practicable to the date of commencement of loading	The interval between sampling/testing and the date of commencement of loading shall never be more than seven days
Ensure that the moisture content of the cargo is still less than its TML	If the cargo has been exposed to significant rain or snow between the time of testing and the date of completion of loading	Evidence of this is provided to the master, as soon as practicable

The full amendments to the IMSBC Code can be found [here](#).

Act now

Ship Owners/ Managers/ Operators of vessels carrying solid bulk cargoes are invited to take into consideration the amendments to the IMSBC Code, as amended by Resolution MSC.426(98). In case requested Dromon may include the new cargoes on a voluntary basis by re-issuing the IMSBC Certificate of the vessel prior the date into force.

For further information, please contact our Marine Division at marine@dromon.com