



**REPUBLIC OF
THE MARSHALL ISLANDS**
MARITIME ADMINISTRATOR

Marine Notice

No. 2-011-23

Rev. Dec/2016

TO: ALL SHIOPWNERS, OPERATORS, MASTERS AND OFFICERS OF MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS

SUBJECT: Carriage of Solid Bulk Cargoes

- References:**
- (a) SOLAS, *International Convention for the Safety of Life at Sea, Consolidated Edition 2014*, as amended
 - (b) MARPOL, *International Convention for the Prevention of Pollution from Ships, Consolidated Edition, 2011*, as amended
 - (c) IMSBC Code, *International Maritime Solid Bulk Cargoes Code, 2016 Edition*, as amended
 - (d) IMDG Code, *International Maritime Dangerous Goods Code, 2016 Edition*, as amended
 - (e) IMO Circular [CCC.1/Circ.2](#), *Carriage of Bauxite that May Liquefy*, issued 20 October 2015
 - (f) IMO Circular [MSC.1/Circ.1453/Rev.1](#), *Guidelines for the Submission of Information and Completion of the Format for the Properties of Cargoes Not Listed in the International Maritime Solid Bulk Cargoes (IMSBC) Code and Their Conditions of Carriage*, issued 12 June 2015
 - (g) IMO Circular [MSC.1/Circ.1395/Rev.2](#), *Lists of Solid Bulk Cargoes for Which a Fixed Gas Fire-Extinguishing System May be Exempted or for Which a Gas Fire-Extinguishing System is Ineffective*, issued 12 June 2015
 - (h) RMI Maritime Regulations ([MI-108](#)), §2.11, *Implementation and Compliance with International Conventions, Agreements, and National Standards*
 - (i) RMI Marine Notice [2-013-5](#), *MARPOL Annex V – Prevention of Garbage Pollution from Ships*

PURPOSE

This Notice implements the International Maritime Solid Bulk Cargoes Code (IMSBC Code or “the Code”), as amended, and the Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) requirements governing the transport of certain solid bulk cargoes. This Notice supersedes Rev. 01/16 and reflects updates to reporting requirements for solid bulk cargoes and hazardous chemical cargoes that will enter into force on **01 January 2017**.

In addition, it covers the mandatory requirements under the 2016 IMSBC Code for:

- Procedures to be followed when loading cargoes that may be subject to liquefaction and new safety and cargo declaration information, including the need to potentially determine the flow moisture point (FMP), transportable moisture limit (TML), and actual moisture content (MC) of the cargo to be loaded (§2.5 of this Notice); and
- The management of cargo residues depending 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, now lies with the shipper (§5.0 of this Notice).

Due to the IMSBC Code revisions, RMI Marine Notice 2-011-44 is hereby revoked.

BACKGROUND

The IMSBC Code became mandatory 01 January 2011. Its purpose is to facilitate the safe stowage and shipment of solid bulk cargoes by providing information on the dangers associated with their shipment and instructions on the procedures to be adopted when the shipment of these cargoes is considered.

Although the IMSBC Code is mandatory under the provisions of the International Convention for the Safety of Life at Sea (SOLAS), some parts of the IMSBC Code continue to remain recommendatory or informative. These sections are:

- §11, Security (except §11.1.1);
- §12, Stowage factor conversion tables;
- §13, References to related information and recommendations;
- Appendices, other than Appendix 1, Individual Schedules of Solid Bulk Cargoes; and
- The sections titled: “Description,” “Characteristics” (other than “Class” and “Group”), “Hazard”, and “Emergency Procedures” of individual schedules of solid bulk cargoes in Appendix 1.

APPLICABILITY

Per SOLAS Regulation VI/1-2, and in compliance with relevant provisions of the IMSBC Code, this Notice applies to all ships to which SOLAS, as amended, applies; that are carrying solid bulk cargoes, other than grain.

REQUIREMENTS

1.0 IMSBC Code

- 1.1 Shipowners and ship operators to which the IMSBC Code applies shall comply with the IMSBC Code, as amended. All ships carrying solid bulk cargoes are required to carry a copy of the IMSBC Code on board.

2.0 National Requirements

- 2.1 All ships carrying solid bulk cargoes shall comply, as appropriate, with the fire protection, detection, and extinction requirements incorporated into Chapter II-2 of SOLAS, as amended.
- 2.2 Shipowners, ship operators, companies, and charterers involved in the transport of solid bulk cargoes shall:

- .1 obtain current valid information on the physical and chemical properties of the cargo (see IMSBC Code §4) from the shipper;
- .2 consult the IMSBC Code when transporting any solid bulk cargo;
- .3 provide the Master with all relevant information on the cargo to be loaded in accordance with Chapters VI (*Carriage of Cargoes*) and VII (*Carriage of Dangerous Goods*) of SOLAS, as amended, and the provisions of the IMSBC Code (and the IMDG Code, if applicable); and
- .4 inform the Administrator when seeking exemption for carrying solid bulk cargoes for which a fixed gas, fire-extinguishing system may be exempted or for which such a system is ineffective, in accordance with the list of such cargoes and the associated guidance in IMO Circular [MSC.1/Circ.1395/Rev.2](#), and its Table 1.
 - .1 The Administrator's retains the right to grant exemption for cargoes not included in table 1 or to impose conditions when granting such exemptions under the provisions of SOLAS Regulation II-2/10.7.1.4.

- 2.3 Shippers and shipmasters are required:

- .1 to ensure, by physical inspection by the Master, shipowner representative, or independent cargo surveyor, before loading, the suitability of the hold and its equipment for the transport of the product;
- .2 to ensure, by physical inspection by the Master, shipowner representative, or independent cargo surveyor as deemed necessary, before loading, the suitability of the product for transportation;

- .3 to seek advice in accordance with §4.0 of this Notice, below, before loading any solid bulk cargo not specifically listed in Appendix 1 of the IMSBC Code; and
 - .4 to only commence loading if all of the relevant safety criteria contained in the IMSBC Code are met.
- 2.4 Shipowners, ship operators, and companies shall ensure that shipmasters and crews involved in the transport of solid bulk cargoes are trained in the provisions of the IMSBC Code, including the safety measures contained therein, and to incorporate them into their safety management system procedures.
- 2.5 Cargoes that Liquefy
- 2.5.1 IMO Circular [CCC.1/Circ.2](#) warns of the dangers of carrying Bauxite due to the suddenness and possible disastrous results of it suddenly liquefying. All concerned parties in the bulk carrier trade should carefully consider and weigh the warnings and advice contained within that Circular, including:
- .1 heeding the recommendations set forth in paragraph 3.4 of IMO Circular CCC.1/Circ.2, applicable to all Group A cargoes; and
 - .2 where there is any doubt concerning any cargo declaration information, or suspicion that the cargo has been misrepresented, independent cargo testing to determine the FMP, TML, and actual MC of the cargo to be loaded must be carried out.
- 2.5.2 Appendix 4 of the IMSBC Code, *Index*, lists all cargoes currently included in the Code and identifies those cargoes that have the potential to suddenly liquefy as Group A cargoes. Likewise, Appendix 1, *Individual Schedules of Solid Bulk Cargoes*, identifies the cargo group as well as all other pertinent characteristics of each cargo including carriage requirements. The requirements of the IMSBC Code, §7 and §8, must be carefully followed for the loading and carriage of all Group A cargoes. Appendix 2 to the Code, *Laboratory test procedures, associated apparatus and standards*, presents test procedures for materials which may liquefy.

3.0 For Cargoes Listed in the IMSBC Code

- 3.1 The individual schedules contained in the IMSBC Code cover typical cargoes shipped in bulk, together with advice on their properties and methods of handling. These schedules are not exhaustive and the properties attributed to the cargoes are given only for guidance. Consequently, before loading, current valid information from the shipper on the physical and chemical properties of the cargoes presented for shipment must be obtained.
- 3.2 Where a solid bulk cargo is specifically listed in an individual schedule for solid bulk cargoes (Appendix 1 of the Code), it shall be transported in accordance with the provisions in its schedule in addition to the provisions in §1 to §10 and §11.1.1 of the

Code. The Master, or the ship operator in his or her behalf, shall consult with the competent authorities at the ports of loading and discharge, as necessary, concerning the requirements which may be in force and applicable for carriage.

4.0 For Cargoes Not Listed in the IMSBC Code

- 4.1 **Not Listed:** If a solid cargo is proposed for carriage in bulk and it is not listed in Appendix 1 of the IMSBC Code, then the shipper shall, prior to loading, provide the competent authority of the port of loading with the characteristics and properties of the cargo in accordance with §4 of the IMSBC Code. Based on the information received, the competent authority of the port of loading will assess the acceptability of the cargo for safe shipment.
- 4.2 **When Hazard May be Present:** When it is assessed that the solid bulk cargo proposed for carriage **may present hazards** as those defined by Group A or B (as defined in the IMSBC Code, §1.7), the competent authority of the port of loading shall seek advice from the competent authority of the port of unloading and of the Administrator. These three (3) competent authorities (port of loading, port of unloading, and Administrator) shall together set the preliminary suitable conditions for the carriage of this cargo.
- 4.3 **No Specific Hazards:** 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 authorized. The competent authority of the port of loading will advise the Administrator and the competent authority of the port of unloading of this authorization.
- 4.4 The competent authority of the port of loading shall provide to the Master a certificate stating the characteristics of the cargo and the required conditions for carriage and handling of the shipment.
 - .1 The Master must not load the cargo if such a certificate is not provided.
 - .2 When deemed necessary, the ship operator or Master must consider engaging the services of an independent cargo surveyor to determine the suitability of the cargo for carriage and handling.
- 4.5 The competent authority of the port of loading must also submit an application to the International Maritime Organization (IMO), within one (1) year from the issue of the certificate, to incorporate this solid bulk cargo into Appendix 1 of the IMSBC Code.
 - .1 The format of this application is outlined in §1.3.3 of the IMSBC Code.
 - .2 IMO Circular [MSC.1/Circ.1453/Rev1](#) provides Guidelines for the submission of information and completion of the format for the properties of cargoes not listed in the IMSBC Code, how to determine the risk of transport, type, and their conditions of carriage, according to §1.3.3 of the IMSBC Code.

- 4.6 Any interference on the part of the competent authority of the port of loading in surveys conducted by shipowner's representative or independent cargo surveyor shall be immediately reported to the Administrator.

5.0 HME Cargo Residues

- 5.1 Effective **01 January 2017**, the IMSBC Code requires shippers to identify solid bulk cargoes as HME or non-HME and that determination is made using the seven (7) criteria contained in paragraph 3.2 of IMO Resolution [MEPC.219\(63\)](#). Such declaration as to whether or not a solid bulk cargo is HME must be included in the information required to be provided per §4.2 of the IMSBC Code.
- 5.2 Discharge of HME cargo residues at sea is not permitted under MARPOL Annex V. This includes cargo residues contained in washwater as well as cargo residues not contained in washwater. Handling and disposal of HME cargo residues must comply with the applicable requirements of RMI Marine Notice [2-013-5](#).
- 5.3 Discharge of non-HME cargoes, including cargo residues contained in washwater as well as cargo residues not contained in washwater, is permitted under MARPOL Annex V, subject to certain restrictions described therein. RMI Marine Notice 2-013-5 includes the requirements for the proper handling of non-HME cargo residues.

6.0 Direct Reduced Iron (DRI)

The Administrator does not permit any exemptions from the requirements of Schedules A, B, or C of the IMSBC Code for the carriage of DRI. Any questions regarding the carriage of DRI should be forwarded to the Administrator.

7.0 Documentation

- 7.1 It should be noted that the following documentation is required to be kept on board for each ship carrying dangerous goods in solid form in bulk:
- .1 special list or manifest setting forth the dangerous goods on board and the location thereof, in accordance with SOLAS Regulation VII/7-2.2;
 - .2 appropriate instructions on emergency response to incidents involving the cargoes; and
 - .3 Document of Compliance per SOLAS Regulation II-2/19.4.

7.2 Code of Safe Practice for Solid Bulk Cargoes (BC Code) Certification

Certificates previously issued referencing the BC Code shall remain valid until they expire, provided the IMSBC Code makes no changes regarding the cargo or its carriage requirements. However, some certificates may need to be reissued based on new cargo conditions and carriage requirements of the IMSBC Code.