



Technical Circular

No.: 075/2017

Date: 07th June 2017

To Whomsoever it may concern

Subject: DGS NT/ENG Circular No. 2 of 2017 Regarding Dispensing with the requirement of 100% PSC/FSI of all vessels when loading Category “A” cargoes as per the IMSBC Code.

1. The DGS vide NT/ENG Circular No. 2 of 2017, dated 01st June 2017(copy attached) has notified that the conduct of a Port State / Flag State Inspection is no longer a mandatory requirement for carriage of Category “A” cargoes as per the IMSBC Code.
2. The circular is applicable to all ships, whether Indian or Foreign Flag in an Indian Port/anchorage within the territorial waters of India, loading/carrying “category A” cargoes as defined in IMSBC Code.
3. All vessels loading 'Category A' cargoes need to submit the following to the nearest Mercantile Marine Department (MMD) at the earliest and in any event prior to the commencement of loading:
 - a) **A declaration from the Master of the loading vessel containing the following aspects:**
 - i. That the vessel has been inspected as per the provisions of “Guidance to ships crew and terminal personnel for bulk carrier inspections”, IMO Resolution A.866 (20);
 - ii. That a risk assessment has been carried out prior loading ‘Category A’ cargoes in line with Company policy / Safety Management Systems and/or as per guidelines of the various P&I insurance clubs/class societies;
 - iii. That all necessary precautions for loading ‘Category A’ cargoes required under various applicable International Conventions and Codes have been adhered to;
 - iv. The declaration should further confirm that loading will not be undertaken during heavy rains and that the cargo hatches will be kept closed at all times, except for loading. This declaration may be submitted by the ship agent to the MMD Surveyor on behalf of the Master of the vessel.
 - v. Loading/ unloading plan to be agreed between Master & Shipper & a signed copy to be submitted.



. This Technical Circular and the material contained in it is provided only for the purpose of supplying current information to the reader and not as an advice to be relied upon by any person.
. While we have taken utmost care to be as factual as possible, readers/ users are advised to verify the exact text and content of the Regulation from the original source/ issuing Authority.

- b) The agent should also submit a declaration containing the following information from the shipper duly addressed to the concerned MMD/PO/SIC, prior to the commencement of loading.**
- i. Name of the cargo using the Bulk Cargo Shipping Name (BCSN) as detailed in the IMSBC Code;
 - ii. The declaration should indicate whether the cargo is associated with liquefaction hazard;
 - iii. The declaration has to be individual provided for each cargo hold (except where the moisture content of cargo is clearly uniform);
 - iv. The actual moisture content and transportable moisture limit as defined by Section 8 of IMSBC Code as amended and determined by a laboratory approved by Director General of Shipping in accordance with MS Notice 14 of 2016 dated 28th November 2016.
- c) The said declaration in paragraph 3b above from shipper should state the following:
- i. That the samples used to determine the average moisture content are representative of the whole shipment;
 - ii. The interval between the testing for moisture content and loading of cargo is no more than 7 days and there is no rain between the time of testing and loading or the cargo is kept protectively covered from rains as the case may be;
 - iii. The test to determine TML of the cargo has to have been conducted within six months of the date of loading of the cargo.
4. The requirement of obtaining clearance/ approval from concerned Mercantile Marine Department prior loading / sailing out after loading category 'A' cargos as per MS Notice 9 of 2010 is now dispensed with.
 5. The requirement of 100% Port State Control / Flag State Implementation inspection of all vessels loading cargo of iron ore fines / concentrates and similar cargo, as per MS Notice 9 of 2010 is also dispensed with.
 6. Non-compliance with this circular by Owner, Master, Agent and/or the Shipper thereof will lead to appropriate action in accordance with the provisions of MS Act 1958, as amended and/or the applicable International Conventions.
 7. Ship Owners / operators and masters of vessels loading/carrying “category A” cargoes as defined in IMSBC Code are advised to be guided by above and the attached DGS NT/ENG Circular No. 2 of 2017.

Enclosure:

1. DGS NT/ENG Circular No. 2 of 2017, dated 01st June 2017.
-

Whilst the utmost care has been taken in the compilation of the Technical Information, neither Indian Register of Shipping, its affiliates and subsidiaries if any, nor any of its directors, officers, employees or agents assume any responsibility and shall not be liable to any person for any loss, damage or expense caused in any manner whatsoever by reliance on the information in this document.