

IMSBC Code: Amendments to the Code

Reference is made to Technical Newsletter 01/2013 regarding this code and its voluntary early application as from 1 January 2014. .

Note I: Please note that as of **1 January 2015** this code now becomes mandatory under MARPOL Annex V.

The implications of the code are that, firstly, residues of cargoes meeting certain criteria could no longer be discharged into the sea from 1 January 2014. Dry residues and/or wash water have to be discharged at “adequate port reception facilities”. Secondly, if no such facilities are available, the shipmaster can refuse to ship the cargo.

However, the MEPC meetings last year agreed that, until 31 December 2015, cargo hold wash water from holds previously containing solid bulk cargoes, classified as HME, may be discharged outside special areas, providing:

- the Master determines that there are no adequate reception facilities either at the receiving terminal or at the next port of call;
- the ship is en route and as far as practicable from the nearest land, but not less than 12 nautical miles;
- before washing, solid bulk cargo residue is removed (and bagged for discharge ashore) as far as practicable and holds are swept;
- filters are used in the bilge wells to collect any remaining solid particles and minimize solid residue discharge; and
- the discharge is recorded in the Garbage Record Book and the flag State is notified utilizing the *Revised Consolidated Format for Reporting Alleged Inadequacies of Port Reception Facilities*

Note II

1. Kindly note the enclosed **MEPC.1/Circ.469/Rev.2** with the updated “REVISED CONSOLIDATED FORMAT FOR REPORTING ALLEGED INADEQUACIES OF PORT RECEPTION FACILITIES” from IMO.
2. All DPAs are requested to bring this to the Masters’ attention and to encourage use of this means of reporting to IMO.

Furthermore, by MSC Res. 354(92) please be advised the 92nd session of the MSC adopted several amendments to the IMSBC Code, e.g.:

- Insertion of new and revised definitions of GHS, Manual of Tests and Criteria, Potential sources of ignition, Sources of heat and Competent authority;
- Cargo under in-transit fumigation;
- Sampling procedures and certificates or declarations of the moisture content when a concentrate or other cargo which may liquefy is carried;
- Procedures to protect the cargo from any precipitation and water ingress, if the cargo is loaded on to the ship from barges;
- Sampling of stationary stockpiles;
- Hazards related to cargoes that may liquefy;
- Complementary test procedure for determining the possibility of liquefaction;
- A complete re-write of section 9.2.3 on Materials hazardous only in bulk (MHB).

In addition the following individual schedules of solid bulk cargoes were amended:

- Ammonium nitrate UN 1942,
- Ammonium nitrate-based fertilizer UN 2067,
- Ammonium nitrate-based fertilizer UN 2071,

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- Ammonium nitrate-based fertilizer (non-hazardous),
- Calcium nitrate UN 1454,
- Calcium nitrate fertilizer,
- Charcoal,
- Ferrous metal borings, shavings, turnings or cuttings UN 2793,
- Metal sulphide concentrates,
- Peat moss,
- Sand,
- Seed cake,
- Seed cake (non-hazardous),
- Silicomanganese (low carbon) and Sulphur (formed, solid)

In addition, the following new schedules were added:

- Alumina hydrate,
- Aluminium smelting / remelting by-products, processed,
- Clinker ash, wet,
- Coal tar pitch,
- Coarse iron and steel slag and its mixture,
- Crushed carbon anodes,
- Grain screening pellets,
- Granulated nickel matte (less than 2 % moisture content),
- Gypsum granulated,
- Ilmenite (rock),
- Ilmenite (upgraded),
- Nickel ore,
- Sand, heavy mineral,
- Silicon slag,
- Solidified fuels recycled from paper and plastics and
- Wood torrefied.

Note III:

- In line with IMO's request to member state, the Faroese Maritime Authority urges DPAs and masters to acquaint themselves with the changes in the IMSBC Code and, in addition, implement in the ships' SMS the related reporting routines vs. IMO.

Encls: Resolution MSC.354(92)
MEPC.1/Circ.469/Rev.2

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