

Subject

Notice of Carriage of the solid bulk cargoes which is not listed in IMSBC Code from the Singapore Government

ClassNK

Technical Information

No. TEC-0889
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To whom it may concern

The Singapore Government has noticed (MARITIME AND PORT AUTHORITY OF SINGAPORE SHIPPING CIRCULAR TO SHIPOWNERS NO.22 OF 2011) of the carriage of IRON ORE FINES which is not listed in IMSBC Code and the cargo may liquefy.

For any questions about the above, please contact:

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1. MARITIME AND PORT AUTHORITY OF SINGAPORE SHIPPING CIRCULAR TO SHIPOWNERS NO.22 OF 2011

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**MARITIME AND PORT AUTHORITY OF
SINGAPORE
SHIPPING CIRCULAR TO SHIPOWNERS
NO. 22 OF 2011**

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16 DECEMBER, 2011

Applicable to: This circular is for the attention of ship owners, managers, operators, agents, masters, crew members and surveyors when handling and carrying iron ore fines in bulk

CARRIAGE OF IRON ORE FINES THAT MAY LIQUEFY

1. This circular informs the Shipping Community of the IMO circular [DSC.1/Circ.66](#), issued to bring to their attention the danger of liquefaction when iron ore fines is carried in bulk.
2. Iron ore fines is currently not specifically listed in the IMSBC Code. A correspondence group has been established by the DSC sub-committee to develop specific schedules for iron ore fines for inclusion in the IMSBC Code, with particular focus on the phenomenon of liquefaction in some types of iron ore fines.
3. Until the new schedules are developed and incorporated in the IMSBC Code, shippers and Masters are to take into account section 1.3 of the Code:

1.3 Cargoes not listed in this Code

1.3.1 If a solid cargo which is not listed in appendix 1 to this Code is proposed for carriage in bulk, 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 section 4 of this Code. Based on the information received, the competent authority will assess the acceptability of the cargo for safe shipment.

1.3.1.1 When it is assessed that the solid bulk cargo proposed for carriage may present hazards as those defined by group A or B of this Code as defined in 1.7, advice is to be sought from the competent authorities of the port of unloading and of the flag State. The three competent authorities will set the preliminary suitable conditions for the carriage of this cargo.

1.3.1.2 When it is assessed that the solid bulk cargo proposed for carriage presents no specific hazards for transportation, the carriage of this cargo shall be authorized. The competent authorities of the port of unloading and of the flag State shall be advised of that authorization.

1.3.2 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 this shipment. The competent authority of the port of loading shall also submit an application to the Organization, within one year from the issue of the certificate, to incorporate this solid bulk cargo into appendix 1 of this Code. The format of this application shall be as outlined in subsection 1.3.3.

1.3.3 Format for the properties of cargoes not listed in this Code and conditions of the carriage:

Tentative bulk cargo shipping name (in capital letters)

DESCRIPTION (Describe the cargo)

CHARACTERISTICS (Fill the following table)

ANGLE OF REPOSE	BULK DENSITY(kg/m ³)	STOWAGE FACTOR(m ³ /t)
SIZE	CLASS	GROUP

HAZARD (Clarify the hazard of carriage of the cargo.)

(Determine the following types of requirements. If no requirement is necessary, write "No special requirements".)

STOWAGE & SEGREGATION

HOLD CLEANLINESS

WEATHER PRECAUTIONS

LOADING

PRECAUTIONS

VENTILATION

CARRIAGE

DISCHARGE

CLEAN-UP

(Specify the emergency procedures for the cargo, if necessary.)

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED
EMERGENCY PROCEDURES

EMERGENCY ACTION IN THE EVENT OF FIRE

MEDICAL FIRST AID

4. Shippers, terminal operators, shipowners, ship operators, charterers, shipmasters and others are advised that extreme care and appropriate action should be taken, taking into account the provisions of relevant IMO instruments when handling and carrying iron ore fines in bulk.

5. Queries relating to this circular should be directed to Mr Ong Hua Siong (Tel: 6375-6210).

CHEONG KENG SOON
DIRECTOR OF MARINE
MARITIME AND PORT AUTHORITY OF SINGAPORE

Annex: DSC.1/Circ.66



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DSC.1/Circ.66
7 October 2011

CARRIAGE OF IRON ORE FINES THAT MAY LIQUEFY

1 The Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC), at its fifteenth session (13 to 17 September 2010), considered a preliminary report submitted by a Member Government relating to two recent serious casualties in the monsoon season of 2009 and many near misses reported by the ship masters on ships engaged in the carriage of iron ore fines. The Sub-Committee at its sixteenth session (19 to 23 September 2011), further considered a number of submissions from Member Governments and industry groups relating to the development of a schedule for iron ore fines for inclusion into the IMSBC Code. Such discussions have not been finalized.

2 In considering the above, the Sub-Committee concluded that as iron ore fines is not specifically listed in the IMSBC Code:

- .1 there is a need to raise awareness despite the efforts made by the various protection and indemnity clubs and other reporting casualty services, informing of the probable dangers of liquefaction associated with carriage of iron ore fines;
- .2 until a definition of iron ore fines is incorporated into the IMSBC Code and for the purpose of providing reference, the Sub-Committee took note that iron ore fines is considered to be a cargo mainly constituted by iron bearing minerals with a size up to 6.35 mm. If there is a question about the applicability of this circular for a specific particle size distribution of iron ore, advice should be sought from the competent authority of the port of loading;
- .3 iron ore fines may liquefy and should be treated as such, in particular the Master should refer to section 7 of the IMSBC Code, which warns about cargoes that may liquefy;
- .4 if this cargo is shipped with moisture content in excess of its transportable moisture limit (TML) there is a risk of cargo shift, which may result in capsizing;
- .5 the Master should be aware that some shippers have in the past declared this cargo under the "iron ore" schedule in the IMSBC Code, which is classified as a Group 'C' cargo;
- .6 the Master should not accept this cargo for loading unless the moisture content of the cargo indicated in the certificate is less than its TML; and

- .7 the Master should exercise good seamanship and observe current best practice when handling and carrying this cargo, such as the use of specifically designed filters to protect the cargo holds bilge covers to stop the ingress of this fine cargo into the bilge wells. For further guidance, refer to sections 7 and 8 of the IMSBC Code.

3 It should be noted that the sixteenth session of the Sub-Committee established a correspondence group to develop schedules for iron ore fines for inclusion in the IMSBC Code with particular reference to the phenomenon of liquefaction in some types of iron ore fines. Until the new schedule is finalized, competent authorities, shippers and Masters should take into account section 1.3 of the Code. Member Governments and international organizations are invited to submit relevant information regarding the safe handling and carriage of this cargo to this Correspondence Group and the Organization.

4 Member Governments are also invited to bring the above information to the attention of shippers, terminal operators, shipowners, ship operators, charterers, shipmasters and all other entities concerned, requesting that extreme care and appropriate action be taken, taking into account the provisions of relevant IMO instruments when handling and carrying iron ore fines in bulk.

5 This circular supersedes DSC.1/Circ.63.

