

IMSBC Code - The Basics



IMSBC Code -Miscelleanous





The Code does not cover grain cargoes - regulated by the International Grain

Code

The Code does not cover solid cargoes in bags, or similar packaged goods regulated by the IMDG Code (International Maritime Dangerous Goods Code)

Solid bulk cargoes categorized into three distinct groups in the Code:

Dangerous goods;

(e.g. cargoes that

have been assigned

by a UN number by

the United Nations

Sub-Committee of

Dangerous Goods)

Experts on the

Transport of

Group B: Cargoes that possess chemical hazards



Materials **Hazardous Only** not meet the criteria for

in Bulk (MHB); Cargoes that do inclusion in the IMDG classes for dangerous goods.



Risk: Fire or explosion due to chemical hazards, release of toxic gases and corrosion, damage to ship structures due to poor loading procedures.



- goods for ship. Special list, manifest or stowage plan. Instructions for emergency response.
- important.

Entry into Group C: enclosed spaces; Non-A.1050 (27) harzardous

cargoes

(cargoes

that do not

meet Group

or B)

Some cargoes

risks e.g. iron

ore and high

overstressing

the tanktop.

Trim level,

sequences.

loading

of dust.

Follow

Code.

consider ship

ballasting and

Sand, cement

precautions in

generation

may still

density

cargoes -

carry some

Pesticides: Recommendations MSC .1/circ.1264 & circ. 1396

Loading Plan agreed between Master and Terminal Representative (SOLAS Reg. VI/7, BLU Code)

CO2 fire fighting exemption (MSC 1/circ.1395/rev.1) for certain solid bulk cargoes (ref: SOLAS regulation II-2/10.7.1.4)

Cargo Residues, hold washing water & HME substances (ref: MARPOL Annex V)

Contact details of CAs (BC.1/circ.72)

DSC.1/circ.71-iron ore fines

Before accepting cargo for shipment, shipper must provide master with cargo information and signed cargo declaration form (ref. s 4)



Correct Bulk Cargo shipping name (BCSN) - Important (Implications)





If cargo's BCSN is not in the Code, it is considered a cargo not listed in the Code



Section 1.3 of the Code applies – Shipper's responsibility to provide cargo information to competent authority at port of loading (CA-PL) for assessment of the appropriate carriage requirements



If assessed as Group C, CA-PL will authorise carriage and CA port of discharge (CA-PD) and vessel's Flag State (FS) will be informed

If assessed as Group A or B, tripartite agreement required from CA-PL, CA-PD and FS.

CA-PL provides master with certificate of cargo schedule, i.e. cargo characteristics and carriage requirements. CA-PL will also inform IMO of same. Requirements:

- (1) TML/moisture certificates
- (2) MC < TML

Group A:

Cargoes that

may liquefy

Risk:

Liquefaction.

Cargoes prone

liquefaction:

Contain a

quantity of

small fine

particles

moisture and

certain

cargo shift,

(3) Certificate on shipper's procedures

Requirements:

- (1) Doc of Compliance/dangerous
- (2) Segregation requirements

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14 Jan 2015 BIMCO Marine Department