



TECHNICAL CIRCULAR No. 117 of 18th March 2013

To:	All Surveyors/Auditors
Applicable to flag:	All Flags
Subject:	Survey for Compliance with the International Maritime Solid Bulk Cargoes (IMSBC) Code
Reference:	IMSBC Code

Survey for Compliance with the International Maritime Solid Bulk Cargoes (IMSBC) Code

The International Maritime Safety Bulk Cargoes (IMSBC) Code was adopted during the Maritime Safety Committee 85th session as resolution MSC.268 (85). The new IMSBC Code supersedes the existing Code of Safe Practice for Solid Bulk Cargoes, 2004 adopted by resolution MSC.193 (79).

To facilitate the safe transport of solid bulk cargoes, the provisions of the Code may be applied from 1 January 2009 on a voluntary basis, pending their official entry into force on 1 January 2011. The Code becomes mandatory through the new SOLAS regulation 1-2 of Chapter VI which also comes into force on 1 January 2011. It needs to be emphasized that, in the context of the language of the Code: the words “shall”, “should” and “may”, when used in the Code, mean that the relevant provisions are “mandatory”, “recommendatory” and “optional”, respectively.

Upon entry into force, vessels loading or discharging solid cargoes in bulk listed in Groups A, B, or C will be required to comply with the International Maritime Solid Bulk Cargoes (IMSBC) Code.

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Although this Code is legally treated as a mandatory instrument under the SOLAS Convention the following sections of the Code remain recommendatory:

- Section 11 Security provisions (except subsection 11.1.1)
- Section 12 Stowage factor conversion tables
- Section 13 References to related information and recommendations
- Appendices other than appendix 1 “Individual schedules of solid bulk cargoes”, and
- The text in the sections for “DESCRIPTION”, “CHARACTERISTICS”, “HAZARDS” and “EMERGENCY PROCEDURES” of individual schedules of solid bulk cargoes in Appendix 1. Consequently, such vessels entering those Port States requiring compliance with the IMSBC Code shall have the following documents, unless otherwise specified by the Port State:

A. Vessels subject to SOLAS 1974 built on or after 1 September 1984, and vessels of less than 500 gross tons built on or after 1 February 1992:

I. A document of compliance, as noted in SOLAS Regulation II-2/19 (formerly II-2/54 of SOLAS 1974), as amended, when a dangerous solid bulk cargo, as defined in SOLAS VII/7, is being carried

- Vessels subject to SOLAS 1974 built on or after 1 September 1984 but before 1 July 2002, or vessels of less than 500 gross tons built on or after 1 February 1992 but before 1 July 2002, are to be surveyed in accordance with SOLAS II-2/54, as amended.

- Vessels built on or after 1 July 2002 must be surveyed in accordance with SOLAS II-2/19 of the 2000 amendments; and

II. A declaration of compliance (Statement of Compliance) with the IMSBC Code.

B. Vessels not subject to SOLAS 1974 or subject to SOLAS 1974 and built prior to 1 September 1984:

1. A declaration of compliance (Statement of Compliance) with the IMSBC Code.

NOTE: For foreign flag vessels’ documentation requirements when visiting Italian ports, please refer to Section 4.4 of these instructions.

Amendments to the IMSBC Code

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A. The amendments adopted as MSC.318(89) which enter into force on 1 January 2013 have been incorporated into Attachment B, IMSBC Code Requirements - Table and Legend.

Note: When surveyors are attending existing vessels for SLC Renewal Surveys after 1 January 2009, and BC Code SOCs for Groups A and C, or Group B cargoes are found, these should be replaced with the IMSBC Code SOC forms using the applicable instructions

The IMSBC Code Statement of Compliance, form IMSBC-Code SOC, may be issued for cargoes listed in Groups A and C of the IMSBC Code without survey or technical review except as noted in Attachment B "IMSBC Code Requirements - Table and Legend" provided the vessel's loading manual, and trim and stability booklet are approved for the range of bulk cargoes carried. This action may be carried out for vessels registered in countries whose Administrations have granted CONARINA general authorization to issue this statement, or at the request of an Owner, when required by a Port State. Actual listing of cargoes on the certificate is not necessary (type the word "cargoes" in the field after "The ship is suitable for the carriage of" and select Groups A and C from the drop-down menu).

The same IMSBC Code Statement of Compliance form IMSBC-Code SOC may be issued for cargoes listed in Group B of the IMSBC Code (type the name of the material/cargo in the field after "The ship is suitable for the carriage of" and then select "Group B") to vessels registered in countries whose Administrations have granted CONARINA authorization, or at the request of an Owner, in accordance with the following instructions:

A. If it is determined that for a particular Group B cargo, the vessel is required to comply with SOLAS II-2/54, as amended, or II-2/19, then the following is to be carried out:

(1) Submission to CONARINA Head Office of plans and drawings for review in order to verify compliance with Regulation II-2/54, as amended, or II-2/19, and the IMSBC Code, as applicable.

(2) Verification by the Surveyor for compliance with Regulation II-2/19 or II-2/54 of SOLAS 1974, as amended. The requirements from SOLAS II-2/19 have been added to Attachment B, MSBC Code Requirements - Table and Legend, for reference. The verification is to be carried out based on the approval from

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CONARINA Head Office.

Note: (a) Regulation II-2/19 is applicable to vessels built on or after 1 July 2002 and carrying dangerous goods classified in a class contained in SOLAS II-2/19 table 19.2;

(b) Regulation II-2/54, as amended, is applicable to vessels of 500 gross tons and above built on or after 1 September 1984 but before 1 July 2002, or vessels of less than 500 gross tons built on or after 1 February 1992 but before 1 July 2002, and carrying dangerous goods classified in a class contained in SOLAS II-2/54 table 54.2.

B.Verification by the Surveyor that the vessel is in compliance with the IMSBC Code for the cargo or cargoes to be carried:

(1) Survey to be carried out based on Attachment B "IMSBC Code Requirements - Table and Legend" except in the case of Coal for which Attachment C "IMSBC Code Coal Checklist" should be followed by the attending surveyor, and

(2) An approved Grain Loading Manual is to be available on board when angle of repose is less than or equal to 30 degrees.

C.Fees for issuance of the certificate and survey for cargoes listed in Group B shall be charged on a visit basis.

D.Verification by the surveyor that the vessel's approved loading manual, and trim and stability booklet are approved for the range of bulk cargoes carried.

Note: "Range of cargoes" means that the "stowage factor" indicated in the loading manual and trim and stability booklet is less than or equal to the stowage factor for the cargo(es) listed in the IMSBC Code Statement of Compliance. Where stowage factor is not indicated, the cargo density may be compared and is considered acceptable if the density indicated in the loading manual and trim and stability booklet is greater than or equal to the density for the cargo(es) listed in the IMSBC Code Statement of Compliance.

The Italian Coast Guard is requiring foreign flag vessels transporting solid cargoes in bulk the following certification when visiting the Italian ports:

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A. Transportation of cargoes listed in Groups “A” & “C”

1. Cargo ships of 500 gross tons and upwards:

A loading booklet in accordance with SOLAS VI/7. The booklet does not have to be approved on behalf of the administration and the information does not have to be included in one single booklet. It is the master's responsibility to verify that all data/calculations/information required by the regulation is onboard the vessel. The surveyor should call this to the master's attention. This condition applies to all loading booklets required by the Italian Coast Guard in this section.

2. Cargo ships of less than 500 gross tons:

A loading booklet in accordance with SOLAS VI/7 or an equivalent booklet in accordance with SOLAS VI/1. Refer to section 4.4.A.1.

B. Transportation of cargoes listed in Group “B” (classed MHB)

1. A Certificate of Fitness for the Carriage of Solid Bulk Cargoes (form IMSBC-Italy: type the name of the material/cargo after “The ship is suitable for the carriage of” and select Group B – Class MHB) upon satisfactory completion of the survey to verify compliance with the IMSBC code requirements. The certificate shall not be issued for a period longer than 2 years and shall be canceled if the initial conditions have changed, or;

2. An equivalent certificate to form IMSBC-Italy.

C. Transportation of cargoes listed in Group “B” and that are classified in a class of dangerous goods contained in SOLAS: Regulation II-2/19 Table 19.2, or II-2/54 Table 54.2

1. All cargo vessels built on or after 1 July 2002:

A Document of Compliance in accordance with SOLAS II-2/19. Refer to process instruction, SOLAS Surveys – Carriage of Dangerous Goods II-2/19, SWZ-002-05-P01-W100.

2. Cargo vessels of 500 gross tons and upwards built on or after 1 September

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1984 but before 1 July 2002, or cargo vessels of less than 500 gross tons built on or after 1 February 1992 but before 1 July 2002:

A Document of Compliance in accordance with SOLAS II-2/54, as amended.

3. Cargo vessels of 500 gross tons and upwards built before 1 September 1984, or cargo vessels under 500 gross tons built before 1 February 1992:

A Certificate of Fitness for the Carriage of Solid Bulk Cargoes (form IMSBC-Italy: type the name of the material/cargo after “The ship is suitable for the carriage of” and select Group B) upon satisfactory completion of the survey to verify compliance with the IMSBC code requirements. The certificate shall not be issued for a period longer than 2 years and shall be canceled if the initial conditions have changed, or;

A Document of Compliance in accordance with SOLAS II-2/54.

Coal

For the carriage of Coal, the IMSBC Code requires that “all electrical cables and components situated in cargo spaces and adjacent spaces...should be safe for use in an explosive atmosphere or positively isolated.” Therefore, special consideration needs to be given to the identification of hazardous spaces:

1. Spaces such as upper and lower stools, double bottom tanks, upper and lower wing tanks, duct keels or vertical trunks, in the cargo hold area, are to be considered hazardous unless the flag administration provides instructions otherwise.

2. The separation of the engine room from the cargo hold by one bulkhead will be acceptable provided agreement is obtained from the flag administration.

In this regard, the following administrations have advised that the spaces in item 1 above are not considered hazardous and that it is acceptable to have the engine room separated from the cargo hold by only one bulkhead:

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REFERENCES:

- **IMSBC Code**

ATTACHMENTS: No.

Kindest Regards,
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