



TECHNICAL INFORMATION

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Subject: Amendments (06-21) to the International Maritime Solid Bulk Cargoes Code

The International Maritime Organization adopted amendments to the IMSBC Code (06-21) through resolution MSC.500(105). The amendments will enter into force on **1 December 2023** and may be implemented on a voluntary basis from **1 January 2023**. This document intends to bring the essential points of the amendments (06-21) to the attention of all concerned parties, including all shipowners/operators, involved in the operation of ships subject to the IMSBC Code.

1. Changes to solid bulk cargoes

The amendments (06-21) newly add and delete solid bulk cargoes in the IMSBC Code Appendix 1 "Individual schedule of solid bulk cargoes", as listed in below table:

Status	Bulk Cargo Shipping Name	Group	Hazard
New	AMMONIUM NITRATE BASED FERTILIZER MHB	B	MHB
New	SUPERPHOSPHATE (triple, granular)	B	MHB
New	AMMONIUM NITRATE BASED FERTILIZER	C	-
New	CLAM SHELL	C	-
New	LEACH RESIDUE CONTAINING LEAD	A and B	MHB
Deleted	AMMONIUM NITRATE BASED FERTILIZER (non-hazardous)	C	-
Deleted	SUPERPHOSPHATE (triple, granular)	C	-

The "**Deleted**" cargoes may be removed from existing IMSBC certificates¹ at the early request of shipowners/operator on or after **1 January 2023**, or should be eliminated at the time of periodical Safety Equipment (SE) survey on or after **1 December 2023**. Where shipowners/operators intend to transport the "**New**" cargoes by their fleet from **1 January 2023**, they need to apply KR for the addition of such cargoes in IMSBC certificates and, where necessary, for related technical review. It should be noted, for instance, that the "**Deleted**" *SUPERPHOSPHATE (triple, granular)*, as **group C**, will not be automatically accepted

¹ Statement of Compliance with the International Maritime Solid Bulk Cargoes Code

as the "New" **SUPERPHOSPHATE (triple, granular)**, as **group B**, unless shipowners/operators apply for the addition of the new one and/or unless their fleet complies with related provisions in the IMSBC Code.

Some changes, other than the aforementioned, were also introduced by the amendment (06-21) to the requirements of twenty(20) cargoes, but are deemed to be of a minor nature, which may not affect the carriage of solid bulk cargoes already permitted to ships-in-service.

1.1 Consequence to other certificates

The amendments (06-21) do not add or delete any solid bulk cargoes subject to SOLAS regulation II-2/19, i.e. solid dangerous good in bulk. As such, it is noted that **CDG certificates**² may not be affected by the amendments to the ISMBC Code (06-21).

Subsequent to the amendments (06-21), MSC.1/Circ.1395/Rev.5 was issued incorporating the addition of related solid bulk cargoes. In particular, the following new solid bulk cargoes were categorized as group B, in Table 1 of Annex to MSC.1/Circ.1395/Rev.5, for which a fixed gas fire-extinguishing system may be exempted.

Status	Bulk Cargo Shipping Name	Group	Hazard
New	SUPERPHOSPHATE (triple, granular)	B	MHB
New	LEACH RESIDUE CONTAINING LEAD	A and B	MHB

Therefore, where shipowners/operators intends to include the two(2) cargoes mentioned above in the IMSBC certificates, **SOLAS Exemption Certificates for FFEA**³ as per SOLAS regulation II-2/10.7.1.4, if issued, should be also re-issued or confirmed to list them, as appropriate.

2. An additional hazard due to the dynamic separation phenomenon

The amendments (06-21) now address the dynamic separation phenomenon, in addition to the hazard of liquefaction, and its associated risk by establishing the definition of "dynamic separation" and by consequently modifying the definition of "Group A" cargoes, as shown below:

- **Dynamic separation** means the phenomenon of forming a liquid slurry (water and fine solids) above the solid material, resulting in a free surface effect which may significantly affect the ship's stability.
- **Group A** consists of cargoes which possess a hazard due to moisture that may result in liquefaction

² Document of compliance with special requirements for ships carrying dangerous goods

³ Fixed Fire-Extinguishing Arrangement

or **dynamic separation** if shipped at a moisture content in excess of their transportable moisture limit.

3. Actions requested of concerned parties

Where relevant or necessary, **shipowners/operators** may request KR to re-issue the IMSBC certificates (together with any related certificates, if any⁴) of their fleet for the deletion and/or addition of the cargoes listed in paragraph 1 above, by requesting technical review⁵ and/or by submitting related survey application⁶, from **1 January 2023**.

Attending KR surveyors are asked to confirm shipboard IMSBC certificates and, where relevant, re-issue them in consultation with shipowners/operators to at least remove the "**Deleted**" cargoes identified in paragraph 1 above, on or after **1 December 2023** but not later than the first **periodical Safety Equipment (SE) survey** thereafter.

For more details, please see resolution MSC.500(105) enclosed to this document.

Enclosure: Resolution MSC.500(105) and MSC.1/Circ.1395/Rev.5

Distributions: KR surveyors, Ship owners, Other relevant parties

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⁴ Refer to paragraph 1.1 of this Technical Information

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⁶ KR branch office or KR e-fleet (<https://e-fleet.krs.co.kr/>)