

**Transportstyrelsens föreskrifter
om transport till sjöss av fast gods i bulk
(IMSBC-koden)
(konsoliderad elektronisk utgåva)**

Innehåll

| | |
|--|------------|
| Införlivande av IMSBC-koden | 1 |
| Tillämpningsområde..... | 1 |
| Allmänt | 2 |
| Medicinsk utrustning och information om nödåtgärder | 2 |
| Personlig skyddsutrustning..... | 2 |
| Ömsesidighetsklausul | 2 |
| Undantag | 3 |
| Ikraftträdande- och övergångsbestämmelser..... | 3 |
| Bilaga 1. Resolution MSC.268(85)..... | 5 |
| Bilaga 2. Förteckning över läkemedel och medicinsk utrustning | 377 |
| Bilaga 3. Resolution MSC.318(89)..... | 381 |
| Bilaga 4. Resolution MSC.354(92)..... | 407 |
| Bilaga 5. Resolution MSC.393(95)..... | 447 |
| Bilaga 6. Resolution MSC.426(98)..... | 507 |

Transportstyrelsens föreskrifter om transport till sjöss av fast gods i bulk (IMSBC-koden) (konsoliderad elektronisk utgåva);

TSFS 2010:166

Konsoliderad elektronisk
utgåva

SJÖFART

beslutade den 6 oktober 2010. Ändringar införda t.o.m TSFS 2018:96.

Den konsoliderade elektroniska utgåvan kan innehålla fel. Observera därför att det alltid är den tryckta utgåvan som gäller.

Införlivande av IMSBC-koden

1 § Som Transportstyrelsens föreskrifter ska gälla den internationella koden för fasta bulkklaster (IMSBC-koden) som antogs av den internationella sjöfartsorganisationen (IMO) den 4 december 2008 genom resolution MSC.268(85)¹ med ändringar antagna den 20 maj 2011 genom resolution MSC.318(89)², den 21 juni 2013 genom resolution MSC.354(92)³, den 11 juni 2015 genom resolution MSC.393(95)⁴ och den 15 juni 2017 genom resolution MSC.426(98)⁵.

De i första stycket angivna resolutionernas engelska, franska och spanska texter ska ha samma giltighet⁶. Resolutionernas engelska originaltexter finns i bilaga 1, bilaga 3, bilaga 4, bilaga 5 och bilaga 6 till dessa föreskrifter. (TSFS 2018:96)

Tillämpningsområde

2 § IMSBC-kodens krav ska uppfyllas vid transport av fast gods i bulk på fartyg inom Sveriges sjöterritorium och svenska fartyg utanför sjöterritoriet.

¹ MSC.268(85), Adoption of the International Maritime Solid Bulk Cargoes (IMSBC) Code

² MSC.318(89), Adoption of amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code

³ MSC.354(92), Amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code.

⁴ MSC.393(95), Amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code

⁵ MSC.426(98), Amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code

⁶ Texterna på franska och spanska finns tillgängliga hos IMO.

Tekniska krav i dessa föreskrifter gäller inte för ett fartyg eller dess utrustning om fartyget eller utrustningen

– lagligen har tillverkats eller har satts på marknaden i en annan medlemsstat inom EU eller i Turkiet, eller

– lagligen har tillverkats i ett EFTA-land som har undertecknat EES-avtalet.

Om fartyg eller utrustning enligt första stycket inte uppnår en säkerhetsnivå som är likvärdig med den som garanteras genom dessa föreskrifter, ska de tekniska kraven i dessa föreskrifter gälla. (TSFS 2014:135)

Allmänt

3 § Ett exemplar av dessa föreskrifter med tillhörande supplement till IMDG-koden på engelska ska alltid finnas tillgänglig ombord på svenska fartyg som omfattas av dessa föreskrifter.

Medicinsk utrustning och information om nödåtgärder

4 § Svenska fartyg ska ha läkemedel och medicinsk utrustning ombord enligt bilaga 2.

Utländska fartyg vilka är byggda efter 1 september 1984 ska ha läkemedel och medicinsk utrustning ombord enligt bilaga 2 eller motsvarande som säkerställer en likvärdig säkerhetsnivå.

Första stycket gäller inte om fartyget enbart för last med klassbeteckningen ”not applicable” enligt bilaga 1.

Personlig skyddsutrustning

5 § Bestämmelser om personlig skyddsutrustning finns i Transportstyrelsens föreskrifter och allmänna råd (TSFS 2009:97) om brandskydd, branddetektering och brandsläckning på SOLAS-fartyg byggda före den 1 juli 2002, eller Transportstyrelsens föreskrifter och allmänna råd (TSFS 2009:98) om brandskydd, branddetektering och brandsläckning på SOLAS-fartyg byggda den 1 juli 2002 eller senare.

Vid transport av fast gods i bulk ska svenska fartyg, oavsett byggnadsdatum, uppfylla de bestämmelser om personlig skyddsutrustning som framgår av föreskrifterna i stycket ovan. Om besättningsantalet ombord understiger fyra besättningsmedlemmar på svenska fartyg i nationell trafik får kravet på fyra ställ av heltäckande skyddskläder minskas till det faktiska besättningsantalet ombord.

Andra stycket gäller inte om fartyget enbart för last med klassbeteckningen ”not applicable” enligt bilaga 1.

Ömsesidighetsklausul

6 § Fartyg och utrustning på fartyg som är godkända enligt regelverk i andra medlemsstater inom Europeiska ekonomiska samarbetsområdet (EES) samt i Turkiet jämföras med fartyg och utrustning på fartyg som uppfyller

kraven i dessa föreskrifter, under förutsättning att en likvärdig säkerhetsnivå därigenom uppnås.

Undantag

7 § Transportstyrelsen kan, om det finns särskilda skäl, medge undantag från dessa föreskrifter vid sjötransport av fast gods i bulk, om det inte strider mot internationella överenskommelser eller gemenskapsrättslig lagstiftning.

Ikraftträdande- och övergångsbestämmelser

TSFS 2010:166

1. Denna författning träder i kraft den 1 januari 2011.
2. Certifikat och intyg utfärdade av Transportstyrelsen eller Sjöfartsverket och som hänvisar till BC-koden ska anses hänvisa till IMSBC-koden.

TSFS 2012:130

Denna författning träder i kraft den 1 januari 2013.

TSFS 2014:135

Denna författning träder i kraft den 1 januari 2015.

TSFS 2018:96

Denna författning träder i kraft den 1 januari 2019.

ANNEX 3

RESOLUTION MSC.268(85)
(adopted on 4 December 2008)

**ADOPTION OF THE INTERNATIONAL MARITIME
SOLID BULK CARGOES (IMSBC) CODE**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING the adoption by the Committee of resolution MSC.193(79) on the Code of Safe Practice for Solid Bulk Cargoes, 2004,

RECOGNIZING the need to provide a mandatory application of the agreed international standards for the carriage of solid bulk cargoes by sea,

NOTING ALSO resolution MSC.269(85) by which it adopted amendments to chapters VI and VII of the International Convention for the Safety of Life at Sea (SOLAS) 1974, as amended (hereinafter referred to as “the Convention”), to make the provisions of the International Maritime Solid Bulk Cargoes (IMSBC) Code mandatory under the Convention,

HAVING CONSIDERED, at its eighty-fifth session, the text of the proposed International Maritime Solid Bulk Cargoes (IMSBC) Code,

1. ADOPTS the International Maritime Solid Bulk Cargoes (IMSBC) Code, the text of which is set out in the annex to the present resolution;
2. NOTES that, under the aforementioned amendments to chapter VI of the Convention, future amendments to the IMSBC Code shall be adopted, brought into force and shall take effect in accordance with the provisions of article VIII of the Convention concerning the amendments procedures applicable to the Annex to the Convention other than chapter I thereof;
3. INVITES Contracting Governments to the Convention to note that the IMSBC Code will take effect on 1 January 2011 upon entry into force of amendments to chapters VI and VII of the Convention;
4. AGREES that Contracting Governments to the Convention may apply the IMSBC Code in whole or in part on a voluntary basis as from 1 January 2009;
5. REQUESTS the Secretary-General to transmit certified copies of this resolution and its annex to all Contracting Governments to the Convention;
6. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its annex to all Members of the Organization which are not Contracting Governments to the Convention;
7. RESOLVES that the annexed IMSBC Code supersedes the Code of Safe Practice for Solid Bulk Cargoes, 2004, adopted by resolution MSC.193(79).

ANNEX

INTERNATIONAL MARITIME SOLID BULK CARGOES (IMSBC) CODE

Table of Contents

Foreword

Section 1 General provisions

Section 2 General loading, carriage and unloading precautions

Section 3 Safety of personnel and ship

Section 4 Assessment of acceptability of consignments for safe shipment

Section 5 Trimming procedures

Section 6 Methods of determining the angle of repose

Section 7 Cargoes that may liquefy

Section 8 Test procedures for cargoes that may liquefy

Section 9 Materials possessing chemical hazards

Section 10 Carriage of solid wastes in bulk

Section 11 Security provisions

Section 12 Stowage factor conversion tables

Section 13 References to related information and recommendations

Appendix 1 Individual schedules of solid bulk cargoes

Appendix 2 Laboratory test procedures, associated apparatus and standards

Appendix 3 Properties of solid bulk cargoes

Appendix 4 Index

FOREWORD

The International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), as amended, deals with various aspects of maritime safety and contains, in parts A and B of chapter VI and part A-1 of chapter VII, the mandatory provisions governing the carriage of solid bulk cargoes and the carriage of dangerous goods in solid form in bulk, respectively. These provisions are amplified in the International Maritime Solid Bulk Cargoes Code (IMSBC Code).

Detailed fire protection arrangements for ships carrying solid bulk cargoes are incorporated into chapter II-2 of the SOLAS Convention by regulations 10 and 19. Attention is drawn to regulation II-2/19.4 of the SOLAS Convention as amended. This provides for an appropriate document as evidence of compliance of construction and equipment with the requirements of regulation II-2/19 to be issued to ships constructed on or after 1 July 2002 and carrying dangerous goods in solid form in bulk as defined in regulation VII/7 of the Convention, except class 6.2 and class 7.

For:

- cargo ships of 500 gross tonnage or over constructed on or after 1 September 1984 but before 1 July 2002; or
- cargo ships of less than 500 gross tonnage constructed on or after 1 February 1992 but before 1 July 2002,

the requirements of regulation II-2/54 of SOLAS, 1974, as amended by resolutions MSC.1(XLV), MSC.6(48), MSC.13(57), MSC.22(59), MSC.24(60), MSC.27(61), MSC.31(63) and MSC.57(67), apply (see SOLAS regulation II-2/1.2).

For cargo ships of less than 500 gross tonnage constructed on or after 1 September 1984 and before 1 February 1992, it is recommended that Contracting Parties extend such application to these cargo ships as far as possible.

The problems involved in the carriage of bulk cargoes were recognized by the delegates to the 1960 International Conference on Safety of Life at Sea, but at that time it was not possible to frame detailed requirements, except for the carriage of grain. The Conference did recommend, however, in paragraph 55 of Annex D to the Convention, that an internationally acceptable code of safe practice for the shipment of bulk cargoes should be drawn up under the sponsorship of the International Maritime Organization (IMO). This work was undertaken by the Organization's Sub-Committee on Containers and Cargoes and several editions of the Code of Safe Practice for Solid Bulk Cargoes (BC Code) have been published, since the first edition in 1965. The Sub-Committee was expanded to include dangerous goods and is now called the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC Sub-Committee).

The prime hazards associated with the shipment of solid bulk cargoes are those relating to structural damage due to improper cargo distribution, loss or reduction of stability during a voyage and chemical reactions of cargoes. Therefore the primary aim of this Code is to facilitate the safe stowage and shipment of solid bulk cargoes by providing information on the dangers associated with the shipment of certain types of solid bulk cargoes and instructions

on the procedures to be adopted when the shipment of solid bulk cargoes is contemplated. The requirements for the transport of grain are covered by the International Code for the Safe Carriage of Grain in Bulk (International Grain Code, 1991).

The IMSBC Code that was adopted by resolution MSC.268(85) was recommended to Governments for adoption or for use as the basis for national regulations in pursuance of their obligations under regulation of the SOLAS Convention, as amended. The Code is mandatory under the provision of the SOLAS Convention from 1 January 2011. However, some parts of the Code continue to be recommendatory or informative. 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. Observance of the Code harmonizes the practices and procedures to be followed and the appropriate precautions to be taken in the loading, trimming, carriage and discharge of solid bulk cargoes when transported by sea, ensuring compliance with the mandatory provisions of the SOLAS Convention.

The Code has undergone many changes, both in layout and content, in order to keep pace with the expansion and progress of industry. The Maritime Safety Committee (MSC) is authorized by the Organization’s Assembly to adopt amendments to the Code, thus enabling the IMO to respond promptly to developments in transport.

The MSC, at its eighty-fifth session, agreed that, in order to facilitate the safe transport of solid bulk cargoes, the provisions of the Code may be applied as from 1 January 2009 on a voluntary basis, pending their official entry into force on 1 January 2011 without any transitional period. This is described in resolution MSC.268(85).

Section 1

General provisions

1.1 Introductory note

1.1.1 It should be noted that other international and national regulations exist and that those regulations may recognize all or part of the provisions of this Code. In addition, port authorities and other bodies and organizations should recognize the Code and may use it as a basis for their storage and handling bye-laws within loading and discharge areas.

1.2 Cargoes listed in this Code

1.2.1 Typical cargoes currently shipped in bulk, together with advice on their properties and methods of handling, are given in the schedules for individual cargoes. However, these schedules are not exhaustive and the properties attributed to the cargoes are given only for guidance. Consequently, before loading, it is essential to obtain current valid information from the shipper on the physical and chemical properties of the cargoes presented for shipment. The shipper shall provide appropriate information about the cargo to be shipped (see section 4.2).

1.2.2 Where a solid bulk cargo is specifically listed in appendix 1 to this Code (individual schedules for solid bulk cargoes), it shall be transported in accordance with the provisions in its schedule in addition to the provisions in sections 1 to 10 and 11.1.1 of this Code. The master shall consider to consult the authorities at the ports of loading and discharge, as necessary, concerning the requirements which may be in force and applicable for the carriage.

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/m³) | STOWAGE FACTOR (m³/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

| |
|---|
| <u>SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED</u> |
| <u>EMERGENCY PROCEDURES</u> |
| <u>EMERGENCY ACTION IN THE EVENT OF FIRE</u> |
| <u>MEDICAL FIRST AID</u> |

1.4 Application and implementation of this Code

1.4.1 The provisions contained in this Code apply to all ships to which the SOLAS Convention, as amended, applies and that are carrying solid bulk cargoes as defined in regulation 2 of part A of chapter VI of the Convention.

1.4.2 Although this Code is legally treated as a mandatory instrument under the SOLAS Convention the following provisions of this Code remain recommendatory or informative:

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 texts in the sections for “DESCRIPTION”, “CHARACTERISTICS”, “HAZARD” and “EMERGENCY PROCEDURES” of individual schedules of solid bulk cargoes in appendix 1.

1.4.3 In certain parts of this Code, a particular action is prescribed, but the responsibility for carrying out the action has not been specifically assigned to any particular person. Such responsibility may vary according to the laws and customs of different countries and the international conventions into which these countries have entered. For the purpose of this Code, it is not necessary to make this assignment, but only to identify the action itself. It remains the prerogative of each Government to assign this responsibility.

1.5 Exemptions and equivalent measures

1.5.1 Where this Code requires that a particular provision for the transport of solid bulk cargoes shall be complied with, a competent authority or competent authorities (port State of departure, port State of arrival or flag State) may authorize any other provision by exemption if satisfied that such provision is at least as effective and safe as that required by this Code. Acceptance of an exemption authorized under this section by a competent authority not party to it is subject to the discretion of that competent authority. Accordingly, prior to any shipment covered by the exemption, the recipient of the exemption shall notify other competent authorities concerned.

1.5.2 Competent authority or competent authorities which have taken the initiative with respect to the exemption:

- .1 shall send a copy of such exemption to the Organization, which shall bring it to the attention of the Contracting Parties to SOLAS; and
- .2 shall take action to amend this Code to include the provisions covered by the exemption, as appropriate.

1.5.3 The period of validity of the exemption shall be not more than five years from the date of authorization. An exemption that is not covered under 1.5.2.2 may be renewed in accordance with the provisions of this section.

1.5.4 A copy of the exemption or an electronic copy thereof shall be maintained on board each ship transporting solid bulk cargoes in accordance with the exemption, as appropriate.

1.5.5 Contact information for the main designated national competent authorities concerned is given in the separate document issued by the Organization.

1.6 Conventions

Parts A and B of chapter VI and part A-1 of chapter VII of the SOLAS Convention, as amended, deal with the carriage of solid bulk cargoes and the carriage of dangerous goods in solid form in bulk, respectively, and are reproduced in full:

CHAPTER VI

CARRIAGE OF CARGOES

Part A

General provisions

Regulation 1

Application

1 This chapter applies to the carriage of cargoes (except liquids in bulk, gases in bulk and those aspects of carriage covered by other chapters) which, owing to their particular hazards to ships or persons on board, may require special precautions in all ships to which the present regulations apply and in cargo ships of less than 500 gross tonnage. However, for cargo ships of less than 500 gross tonnage, the Administration, if it considers that the sheltered nature and conditions of voyage are such as to render the application of any specific requirements of part A or B of this chapter unreasonable or unnecessary, may take other effective measures to ensure the required safety for these ships.

Regulation 1-1
Definitions

For the purpose of this chapter, unless expressly provided otherwise:

1 *IMSBC Code* means the International Maritime Solid Bulk Cargoes (IMSBC) Code adopted by the Maritime Safety Committee of the Organization by resolution MSC.268(85), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I.

2 *Solid bulk cargo* means any cargo, other than liquid or gas, consisting of a combination of particles, granules or any larger pieces of material generally uniform in composition, which is loaded directly into the cargo spaces of a ship without any intermediate form of containment.

Regulation 1-2
Requirements for the carriage of solid bulk cargoes other than grain

1 The carriage of solid bulk cargoes other than grain shall be in compliance with the relevant provisions of the IMSBC Code.

2 To supplement the provisions of parts A and B of this chapter, each Contracting Government shall ensure that appropriate information on cargo and its stowage and securing is provided, specifying, in particular, precautions necessary for the safe carriage of such cargoes.*

Regulation 2
Cargo information

1 The shipper shall provide the master or his representative with appropriate information on the cargo sufficiently in advance of loading to enable the precautions which may be necessary for proper stowage and safe carriage of the cargo to be put into effect. Such information** shall be confirmed in writing*** and by appropriate shipping documents prior to loading the cargo on the ship.

* Refer to:

- .1 the Code of Safe Practice for Cargo Stowage and Securing adopted by the Organization by resolution A.714(17), as amended; and
- .2 the Code of Safe Practice for Ships Carrying Timber Deck Cargoes adopted by the Organization by resolution A.715(17), as amended; MSC/Circ.525, Guidance note on precautions to be taken by the masters of ships of below 100 metres in length engaged in the carriage of logs; and MSC/Circ.548, Guidance note on precautions to be taken by masters of ships engaged in the carriage of timber cargoes.

** Refer to the Form for cargo information (MSC/Circ.663).

*** Reference to documents in this regulation does not preclude the use of electronic data processing (EDP) and electronic data interchange (EDI) transmission techniques as an aid to paper documentation.

- 2 The cargo information shall include:
 - .1 in the case of general cargo, and of cargo carried in cargo units, a general description of the cargo, the gross mass of the cargo or of the cargo units, and any relevant special properties of the cargo. For the purpose of this regulation the cargo information required in sub-chapter 1.9 of the Code of Safe Practice for Cargo Stowage and Securing, adopted by the Organization by resolution A.714(17), as may be amended, shall be provided. Any such amendment to sub-chapter 1.9 shall be adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I;
 - .2 in the case of solid bulk cargo, information as required by section 4 of the IMSBC Code.
- 3 Prior to loading cargo units on board ships, the shipper shall ensure that the gross mass of such units is in accordance with the gross mass declared on the shipping documents.

Regulation 3

Oxygen analysis and gas detection equipment

- 1 When transporting a solid bulk cargo which is liable to emit a toxic or flammable gas, or cause oxygen depletion in the cargo space, an appropriate instrument for measuring the concentration of gas or oxygen in the air shall be provided together with detailed instructions for its use. Such an instrument shall be to the satisfaction of the Administration.
- 2 The Administration shall take steps to ensure that crews of ships are trained in the use of such instruments.

Regulation 4

The use of pesticides in ships *

Appropriate precautions shall be taken in the use of pesticides in ships, in particular for the purposes of fumigation.

* Refer to:

- .1 The Recommendations on the safe use of pesticides in ships (MSC/Circ.612, as amended);
- .2 The Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds (MSC.1/Circ.1264); and
- .3 The Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo transport units (MSC.1/Circ.1265), as appropriate.

Regulation 5*Stowage and securing*

1 Cargo, cargo units* and cargo transport units** carried on or under deck shall be so loaded, stowed and secured as to prevent as far as is practicable, throughout the voyage, damage or hazard to the ship and the persons on board, and loss of cargo overboard.

2 Cargo, cargo units and cargo transport units shall be so packed and secured within the unit as to prevent, throughout the voyage, damage or hazard to the ship and the persons on board.

3 Appropriate precautions shall be taken during loading and transport of heavy cargoes or cargoes with abnormal physical dimensions to ensure that no structural damage to the ship occurs and to maintain adequate stability throughout the voyage.

4 Appropriate precautions shall be taken during loading and transport of cargo units and cargo transport units on board ro-ro ships, especially with regard to the securing arrangements on board such ships and on the cargo units and cargo transport units and with regard to the strength of the securing points and lashings.

5 Freight containers shall not be loaded to more than the maximum gross weight indicated on the Safety Approval Plate under the International Convention for Safe Containers (CSC), as amended.

6 All cargoes, other than solid and liquid bulk cargoes, cargo units and cargo transport units, shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Administration. In ships with ro-ro spaces, as defined in regulation II-2/3.41, all securing of such cargoes, cargo units, and cargo transport units, in accordance with the Cargo Securing Manual, shall be completed before the ship leaves the berth. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to relevant guidelines developed by the Organization.***

* Refer to the Code of Safe Practice for Cargo Stowage and Securing, adopted by the Organization by resolution A.714(17), as amended.

** Refer to the International Maritime Dangerous Goods (IMDG) Code, adopted by the Organization by resolution MSC.122(75).

*** Refer to the Guidelines on the preparation of the Cargo Securing Manual (MSC/Circ.745).

Part B

Special provisions for solid bulk cargoes

Regulation 6

Acceptability for shipment

1 Prior to loading a solid bulk cargo, the master shall be in possession of comprehensive information on the ship's stability and on the distribution of cargo for the standard loading conditions. The method of providing such information shall be to the satisfaction of the Administration.*

Regulation 7

*Loading, unloading and stowage of solid bulk cargoes***

1 For the purpose of this regulation, terminal representative means a person appointed by the terminal or other facility, where the ship is loading or unloading, who has responsibility for operations conducted by that terminal or facility with regard to the particular ship.

2 To enable the master to prevent excessive stresses in the ship's structure, the ship shall be provided with a booklet, which shall be written in a language with which the ship's officers responsible for cargo operations are familiar. If this language is not English, the ship shall be provided with a booklet written also in the English language. The booklet shall, as a minimum, include:

- .1 stability data, as required by regulation II-1/22;
- .2 ballasting and deballasting rates and capacities;
- .3 maximum allowable load per unit surface area of the tanktop plating;
- .4 maximum allowable load per hold;
- .5 general loading and unloading instructions with regard to the strength of the ship's structure including any limitations on the most adverse operating conditions during loading, unloading, ballasting operations and the voyage;

* Refer to:

- .1 SOLAS regulation II-1/5-1 on Stability information to be supplied to the master; and
- .2 the Recommendation on a severe wind and rolling criterion (weather criterion) for the intact stability of passenger and cargo ships of 24 metres in length and over adopted by the Organization by resolution A.562(14).

** Refer to the Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code) adopted by the Organization by resolution A.862(20).

- .6 any special restrictions such as limitations on the most adverse operating conditions imposed by the Administration or organization recognized by it, if applicable; and
- .7 where strength calculations are required, maximum permissible forces and moments on the ship's hull during loading, unloading and the voyage.

3 Before a solid bulk cargo is loaded or unloaded, the master and the terminal representative shall agree on a plan* which shall ensure that the permissible forces and moments on the ship are not exceeded during loading or unloading, and shall include the sequence, quantity and rate of loading or unloading, taking into consideration the speed of loading or unloading, the number of pours and the deballasting or ballasting capability of the ship. The plan and any subsequent amendments thereto shall be lodged with the appropriate authority of the port State.

4 The master and terminal representative shall ensure that loading and unloading operations are conducted in accordance with the agreed plan.

5 If during loading or unloading any of the limits of the ship referred to in paragraph 2 are exceeded or are likely to become so if the loading or unloading continues, the master has the right to suspend operation and the obligation to notify accordingly the appropriate authority of the port State with which the plan has been lodged. The master and the terminal representative shall ensure that corrective action is taken. When unloading cargo, the master and terminal representative shall ensure that the unloading method does not damage the ship's structure.

6 The master shall ensure that ship's personnel continuously monitor cargo operations. Where possible, the ship's draught shall be checked regularly during loading or unloading to confirm the tonnage figures supplied. Each draught and tonnage observation shall be recorded in a cargo log-book. If significant deviations from the agreed plan are detected, cargo or ballast operations or both shall be adjusted to ensure that the deviations are corrected.

CHAPTER VII

Carriage of dangerous goods

Part A-1

Carriage of dangerous goods in solid form in bulk

Regulation 7

Definitions

Dangerous goods in solid form in bulk means any material, other than liquid or gas, consisting of a combination of particles, granules or any larger pieces of material, generally uniform in composition, which is covered by the IMDG Code and is loaded directly into the cargo spaces of a ship without any intermediate form of containment, and includes such materials loaded in a barge on a barge-carrying ship.

Regulation 7-1

*Application**

1 Unless expressly provided otherwise, this part applies to the carriage of dangerous goods in solid form in bulk in all ships to which the present regulations apply and in cargo ships of less than 500 gross tonnage.

2 The carriage of dangerous goods in solid form in bulk is prohibited except in accordance with the provisions of this part.

3 To supplement the provisions of this part, each Contracting Government shall issue, or cause to be issued, instructions on emergency response and medical first aid relevant to incidents involving dangerous goods in solid form in bulk, taking into account the guidelines developed by the Organization.**

Regulation 7-2

Documents

1 In all documents relating to the carriage of dangerous goods in solid form in bulk by sea, the bulk cargo shipping name of the goods shall be used (trade names alone shall not be used).

2 Each ship carrying dangerous goods in solid form in bulk shall have a special list or manifest setting forth the dangerous goods on board and the location thereof. A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods on board, may be used in place of such a special list or manifest. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority.

* Refer to regulation II-2/19, which contains special requirements for ship carrying dangerous goods.

** Refer to the *Medical First Aid Guide for Use in Accidents involving Dangerous Goods (MFAG)* (MSC/Circ.857).

Regulation 7-3*Stowage and segregation requirements*

1 Dangerous goods in solid form in bulk shall be loaded and stowed safely and appropriately in accordance with the nature of the goods. Incompatible goods shall be segregated from one another.

2 Dangerous goods in solid form in bulk, which are liable to spontaneous heating or combustion, shall not be carried unless adequate precautions have been taken to minimize the likelihood of the outbreak of fire.

3 Dangerous goods in solid form in bulk, which give off dangerous vapours, shall be stowed in a well ventilated cargo space.

Regulation 7-4*Reporting of incidents involving dangerous goods*

1 When an incident takes place involving the loss or likely loss overboard of dangerous goods in solid form in bulk into the sea, the master, or other person having charge of the ship, shall report the particulars of such an incident without delay and to the fullest extent possible to the nearest coastal State. The report shall be drawn up based on general principles and guidelines developed by the Organization.*

2 In the event of the ship referred to in paragraph 1 being abandoned, or in the event of a report from such a ship being incomplete or unobtainable, the company, as defined in regulation IX/1.2, shall, to the fullest extent possible, assume the obligations placed upon the master by this regulation.

Regulation 7-5*Requirements for the carriage of dangerous goods in solid form in bulk*

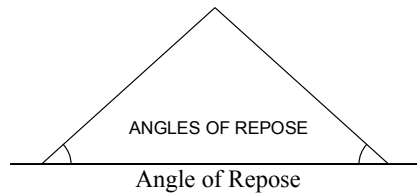
The carriage of dangerous goods in solid form in bulk shall be in compliance with the relevant provisions of the IMSBC Code, as defined in regulation VI/1-1.1.

1.7 Definitions

For the purpose of this Code, unless expressly provided otherwise, the following definitions shall apply:

* Refer to the General principles for ship reporting systems and ship reporting requirements, including Guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants, adopted by the Organization by resolution A.851(20).

1.7.1 *Angle of repose* means the maximum slope angle of non-cohesive (i.e. free-flowing) granular material. It is measured as the angle between a horizontal plane and the cone slope of such material.



1.7.2 *Bulk Cargo Shipping Name (BCSN)* identifies a bulk cargo during transport by sea. When a cargo is listed in this Code, the Bulk Cargo Shipping Name of the cargo is identified by capital letters in the individual schedules or in the index. When the cargo is a dangerous good, as defined in the IMDG Code, as defined in regulation VII/1.1 of the SOLAS Convention, the Proper Shipping Name of that cargo is the Bulk Cargo Shipping Name.

1.7.3 *Bulk density* means the weight of solids, air and water per unit volume. Bulk density is expressed in kilograms per cubic metre (kg/m^3), in general. The void spaces in the cargo may be filled with air and water.

1.7.4 *Cargo space* means any space in a ship designated for carriage of cargoes.

1.7.5 *Cargoes which may liquefy* means cargoes which contain a certain proportion of fine particles and a certain amount of moisture. They may liquefy if shipped with a moisture content in excess of their transportable moisture limit.

1.7.6 *Cohesive material* means materials other than non-cohesive materials.

1.7.7 *Competent Authority* means any national regulatory body or authority designated or otherwise recognized as such for any purpose in connection with this Code.

1.7.8 *Concentrates* means materials obtained from a natural ore by a process of enrichment or beneficiation by physical or chemical separation and removal of unwanted constituents.

1.7.9 *Consignment* means a solid bulk cargo presented by a shipper for transport.

1.7.10 *Flow moisture point* means the percentage moisture content (wet mass basis) at which a flow state develops under the prescribed method of test in a representative sample of the material (see paragraph 1 of appendix 2).

1.7.11 *Flow state* means a state occurring when a mass of granular material is saturated with liquid to an extent that, under the influence of prevailing external forces such as vibration, impaction or ships motion, it loses its internal shear strength and behaves as a liquid.

1.7.12 *Group A* consists of cargoes which may liquefy if shipped at a moisture content in excess of their transportable moisture limit.

1.7.13 *Group B* consists of cargoes which possess a chemical hazard which could give rise to a dangerous situation on a ship.

1.7.14 *Group C* consists of cargoes which are neither liable to liquefy (Group A) nor to possess chemical hazards (Group B).

1.7.15 *High-density solid bulk cargo* means a solid bulk cargo with a stowage factor of 0.56 m³/t or less.

1.7.16 *IMDG Code* means the International Maritime Dangerous Goods (IMDG) Code adopted by the Maritime Safety Committee of the Organization by resolution MSC.122(75), as may be amended by the Organization.

1.7.17 *Incompatible materials* means materials that may react dangerously when mixed. They are subject to the segregation requirements of subsection 9.3 and the schedules for individual cargoes classified in Group B.

1.7.18 *International Ship and Port Facility Security (ISPS) Code* means the International Code for the Security of Ships and of Port Facilities consisting of Part A (the provisions of which shall be treated as mandatory) and part B (the provisions of which shall be treated as recommendatory), as adopted, on 12 December 2002, by resolution 2 of the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 as may be amended by the Organization.

1.7.19 *Materials hazardous only in bulk (MHB)* means materials which may possess chemical hazards when carried in bulk other than materials classified as dangerous goods in the IMDG Code.

1.7.20 *Moisture content* means that portion of a representative sample consisting of water, ice or other liquid expressed as a percentage of the total wet mass of that sample.

1.7.21 *Moisture migration* means the movement of moisture contained in a cargo by settling and consolidation of the cargo due to vibration and ship's motion. Water is progressively displaced, which may result in some portions or all of the cargo developing a flow state.

1.7.22 *Non-cohesive material* means dry materials that readily shift due to sliding during transport, as listed in appendix 3, paragraph 1, "Properties of dry bulk cargoes".

1.7.23 *Representative test sample* means a sample of sufficient quantity for the purpose of testing the physical and chemical properties of the consignment to meet specified requirements.

1.7.24 *Shipper* means any person by whom or in whose name, or on whose behalf, a contract of carriage of goods by sea has been concluded with a carrier, or any person by whom or in whose name, or on whose behalf, the goods are actually delivered to the carrier in relation to the contract of carriage by sea.

1.7.25 *Solid bulk cargo* means any cargo, other than a liquid or a gas, consisting of a combination of particles, granules or any larger pieces of material generally uniform in composition which is loaded directly into the cargo spaces of a ship without any intermediate form of containment.

1.7.26 *Stowage factor* means the figure which expresses the number of cubic metres which one tonne of cargo will occupy.

1.7.27 *Transportable Moisture Limit (TML) of a cargo which may liquefy* means the maximum moisture content of the cargo which is considered safe for carriage in ships not complying with the special provisions of subsection 7.3.2. It is determined by the test procedures, approved by a competent authority, such as those specified in paragraph 1 of appendix 2.

1.7.28 *Trimming* means any levelling of a cargo within a cargo space, either partial or total.

1.7.29 *Ventilation* means exchange of air from outside to inside a cargo space.

.1 *Continuous Ventilation* means ventilation that is operating at all times.

.2 *Mechanical Ventilation* means power-generated ventilation.

.3 *Natural Ventilation* means ventilation that is not power-generated.

.4 *Surface Ventilation* means ventilation of the space above the cargo.

Section 2

General loading, carriage and unloading precautions

2.1 Cargo distribution

2.1.1 General

A number of accidents have occurred as a result of improper loading and unloading of solid bulk cargoes. It shall be noted that solid bulk cargoes have to be properly distributed throughout the ship to provide adequate stability and to ensure that the ship's structure is never overstressed. Furthermore, the shipper shall provide the master with adequate information about the cargo, as specified in section 4, to ensure that the ship is properly loaded.*

2.1.2 To prevent the structure being overstressed

A general cargo ship is normally constructed to carry cargoes in the range of 1.39 to 1.67 cubic metres per tonne when loaded to full bale and deadweight capacities. When loading a high-density solid bulk cargo, particular attention shall be paid to the distribution of weights to avoid excessive stresses, taking into account that the loading conditions may be different from those found normally and that improper distribution of such cargo may be capable of stressing either the structure under the load or the entire hull. To set out exact rules for the distribution of loading is not practicable for all ships because the structural arrangements of each vessel may vary greatly. The information on proper distribution of cargo may be provided in the ship's stability information booklet or may be obtained by the use of loading calculators, if available.

2.1.3 To aid stability

2.1.3.1 Having regard to regulation II-1/22.1 of SOLAS Convention, a stability information booklet shall be provided aboard all ships subject to the Convention. The master shall be able to calculate the stability for the anticipated worst conditions during the voyage as well as that on departure and demonstrate that the stability is adequate.

2.1.3.2 Shifting divisions and bins, of adequate strength, shall be erected whenever solid bulk cargoes, which are suspected of readily shifting, are carried in 'tween-deck cargo spaces or in only partially filled cargo spaces.

2.1.3.3 As far as practicable, high-density cargoes shall be loaded in the lower hold cargo spaces in preference to 'tween-deck cargo spaces.

2.1.3.4 When it is necessary to carry high-density cargoes in 'tween-decks or higher cargo spaces, due consideration shall be paid to ensure that the deck area is not overstressed and that the ship's stability is not reduced below the minimum acceptable level specified in the ship's stability data.

* Also refer to the Code of Practice for the Safe Loading and Unloading of Bulk Carriers, adopted by the Organization by resolution A.862(20), as amended.

MSC 85/26/Add.2

ANNEX 3

Page 20

2.2 Loading and unloading

2.2.1 Cargo spaces shall be inspected and prepared for the particular cargo which is to be loaded.*

2.2.2 Due consideration shall be paid to bilge wells and strainer plates, for which special preparation is necessary, to facilitate drainage and to prevent entry of the cargoes into the bilge system.

2.2.3 Bilge lines, sounding pipes and other service lines within the cargo space shall be in good order.

2.2.4 Because of the velocity at which some high-density solid bulk cargoes are loaded, special care may be necessary to protect cargo space fittings from damage. To sound bilges after the completion of loading may be effective to detect damage on cargo space fittings.

2.2.5 As far as practicable, ventilation systems shall be shut down or screened and air conditioning systems placed on recirculation during loading or discharge, to minimize dust ingress into the living quarters or other interior spaces.

2.2.6 Due consideration shall be paid to minimize the extent to which dust may come into contact with moving parts of deck machinery and external navigational aids.

* Refer to the Guidance to ships' crews and terminal personnel for bulk carrier inspections, adopted by the Organization by resolution A.866(20).

Section 3

Safety of personnel and ship

3.1 General requirements

3.1.1 Prior to and during loading, carriage and discharge of a solid bulk cargo, all necessary safety precautions shall be observed.

3.1.2 A copy of the instructions on emergency response and medical first aid* relevant to incidents involving dangerous goods in solid form in bulk shall be on board.

3.2 Poisoning, corrosive and asphyxiation hazards

3.2.1 Some solid bulk cargoes are susceptible to oxidation, which may result in oxygen depletion, emission of toxic gases or fumes and self-heating. Some cargoes are not liable to oxidize but may emit toxic fumes, particularly when wet. There are also cargoes which, when wetted, are corrosive to skin, eyes and mucous membranes or to the ship's structure. When these cargoes are carried particular attention shall be paid to protection of personnel and the need for special precautions to be taken prior to loading and after unloading.

3.2.2 Appropriate attention shall be paid that cargo spaces and adjacent spaces may be depleted in oxygen or may contain toxic or asphyxiating gases, and that an empty cargo space or tank which has remained closed for some time may have insufficient oxygen to support life.

3.2.3 Many solid bulk cargoes are liable to cause oxygen depletion in a cargo space or tank. These include, but are not limited to, most vegetable products and forest products, ferrous metals, metal sulphide concentrates and coal cargoes.

3.2.4 Prior to entry into an enclosed space aboard a ship, appropriate procedures shall be followed taking into account the recommendations developed by the Organization.** It is to be noted that, after a cargo space or tank has been tested and generally found to be safe for entry, small areas may exist where oxygen is deficient or toxic fumes are still present.

3.2.5 When carrying a solid bulk cargo that is liable to emit a toxic or flammable gas, and/or cause oxygen depletion in the cargo space, the appropriate instrument(s) for measuring the concentration of gas and oxygen in the cargo space shall be provided.

3.2.6 Emergency entry into a cargo space shall be undertaken only by trained personnel wearing self-contained breathing apparatus and protective clothing and always under the supervision of a responsible officer.

* Refer to the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) (MSC/Circ.857).

** Refer to the Recommendations for entering enclosed spaces aboard ships, adopted by the Organization by resolution A.864(20), as amended.

3.3 Health hazards due to dust

To minimize the chronic and acute risks associated with exposure to the dust of some solid bulk cargoes, the need for a high standard of personal hygiene of those exposed to the dust cannot be overemphasized. Precautions, including the use of appropriate breathing protection, protective clothing, protective skin creams, adequate personal washing and laundering of outer clothing, shall be taken as necessary.

3.4 Flammable atmosphere

3.4.1 Dust of some solid bulk cargoes may constitute an explosion hazard, especially while loading, unloading and cleaning. This risk can be minimized by ventilating to prevent the formation of a dust-laden atmosphere and by hosing down rather than sweeping.

3.4.2 Some cargoes may emit flammable gases in sufficient quantities to constitute a fire or explosion hazard. Where this is indicated in the cargo schedule in this Code or by the cargo information provided by the shipper, the cargo spaces shall be effectively ventilated as necessary. The atmosphere in the cargo spaces shall be monitored by means of an appropriate gas detector. Due consideration shall be paid to the ventilation and monitoring of the atmosphere in the enclosed spaces adjacent to the cargo spaces.

3.5 Ventilation

3.5.1 Unless expressly provided otherwise, when cargoes which may emit toxic gases are carried, the cargo spaces shall be provided with mechanical or natural ventilation; and, when cargoes which may emit flammable gases are carried, the cargo spaces shall be provided with mechanical ventilation.

3.5.2 If maintaining ventilation would endanger the ship or the cargo, it may be interrupted unless this would produce a risk of explosion.

3.5.3 When continuous ventilation is required by the schedule for the cargo in this Code or by the cargo information provided by the shipper, ventilation shall be maintained while the cargo is on board, unless a situation develops where ventilation would endanger the ship.

3.5.4 Ventilation openings shall be provided in holds intended for the carriage of cargoes that require continuous ventilation. Such openings shall comply with the requirements of the Load Line Convention as amended for openings not fitted with means of closure.

3.5.5 Ventilation shall be such that any escaping hazardous gases, vapours or dust cannot enter the accommodation or other interior spaces in hazardous concentrations. Due consideration shall be given to prevent escaping hazardous gases, vapours or dust from reaching enclosed work areas. Adequate precautions shall be taken to protect the personnel in these work areas.

3.5.6 When a cargo may heat spontaneously, ventilation other than surface ventilation shall not be applied. On no account shall air be directed into the body of the cargo.

3.6 Cargo under in-transit fumigation

Fumigation shall be performed based on the recommendations developed by the Organization.*

* Refer to the Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds (MSC.1/Circ.1264).

Section 4

Assessment of acceptability of consignments for safe shipment

4.1 Identification and classification

4.1.1 Each solid bulk cargo in this Code has been assigned a Bulk Cargo Shipping Name (BCSN). When a solid bulk cargo is carried by sea it shall be identified in the transport documentation by the BCSN. The BCSN shall be supplemented with the United Nations (UN) number when the cargo is dangerous goods.

4.1.2 If waste cargoes are being transported for disposal, or for processing for disposal, the name of the cargoes shall be preceded by the word "WASTE".

4.1.3 Correct identification of a solid bulk cargo facilitates identification of the conditions necessary to safely carry the cargo and the emergency procedures, if applicable.

4.1.4 Solid bulk cargoes shall be classified, where appropriate, in accordance with the UN Manual of Tests and Criteria, part III. The various properties of a solid bulk cargo required by this Code shall be determined, as appropriate to that cargo, in accordance with the test procedures approved by a competent authority in the country of origin, when such test procedures exist. In the absence of such test procedures, those properties of a solid bulk cargo shall be determined, as appropriate to that cargo, in accordance with the test procedures prescribed in appendix 2 to this Code.

4.2 Provision of information

4.2.1 The shipper shall provide the master or his representative with appropriate information on the cargo sufficiently in advance of loading to enable the precautions which may be necessary for proper stowage and safe carriage of the cargo to be put into effect.

4.2.2 Cargo information shall be confirmed in writing and by appropriate shipping documents prior to loading. The cargo information shall include:

- .1 the BCSN when the cargo is listed in this Code. Secondary names may be used in addition to the BCSN;
- .2 the cargo group (A and B, A, B or C);
- .3 the IMO Class of the cargo, if applicable;
- .4 the UN number preceded by letters UN for the cargo, if applicable;
- .5 the total quantity of the cargo offered;
- .6 the stowage factor;
- .7 the need for trimming and the trimming procedures, as necessary;

- .8 the likelihood of shifting, including angle of repose, if applicable;
- .9 additional information in the form of a certificate on the moisture content of the cargo and its transportable moisture limit in the case of a concentrate or other cargo which may liquefy;
- .10 likelihood of formation of a wet base (see subsection 7.2.3 of this Code);
- .11 toxic or flammable gases which may be generated by cargo, if applicable;
- .12 flammability, toxicity, corrosiveness and propensity to oxygen depletion of the cargo, if applicable;
- .13 self-heating properties of the cargo, and the need for trimming, if applicable;
- .14 properties on emission of flammable gases in contact with water, if applicable;
- .15 radioactive properties, if applicable; and
- .16 any other information required by national authorities.

4.2.3 Information provided by the shipper shall be accompanied by a declaration. An example of a cargo declaration form is set out in the next page. Another form may be used for cargo declaration. As an aid to paper documentation, Electronic Data Processing (EDP) or Electronic Data Interchange (EDI) techniques may be used.

**FORM FOR CARGO INFORMATION
for Solid Bulk Cargoes**

| | |
|--|---|
| BCSN | |
| Shipper | Transport document number |
| Consignee | Carrier |
| Name/means of transport | Instructions or other matters |
| Port/place of departure | |
| Port/place of destination | |
| General description of the cargo (Type of material/particle size) | Gross mass (kg/tonnes) |
| Specifications of bulk cargo, if applicable: Stowage factor: Angle of repose, if applicable: Trimming procedures: Chemical properties if potential hazard*: * e.g., Class & UN No. or "MHB" | |
| Group of the cargo <input type="checkbox"/> Group A and B* <input type="checkbox"/> Group A* <input type="checkbox"/> Group B <input type="checkbox"/> Group C * For cargoes which may liquefy (Group A and Group A and B cargoes) | Transportable moisture limit Moisture content at shipment |
| Relevant special properties of the cargo (e.g., highly soluble in water) | Additional certificate(s)* <input type="checkbox"/> Certificate of moisture content and transportable moisture limit <input type="checkbox"/> Weathering certificate <input type="checkbox"/> Exemption certificate <input type="checkbox"/> Other (specify) * If required |
| DECLARATION I hereby declare that the consignment is fully and accurately described and that the given test results and other specifications are correct to the best of my knowledge and belief and can be considered as representative for the cargo to be loaded. | Name/status, company/organization of signatory Place and date Signature on behalf of shipper |

4.3 Certificates of test

4.3.1 To obtain the information required in 4.2.1 the shipper shall arrange for the cargo to be properly sampled and tested. The shipper shall provide the ship's master or his representative with the appropriate certificates of test, if required in this Code.

4.3.2 When a concentrate or other cargo which may liquefy is carried, the shipper shall provide the ship's master or his representative with a signed certificate of the TML, and a signed certificate or declaration of the moisture content. The certificate of TML shall contain, or be accompanied by the result of the test for determining the TML. The declaration of moisture content shall contain, or be accompanied by, a statement by the shipper that the moisture content is, to the best of his knowledge and belief, the average moisture content of the cargo at the time the declaration is presented to the master.

4.3.3 When a concentrate or other cargo which may liquefy is to be loaded into more than one cargo space of a ship, the certificate or the declaration of moisture content shall certify the moisture content of each type of finely grained material loaded into each cargo space. Notwithstanding this requirement, if sampling according to internationally or nationally accepted standard procedures indicates that the moisture content is uniform throughout the consignment, then one certificate or declaration of average moisture content for all cargo spaces is acceptable.

4.3.4 Where certification is required by the individual schedules for cargoes possessing chemical hazards, the certificate shall contain, or be accompanied by, a statement from the shipper that the chemical characteristics of the cargo are, to the best of his knowledge, those present at the time of the ship's loading.

4.4 Sampling procedures

4.4.1 Physical property tests on the consignment are meaningless unless they are conducted prior to loading on truly representative test samples.

4.4.2 Sampling shall be conducted only by persons who have been suitably trained in sampling procedures and who are under the supervision of someone who is fully aware of the properties of the consignment and also the applicable principles and practices of sampling.

4.4.3 Prior to taking samples, and within the limits of practicability, a visual inspection of the consignment which is to form the ship's cargo shall be carried out. Any substantial portions of material which appear to be contaminated or significantly different in characteristics or moisture content from the bulk of the consignment shall be sampled and analysed separately. Depending upon the results obtained in these tests, it may be necessary to reject those particular portions as unfit for shipment.

4.4.4 Representative samples shall be obtained by employing techniques which take the following factors into account:

- .1 the type of material;
- .2 the particle size distribution;

- .3 composition of the material and its variability;
- .4 the manner in which the material is stored, in stockpiles, rail wagons or other containers, and transferred or loaded by material-handling systems such as conveyors, loading chutes, crane grabs, etc.;
- .5 the chemical hazards (toxicity, corrosivity, etc.);
- .6 the characteristics which have to be determined: moisture content, TML, bulk density/stowage factor, angle of repose, etc.;
- .7 variations in moisture distribution throughout the consignment which may occur due to weather conditions, natural drainage, e.g., to lower levels of stockpiles or containers, or other forms of moisture migration; and
- .8 variations which may occur following freezing of the material.

4.4.5 Throughout the sampling procedures, utmost care shall be taken to prevent changes in quality and characteristics. Samples shall be immediately placed in suitable sealed containers which are properly marked.

4.4.6 Unless expressly provided otherwise, sampling for the test required by this Code shall follow an internationally or nationally accepted standard procedure.

4.5 Interval between sampling/testing and loading for TML and moisture content determination

4.5.1 A test to determine the TML of a solid bulk cargo shall be conducted within six months to the date of loading the cargo. Notwithstanding this provision, where the composition or characteristics of the cargo are variable for any reason, a test to determine the TML shall be conducted again after it is reasonably assumed that such variation has taken place.

4.5.2 Sampling and testing for moisture content shall be conducted as near as practicable to the time of loading. If there has been significant rain or snow between the time of testing and loading, check tests shall be conducted to ensure that the moisture content of the cargo is still less than its TML. The interval between sampling/testing and loading shall never be more than seven days.

4.5.3 Samples of frozen cargo shall be tested for the TML or the moisture content after the free moisture has completely thawed.

4.6 Sampling procedures for concentrate stockpiles

4.6.1 It is not practicable to specify a single method of sampling for all consignments since the character of the material and the form in which it is available will affect the selection of the procedure to be used. In the absence of internationally or nationally accepted standard sampling procedures, the following sampling procedures for concentrate stockpiles may be used to determine the moisture content and the TML of mineral concentrates. These procedures are not intended to replace sampling procedures, such as the use of automatic sampling, that achieve equal or superior accuracy of either moisture content or TML.

4.6.2 Sub-samples are taken in a reasonably uniform pattern, where possible from a levelled stockpile.

4.6.3 A plan of the stockpile is drawn and divided into areas, each of which contains approximately 125 t, 250 t or 500 t depending on the amount of concentrate to be shipped. Such a plan will indicate the number of sub-samples required and where each is to be taken. Each sub-sample taken is drawn from approximately 50 cm below the surface of the designated area.

4.6.4 The number of sub-samples and sample size are given by the competent authority or determined in accordance with the following scale:

Consignments of not more than 15,000 t:

One 200 g sub-sample is taken for each 125 t to be shipped.

Consignments of more than 15,000 but not more than 60,000 t:

One 200 g sub-sample is taken for each 250 t to be shipped.

Consignments of more than 60,000 t:

One 200 g sub-sample is taken for each 500 t to be shipped.

4.6.5 Sub-samples for moisture content determination are placed in sealed containers (such as plastic bags, cans or small metallic drums) immediately on withdrawal for conveyance to the testing laboratory, where they are thoroughly mixed in order to obtain a fully representative sample. Where testing facilities are not available at the testing site, such mixing is done under controlled conditions at the stockpile and the representative sample placed in a sealed container and shipped to the test laboratory.

4.6.6 Basic procedural steps include:

- .1 identification of consignment to be sampled;
- .2 determination of the number of individual sub-samples and representative samples, as described in 4.6.4, which are required;
- .3 determination of the positions from which to obtain sub-samples and the method of combining such sub-samples to arrive at a representative sample;
- .4 gathering of individual sub-samples and placing them in sealed containers;
- .5 thorough mixing of sub-samples to obtain the representative sample; and
- .6 placing the representative sample in a sealed container if it has to be shipped to a test laboratory.

4.7 Examples of standardized sampling procedures, for information

ISO 3082: 1998 - Iron ores – Sampling and sample preparation procedures

ISO 1988: 1975 - Hard coal – Sampling

ASTMD 2234-99 - Standard Practice for Collection of a Gross Sample of Coal

Australian Standards

AS 4264.1 - Coal and Coke-Sampling

- Part 1: Higher rank coal – Sampling Procedures

AS 1141 – Series - Methods of sampling and testing aggregates

BS.1017:1989 - Methods of sampling coal and coke

BS 1017 - British Standard Part 1: 1989 methods of sampling of coal

BS 1017 - British Standard Part 2: 1994 methods of sampling of coal

Canadian Standard Sampling Procedure for Concentrate Stockpiles

European Communities Method of Sampling for the Control of Fertilizers

JIS M 8100 - Japanese General Rules for Methods of Sampling Bulk Materials

JIS M 8100: 1992 - Particulate cargoes – General Rules for Methods of Sampling

Polish Standard Sampling Procedure for:

Iron and Manganese Ores – Ref. No. PN-67/H-04000

Non-ferrous Metals – Ref. No. PN-70/H-04900

Russian Federation Standard Sampling Procedure for the Determination of Moisture Content in Ore Concentrates.

4.8 Documentation required on board the ship carrying dangerous goods

4.8.1 Each ship carrying dangerous goods in solid form in bulk shall have a special list or manifest setting forth the dangerous goods on board and the location thereof, in accordance with SOLAS regulation VII/7-2.2. A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods on board, may be used in place of such a special list or manifest.

4.8.2 When dangerous goods in solid form in bulk are carried appropriate instructions on emergency response to incidents involving the cargoes shall be on board.

4.8.3 Cargo ships of 500 gross tonnage and over constructed on or after 1 September 1984 and cargo ships of less than 500 gross tonnage constructed on or after 1 February 1992, subject to SOLAS regulation II-2/19.4 (or II-2/54.3), shall have a Document of compliance when carrying dangerous goods in solid form in bulk except class 6.2 and class 7.

Section 5

Trimming procedures

5.1 General provisions for trimming

5.1.1 Trimming a cargo reduces the likelihood of the cargo shifting and minimizes the air entering the cargo. Air entering the cargo could lead to spontaneous heating. To minimize these risks, cargoes shall be trimmed reasonably level, as necessary.

5.1.2 Cargo spaces shall be as full as practicable without resulting in excessive loading on the bottom structure or 'tween-deck to prevent sliding of a solid bulk cargo. Due consideration shall be given to the amount of a solid bulk cargo in each cargo space, taking into account the possibility of shifting and longitudinal moments and forces of the ship. Cargo shall be spread as widely as practicable to the boundary of the cargo space. Alternate hold loading restrictions, as required by SOLAS chapter XII, may also need to be taken into account.

5.1.3 The master has the right to require that the cargo be trimmed level, where there is any concern regarding stability based upon the information available, taking into account the characteristics of the ship and the intended voyage.

5.2 Special provisions for multi-deck ships

5.2.1 When a solid bulk cargo is loaded only in lower cargo spaces, it shall be trimmed sufficiently to equalize the mass distribution on the bottom structure.

5.2.2 When solid bulk cargoes are carried in 'tween-decks, the hatchways of such 'tween-decks shall be closed in those cases where the loading information indicates an unacceptable level of stress of the bottom structure if the hatchways are left open. The cargo shall be trimmed reasonably level and shall either extend from side to side or be secured by additional longitudinal divisions of sufficient strength. The safe load-carrying capacity of the 'tween-decks shall be observed to ensure that the deck structure is not overloaded.

5.2.3 If coal cargoes are carried in 'tween decks, the hatchways of such 'tween-decks shall be tightly sealed to prevent air moving up through the body of the cargo in the 'tween decks.

5.3 Special provisions for cohesive bulk cargoes

5.3.1 All damp cargoes and some dry ones possess cohesion. For cohesive cargoes, the general provisions in subsection 5.1 shall apply.

5.3.2 The angle of repose is not an indicator of the stability of a cohesive bulk cargo and it is not included in the individual schedules for cohesive cargoes.

5.4 Special provisions for non-cohesive bulk cargoes

5.4.1 Non-cohesive bulk cargoes are those listed in paragraph 1 in appendix 3 and any other cargo not listed in the appendix, exhibiting the properties of a non-cohesive material.

5.4.2 For trimming purposes, solid bulk cargoes can be categorized as cohesive or non-cohesive. The angle of repose is a characteristic of non-cohesive bulk cargoes which is indicative of cargo stability and has been included in the individual schedules for non-cohesive cargoes. The angle of repose of the cargoes shall establish which provisions of this section apply. Methods for determining the angle of repose are given in section 6.

5.4.3 Non-cohesive bulk cargoes having an angle of repose less than or equal to 30°

These cargoes, which flow freely like grain, shall be carried according to the provisions applicable to the stowage of grain cargoes*. The bulk density of the cargo shall be taken into account when determining:

- .1 the scantlings and securing arrangements of divisions and bin bulkheads; and
- .2 the stability effect of free cargo surfaces.

5.4.4 Non-cohesive bulk cargoes having an angle of repose greater than 30° to 35° inclusive

These cargoes shall be trimmed according to the following criteria:

- .1 the unevenness of the cargo surface measured as the vertical distance (Δh) between the highest and lowest levels of the cargo surface shall not exceed $B/10$, where B is the beam of the ship in metres, with a maximum allowable $\Delta h = 1.5$ m; or
- .2 loading is carried out using trimming equipment approved by the competent authority.

5.4.5 Non-cohesive bulk cargoes having an angle of repose greater than 35°

These cargoes shall be trimmed according to the following criteria:

- .1 the unevenness of the cargo surface measured as the vertical distance (Δh) between the highest and lowest levels of the cargo surface shall not exceed $B/10$, where B is the beam of the ship in metres, with a maximum allowable $\Delta h = 2$ m; or
- .2 loading is carried out using trimming equipment approved by the competent authority.

* Reference is made to chapter VI of the SOLAS Convention, and the International Code for the Safe Carriage of Grain in Bulk adopted by the Maritime Safety Committee of the Organization by resolution MSC.23(59).

Section 6

Methods of determining the angle of repose

6.1 General

An angle of repose of a non-cohesive solid bulk material shall be measured by a method approved by the appropriate authority as required by section 4.1.4 of this Code.

6.2 Recommended test methods

There are various methods in use to determine the angle of repose for non-cohesive solid bulk materials. The recommended test methods are listed below:

6.2.1 Tilting box method

This laboratory test method is suitable for non-cohesive granular materials with a grain size not greater than 10 mm. A full description of the equipment and procedure is given in subsection 2.1 of appendix 2.

6.2.2 Shipboard test method

In the absence of a tilting box apparatus, an alternative procedure for determining the approximate angle of repose is given in subsection 2.2 of appendix 2.

Section 7

Cargoes which may liquefy

7.1 Introduction

7.1.1 The purpose of this section is to bring to the attention of masters and others with responsibilities for the loading and carriage of bulk cargoes, the risks associated with liquefaction and the precautions to minimize the risk. Such cargoes may appear to be in a relatively dry granular state when loaded, and yet may contain sufficient moisture to become fluid under the stimulus of compaction and the vibration which occurs during a voyage.

7.1.2 A ship's motion may cause a cargo to shift sufficiently to capsize the vessel. Cargo shift can be divided into two types, namely, sliding failure or liquefaction consequence. Trimming the cargo in accordance with section 5 can prevent sliding failure.

7.1.3 Some cargoes which may liquefy may also heat spontaneously.

7.2 Conditions for hazards

7.2.1 Group A cargoes contain a certain proportion of small particles and a certain amount of moisture. Group A cargoes may liquefy during a voyage even when they are cohesive and trimmed level. Liquefaction can result in cargo shift. This phenomenon may be described as follows:

- .1 the volume of the spaces between the particles reduces as the cargo is compacted owing to the ship motion, etc.;
- .2 the reduction in space between cargo particles causes an increase in water pressure in the space; and
- .3 the increase in water pressure reduces the friction between cargo particles resulting in a reduction in the shear strength of the cargo.

7.2.2 Liquefaction does not occur when one of the following conditions is satisfied:

- .1 the cargo contains very small particles. In this case particle movement is restricted by cohesion and the water pressure in spaces between cargo particles does not increase;
- .2 the cargo consists of large particles or lumps. Water passes through the spaces between the particles and there is no increase in the water pressure. Cargoes which consist entirely of large particles will not liquefy;
- .3 the cargo contains a high percentage of air and low moisture content. Any increase in the water pressure is inhibited. Dry cargoes are not liable to liquefy.

7.2.3 A cargo shift caused by liquefaction may occur when the moisture content exceeds the TML. Some cargoes are susceptible to moisture migration and may develop a dangerous wet base even if the average moisture content is less than the TML. Although the cargo surface may appear dry, undetected liquefaction may take place resulting in shifting of the cargo. Cargoes with high moisture content are prone to sliding, particularly when the cargo is shallow and subject to large heel angles.

7.2.4 In the resulting viscous fluid state cargo may flow to one side of the ship with a roll but not completely return with a roll the other way. Consequently the ship may progressively reach a dangerous heel and capsize quite suddenly.

7.3 Provisions for cargoes which may liquefy

7.3.1 General

7.3.1.1 Concentrates or other cargoes which may liquefy shall only be accepted for loading when the actual moisture content of the cargo is less than its TML. Notwithstanding this provision, such cargoes may be accepted for loading on specially constructed or fitted cargo ships even when their moisture content exceeds the TML.

7.3.1.2 Cargoes which contain liquids other than packaged canned goods or the like shall not be stowed in the same cargo space above or adjacent to these solid bulk cargoes.

7.3.1.3 Adequate measures shall be taken to prevent liquids entering the cargo space in which these solid bulk cargoes are stowed during the voyage.

7.3.1.4 Masters shall be cautioned about the possible danger of using water to cool these cargoes while the ship is at sea. Introducing water may bring the moisture content of these cargoes to a flow state. When necessary, due regard shall be paid to apply water in the form of a spray.

7.3.2 Specially constructed or fitted cargo ships

7.3.2.1 Cargoes having a moisture content in excess of the TML shall only be carried in specially constructed cargo ships or in specially fitted cargo ships.

7.3.2.2 Specially constructed cargo ships shall have permanent structural boundaries, so arranged as to confine any shift of cargo to an acceptable limit. The ship concerned shall carry evidence of approval by the Administration.

7.3.2.3 Specially fitted cargo ships shall be fitted with specially designed portable divisions to confine any shift of cargo to an acceptable limit. Specially fitted cargo ships shall be in compliance with the following requirements:

- .1 The design and positioning of such special arrangements shall adequately provide not only the restraint of the immense forces generated by the flow movement of high-density bulk cargoes, but also for the need to reduce to an acceptable safe level the potential heeling movements arising out of a transverse cargo flow across the cargo space. Divisions provided to meet these requirements shall not be constructed of wood.

- .2 The elements of the ship's structure bounding such cargo shall be strengthened, as necessary.
- .3 The plan of special arrangements and details of the stability conditions on which the design has been based shall have been approved by the Administration. The ship concerned shall carry evidence of approval by the Administration.

7.3.2.4 A submission made to an Administration for approval of such a ship shall include:

- .1 relevant structural drawings, including scaled longitudinal and transverse sections;
- .2 stability calculations, taking into account loading arrangements and possible cargo shift, showing the distribution of cargo and liquids in tanks, and of cargo which may become fluid; and
- .3 any other information which may assist the Administration in the assessment of the submission.

Section 8

Test procedures for cargoes which may liquefy

8.1 General

For a Group A cargo, the actual moisture content and transportable moisture limit shall be determined in accordance with a procedure determined by the appropriate authority as required by section 4.1.4 of this Code, unless the cargo is carried in a specially constructed or fitted ship.

8.2 Test procedures for measurement of moisture content

There are recognized international and national methods for determining moisture content for various materials. Reference is made to paragraph 1.1.4.4 of appendix 2.

8.3 Methods for determining transportable moisture limit

The recommended methods for determining transportable moisture limit are given in appendix 2.

8.4 Complementary test procedure for determining the possibility of liquefaction

A ship's master may carry out a check test for approximately determining the possibility of flow on board ship or at the dockside by the following auxiliary method:

Half fill a cylindrical can or similar container (0.5 to 1 litre capacity) with a sample of the material. Take the can in one hand and bring it down sharply to strike a hard surface such as a solid table from a height of about 0.2 m. Repeat the procedure 25 times at one- or two-second intervals. Examine the surface for free moisture or fluid conditions. If free moisture or a fluid condition appears, arrangements should be made to have additional laboratory tests conducted on the material before it is accepted for loading.

Section 9

Materials possessing chemical hazards

9.1 General

Solid bulk cargoes which may possess a chemical hazard during transport, because of their chemical nature or properties, are in Group B. Some of these materials are classified as dangerous goods and others are materials hazardous only in bulk (MHB). It is essential to obtain current, valid information about the physical and chemical properties of the cargoes to be shipped in bulk, prior to loading.

9.2 Hazard classification

9.2.1 The classification of materials possessing chemical hazards and intended to be shipped in bulk under the requirements of this Code shall be in accordance with 9.2.2 and 9.2.3.

9.2.2 Classification of dangerous goods

SOLAS regulation VII/7 defines dangerous goods in solid form in bulk. For the purpose of this Code, dangerous goods shall be classified in accordance with part 2 of the IMDG Code.

9.2.2.1 Class 4.1: Flammable solids

The materials in this class are readily combustible solids and solids which may cause fire through friction.

9.2.2.2 Class 4.2: Substances liable to spontaneous combustion

The materials in this class are materials, other than pyrophoric materials, which, in contact with air without energy supply, are liable to self-heating.

9.2.2.3 Class 4.3: Substances which, in contact with water, emit flammable gases

The materials in this class are solids which, by interaction with water, are liable to become spontaneously flammable or to give off flammable gases in dangerous quantities.

9.2.2.4 Class 5.1: Oxidizing substances

The materials in this class are materials while in themselves not necessarily combustible, may, generally by yielding oxygen, cause, or contribute to, the combustion of other material.

9.2.2.5 Class 6.1: Toxic substances

The materials in this class are materials liable either to cause death or serious injury or to harm human health if swallowed or inhaled, or by skin contact.

9.2.2.6 Class 7: Radioactive material

The materials in this class are any materials containing radionuclides where both the activity concentration and the total activity in the consignment exceed the values specified in 2.7.7.2.1 to 2.7.7.2.6 of the IMDG Code.

9.2.2.7 Class 8: Corrosive substances

The materials in this class are materials which, by chemical action, will cause severe damage when in contact with living tissue or will materially damage, or even destroy, other goods or the means of transport.

9.2.2.8 Class 9: Miscellaneous dangerous substances and articles

The materials in this class are materials and articles which, during transport, present a danger not covered by other classes.

9.2.3 Materials hazardous only in bulk (MHB)

These are materials which may possess chemical hazards when transported in bulk other than materials classified as dangerous goods in the IMDG Code.

9.3 Stowage and segregation requirements

9.3.1 General requirements

9.3.1.1 The potential hazards of the cargoes in Group B and falling within the classification of 9.2.2 and 9.2.3 entail the need for segregation of incompatible cargoes. Segregation shall also take account of any identified subsidiary risk.

9.3.1.2 In addition to general segregation as between whole classes of materials there may be a need to segregate a particular material from others. In the case of segregation from combustible materials this shall be understood not to include packaging material, ceiling or dunnage; the latter shall in these circumstances be kept to a minimum.

9.3.1.3 For the purpose of segregating incompatible materials, the words “hold” and “compartment” are deemed to mean a cargo space enclosed by steel bulkheads or shell plating and by steel decks. The boundaries of such a space shall be resistant to fire and liquid.

9.3.1.4 When two or more different solid bulk cargoes of Group B are to be carried, the segregation between them shall be in accordance with 9.3.4.

9.3.1.5 Where different grades of a solid bulk cargo are carried in the same cargo space, the most stringent segregation provisions applicable to any of the different grades shall apply to all of them.

9.3.1.6 When solid bulk cargoes of Group B and dangerous goods in packaged form are to be carried, the segregation between them shall be in accordance with 9.3.3.

9.3.1.7 Incompatible materials shall not be handled simultaneously. Upon completion of loading one cargo, the hatch covers of every cargo space shall be closed and the decks cleaned of residue before the loading of other material is commenced. When discharging, the same procedures shall be followed.

9.3.1.8 To avoid contamination, all foodstuffs shall be stowed:

- .1 “separated from” a material which is indicated as toxic;
- .2 “separated by a complete compartment or hold from” all infectious materials;
- .3 “separated from” radioactive materials; and
- .4 “away from” corrosive materials.

The terms are defined in 9.3.3 and 9.3.4, as appropriate.

9.3.1.9 Materials which may evolve toxic gases in sufficient quantities to affect health shall not be stowed in those spaces from where such gases may penetrate into living quarters or ventilation systems connecting to living quarters.

9.3.1.10 Materials which present corrosive hazards of such intensity as to affect either human tissue or the ship’s structure shall only be loaded after adequate precautions and protective measures have been taken.

9.3.1.11 After discharge of toxic or oxidizing cargoes, the spaces used for their carriage shall be inspected for contamination before being used for other cargoes. A space which has been contaminated shall be properly cleaned and examined before being used for other cargoes.

9.3.1.12 After discharge of cargoes, a close inspection shall be made for any residue, which shall be removed before the ship is presented for other cargoes.

9.3.1.13 For cargoes for which in case of an emergency the hatches shall be opened, these hatches shall be kept free to be capable of being opened up.

9.3.2 Special requirements

9.3.2.1 Materials of classes 4.1, 4.2 and 4.3

9.3.2.1.1 Materials of these classes shall be kept as cool and dry as reasonably practicable and, unless expressly provided otherwise in this Code, shall be stowed “away from” all sources of heat or ignition.

9.3.2.1.2 Electrical fittings and cables shall be in good condition and properly safeguarded against short circuits and sparking. Where a bulkhead is required to be suitable for segregation purposes, cable and conduit penetrations of the decks and bulkheads shall be sealed against the passage of gas and vapour.

MSC 85/26/Add.2

ANNEX 3

Page 40

9.3.2.1.3 Cargoes liable to give off vapours or gases which can form an explosive mixture with air shall be stowed in a mechanically ventilated space.

9.3.2.1.4 Prohibition of smoking in dangerous areas shall be enforced, and clearly legible "NO SMOKING" signs shall be displayed.

9.3.2.2 Materials of class 5.1

9.3.2.2.1 Cargoes of this class shall be kept as cool and dry as reasonably practicable and, unless expressly provided otherwise in this Code, shall be stowed "away from" all sources of heat or ignition. They shall also be stowed "separated from" other combustible materials.

9.3.2.2.2 Before loading cargoes of this class, particular attention shall be paid to the cleaning of the cargo spaces into which they will be loaded. As far as reasonably practicable, non-combustible securing and protecting materials shall be used and only a minimum of dry wooden dunnage shall be used.

9.3.2.2.3 Precautions shall be taken to avoid the penetration of oxidizing materials into other cargo spaces, bilges and other spaces which may contain a combustible material.

9.3.2.3 Materials of class 7

9.3.2.3.1 Cargo spaces used for the transport of Low Specific Activity Materials (LSA-I) and Surface Contaminated Objects (SCO-I) shall not be used for other cargoes until decontaminated by a qualified person so that the non-fixed contamination on any surface when averaged over an area of 300 cm² does not exceed the following levels:

4 Bq/cm² (10⁻⁴ μCi/cm²) for beta and gamma emitters and the low-toxicity alpha emitters; natural uranium; natural thorium; uranium-235 or uranium-238; thorium-232; thorium-228 and thorium-230 when contained in ores, physical or chemical concentrates; radionuclides with a half-life of less than 10 days; and

0.4 Bq/cm² (10⁻⁵ μCi/cm²) for all other alpha emitters.

9.3.2.4 Materials of class 8 or materials having similar properties

9.3.2.4.1 These cargoes shall be kept as dry as reasonably practicable.

9.3.2.4.2 Prior to loading these cargoes attention shall be paid to the cleaning of the cargo spaces into which they will be loaded particularly to ensure that these spaces are dry.

9.3.2.4.3 Penetration of these materials into other cargo spaces, bilges, wells and between the ceiling boards shall be prevented.

9.3.2.4.4 Particular attention shall be paid to the cleaning of the cargo spaces after unloading, as residues of these cargoes may be highly corrosive to the ship's structure. Hosing down of the cargo spaces followed by careful drying shall be considered.

9.3.3 Segregation between bulk materials possessing chemical hazards and dangerous goods in packaged form

9.3.3.1 Unless otherwise required in this section or in the individual schedules, segregation between solid bulk cargoes of Group B and dangerous goods in packaged form shall be in accordance with the following table.

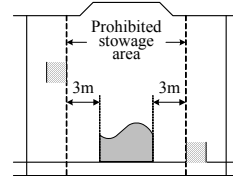
The Dangerous Goods List of the IMDG Code shall be consulted for additional requirements with regard to stowage and segregation of packaged dangerous goods.

| Bulk cargo (classified as dangerous goods) | Dangerous goods in packaged form | | | | | | | | | | | | | | | | |
|---|----------------------------------|-------------------|-----|-----|-----|------------|---|-----|-----|-----|-----|-----|-----|-----|---|---|---|
| | Class/ division | 1.1 1.2 1.5 | 1.3 | 1.4 | 2.1 | 2.2 2.3 | 3 | 4.1 | 4.2 | 4.3 | 5.1 | 5.2 | 6.1 | 6.2 | 7 | 8 | 9 |
| Flammable solids | 4.1 | 4 | 3 | 2 | 2 | 2 | 2 | X | 1 | X | 1 | 2 | X | 3 | 2 | 1 | X |
| Substances liable to spontaneous combustion | 4.2 | 4 | 3 | 2 | 2 | 2 | 2 | 1 | X | 1 | 2 | 2 | 1 | 3 | 2 | 1 | X |
| Substances which, in contact with water, emit flammable gases | 4.3 | 4 | 4 | 2 | 1 | X | 2 | X | 1 | X | 2 | 2 | X | 2 | 2 | 1 | X |
| Oxidizing substances (agents) | 5.1 | 4 | 4 | 2 | 2 | X | 2 | 1 | 2 | 2 | X | 2 | 1 | 3 | 1 | 2 | X |
| Toxic substances | 6.1 | 2 | 2 | X | X | X | X | X | 1 | X | 1 | 1 | X | 1 | X | X | X |
| Radioactive materials | 7 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | X | 3 | X | 2 | X |
| Corrosive substances | 8 | 4 | 2 | 2 | 1 | X | 1 | 1 | 1 | 1 | 2 | 2 | X | 3 | 2 | X | X |
| Miscellaneous dangerous substances and articles | 9 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Materials hazardous only in bulk (MHB) | MHB | X | X | X | X | X | X | X | X | X | X | X | X | 3 | X | X | X |

Numbers relate to the following segregation terms:

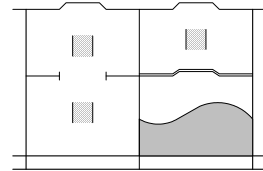
- 1 “Away from”:

Effectively segregated so that incompatible materials cannot interact dangerously in the event of an accident but may be carried in the same hold or compartment or on deck provided a minimum horizontal separation of 3 metres, projected vertically, is provided.



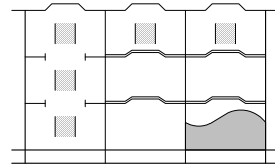
- 2 “Separated from”:

In different holds when stowed under deck. Provided an intervening deck is resistant to fire and liquid, a vertical separation, i.e. in different compartments, may be accepted as equivalent to this segregation.



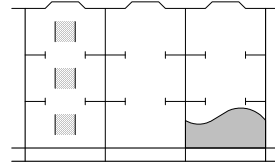
- 3 “Separated by a complete compartment or hold from”:

Means either a vertical or a horizontal separation. If the decks are not resistant to fire and liquid, then only a longitudinal separation, i.e. by an intervening complete compartment, is acceptable.



- 4 “Separated longitudinally by an intervening complete compartment or hold from”:

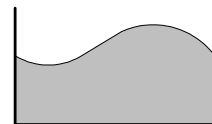
Vertical separation alone does not meet this requirement.



- X Segregation, if any, is shown in the Dangerous Goods List of the IMDG Code or in the individual schedules in this Code.

Legend

Reference bulk material



Packages containing incompatible goods



Deck resistant to liquid and fire



NOTE: Vertical lines represent transverse watertight bulkheads between cargo spaces.

9.3.4 Segregation between solid bulk cargoes possessing chemical hazards

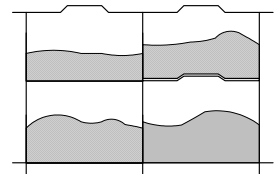
Unless otherwise required in this section or in the individual schedules for cargoes of Group B, segregation between solid bulk cargoes possessing chemical hazards shall be according to the following table:

| Solid bulk materials | | | | | | | | | | |
|---|--------------------|-----|-----|-----|-----|-----|---|---|---|-----|
| | Class/ division | 4.1 | 4.2 | 4.3 | 5.1 | 6.1 | 7 | 8 | 9 | MHB |
| Flammable solids | 4.1 | X | | | | | | | | |
| Substances liable to spontaneous combustion | 4.2 | 2 | X | | | | | | | |
| Substances which, in contact with water, emit flammable gases | 4.3 | 3 | 3 | X | | | | | | |
| Oxidizing substances | 5.1 | 3 | 3 | 3 | X | | | | | |
| Toxic substances | 6.1 | X | X | X | 2 | X | | | | |
| Radioactive materials | 7 | 2 | 2 | 2 | 2 | 2 | X | | | |
| Corrosive substances | 8 | 2 | 2 | 2 | 2 | X | 2 | X | | |
| Miscellaneous dangerous substances and articles | 9 | X | X | X | X | X | 2 | X | X | |
| Materials hazardous only in bulk (MHB) | MHB | X | X | X | X | X | 2 | X | X | X |

Numbers relate to the following segregation terms:

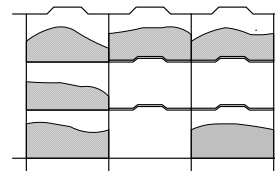
2 “Separated from”:

In different holds when stowed under deck. Provided an intervening deck is resistant to fire and liquid, a vertical separation, i.e. in different compartments, may be accepted as equivalent to this segregation.



3 “Separated by a complete compartment or hold from”:

Either a vertical or a horizontal separation. If the decks are not resistant to fire and liquid, then only a longitudinal separation, i.e. by an intervening complete compartment, is acceptable.



X Segregation, if any, is shown in the individual schedules in this Code.

TSFS 2010:166

Bilaga 1

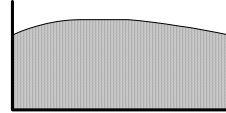
MSC 85/26/Add.2

ANNEX 3

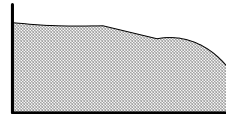
Page 44

Legend

Reference bulk material



Incompatible bulk material



Deck resistant to liquid and fire



NOTE: Vertical lines represent transverse watertight bulkheads between cargo spaces.

Section 10

Carriage of solid wastes in bulk

10.1 Preamble

10.1.1 The transboundary movement of wastes represents a threat to human health and to the environment.

10.1.2 Wastes shall be carried in accordance with the relevant international recommendations and conventions and in particular, where it concerns transport in bulk by sea, with the provisions of this Code.

10.2 Definitions

10.2.1 *Wastes*, for the purpose of this section, means solid bulk cargoes containing or contaminated with one or more constituents which are subject to the provisions of this Code applicable to cargoes of classes 4.1, 4.2, 4.3, 5.1, 6.1, 8 or 9 for which no direct use is envisaged but which are carried for dumping, incineration or other methods of disposal.

10.2.2 *Transboundary movement of waste* means any shipment of wastes from an area under the national jurisdiction of one country to or through an area under the national jurisdiction of another country, or to or through an area not under the national jurisdiction of any country provided at least two countries are involved in the movement.

10.3 Applicability

10.3.1 The provisions of this section are applicable to the transport of wastes in bulk by ships and shall be considered in conjunction with all other provisions of this Code.

10.3.2 Solid cargoes containing or contaminated with radioactive materials shall be subject to the provisions applicable to the transport of radioactive materials and shall not be considered as wastes for the purposes of this section.

10.4 Transboundary movements under the Basel Convention *

Transboundary movement of wastes shall be permitted to commence only when:

- .1 notification has been sent by the competent authority of the country of origin, or by the generator or exporter through the channel of the competent authority of the country of origin, to the country of final destination; and
- .2 the competent authority of the country of origin, having received the written consent of the country of final destination stating that the wastes will be safely incinerated or treated by other methods of disposal, has given authorization for the movement.

* Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal (1989).

10.5 Documentation

In addition to the required documentation for the transport of solid bulk cargoes all transboundary movements of wastes shall be accompanied by a waste movement document from the point at which a transboundary movement commences to the point of disposal. This document shall be available at all times to the competent authorities and to all persons involved in the management of waste transport operations.

10.6 Classification of wastes

10.6.1 A waste containing only one constituent which is a cargo subject to the provisions of this Code applicable to cargoes of classes 4.1, 4.2, 4.3, 5.1, 6.1, 8 or 9 shall be regarded as being that particular cargo. If the concentration of the constituent is such that the waste continues to present a hazard inherent in the constituent itself, it shall be classified as the class applicable to that constituent.

10.6.2 A waste containing two or more constituents which are cargoes subject to the provisions of this Code applicable to cargoes of classes 4.1, 4.2, 4.3, 5.1, 6.1, 8 or 9 shall be classified under the applicable class in accordance with their dangerous characteristics and properties as described in 10.6.3 and 10.6.4.

10.6.3 The classification according to dangerous characteristics and properties shall be carried out as follows:

- .1 determination of the physical and chemical characteristics and physiological properties by measurement or calculation followed by classification according to the criteria applicable to the constituents; or
- .2 if the determination is not practicable, the waste shall be classified according to the constituent presenting the predominant hazard.

10.6.4 In determining the predominant hazard, the following criteria shall be taken into account:

- .1 if one or more constituents fall within a certain class and the waste presents a hazard inherent in these constituents, the waste shall be included in that class; or
- .2 if there are constituents falling under two or more classes, the classification of the waste shall take into account the order of precedence applicable to cargoes with multiple hazards set out in the IMDG Code.

10.7 Stowage and handling of wastes

Wastes shall be stowed and handled in accordance with the provisions of sections 1 to 9 of this Code and with any additional provisions included in the individual schedules for cargoes in Group B applicable to the constituents presenting the hazards.

10.8 Segregation

Wastes shall be segregated in accordance with the provisions of 9.3.3 and 9.3.4, as appropriate.

10.9 Accident procedures

In the event that, during transport, a waste will constitute a danger for the carrying ship or the environment, the master shall immediately inform the competent authorities of the countries of origin and destination and receive advice on the action to be taken.

Section 11

Security provisions

Introductory note

The provisions of this section address the security of bulk cargoes in transport by sea. It should be borne in mind that some substances shipped as bulk cargo may, through their intrinsic nature, or when shipped in combination with other substances, be used as constituents for, or enhance the effect of, weapons used in the commission of unlawful acts. (It should also be borne in mind that ships used to carry bulk cargoes may also be used as a means to transport unauthorized weapons, incendiary devices or explosives, irrespective of the nature of the cargo carried.) National competent authorities may apply additional security provisions, which should be considered when offering or transporting bulk cargoes. The provisions of this chapter remain recommendatory except subsection 11.1.1.

11.1 General provisions for companies, ships and port facilities

11.1.1 The relevant provisions of chapter XI-2 of SOLAS 74, as amended, and of part A of the ISPS Code shall apply to companies, ships and port facilities both engaged in the handling and transport of solid bulk cargoes and to which regulation XI-2 of SOLAS 74, as amended, applies, taking into account the guidance given in part B of the ISPS Code.

11.1.2 Due regard should be given to the security-related provisions of the ILO/IMO Code of practice on security in ports and the IMDG Code, as appropriate.

11.1.3 Any shore-based company personnel, ship-based personnel and port facility personnel engaged in the handling and transport of bulk cargoes should be aware of any security requirements for such cargoes, in addition to those specified in the ISPS Code, and commensurate with their responsibilities.

11.1.4 The training of the company security officer, shore-based company personnel having specific security duties, port facility security officer and port facility personnel having specific duties, engaged in the handling and transport of bulk cargoes, should also include elements of security awareness related to the nature of those cargoes, for example where such cargoes are materials hazardous only in bulk.

11.1.5 All shipboard personnel and port facility personnel who are not mentioned in subsection 11.1.4 and are engaged in the transport of bulk cargoes should be familiar with the provisions of the relevant security plans related to those cargoes, commensurate with their responsibilities.

11.2 General provisions for shore-side personnel

11.2.1 For the purpose of this subsection, shore-side personnel covers individuals such as those who:

- prepare transport documents for bulk cargoes;
- offer bulk cargoes for transport;
- accept bulk cargoes for transport;
- handle bulk cargoes;
- prepare bulk cargoes' loading/stowage plans;
- load/unload bulk cargoes into/from ships; and
- enforce or survey or inspect for compliance with applicable rules and regulations; or
- are otherwise involved in the handling and transport of bulk cargoes as determined by the competent authority.

However, the provisions of subsection 11.2 do not apply to:

- the company security officer and appropriate shore-based personnel mentioned in section A/13.1 of the ISPS Code;
- the ship security officer and the shipboard personnel mentioned in sections A/13.2 and A/13.3 of the ISPS Code; and
- the port facility security officer, the appropriate port facility security personnel and the port facility personnel having specific security duties mentioned in sections A/18.1 and A/18.2 of the ISPS Code.

For the training of those officers and personnel, refer to the ISPS Code.

11.2.2 Shore-side personnel engaged in transport by sea of bulk cargoes should consider security provisions for the transport of bulk cargoes commensurate with their responsibilities.

11.2.3 Security training

11.2.3.1 The training of shore-side personnel should also include elements of security awareness, the need to control access to cargoes and ships, and general guidance on the types of bulk cargoes of security significance.

11.2.3.2 Security awareness training should address the nature of security risks, recognizing security risks, methods to address and reduce risks and actions to be taken in the event of a security breach. It should include awareness of security plans (if appropriate, refer to subsection 11.3), commensurate with the responsibilities of individuals and their part in implementing security plans.

11.2.3.3 Such training should be provided or verified upon employment in a position involving transport of bulk cargoes by sea and should be periodically supplemented with retraining.

11.2.3.4 Records of all security training undertaken should be kept by the employer and made available to the employee if requested.

11.3 Provisions for high consequence solid bulk cargoes

11.3.1 For the purposes of this subsection, high consequence solid bulk cargoes with high potential security implications are those which have the potential for misuse in an unlawful act and which may, as a result, produce serious consequences such as mass casualties or mass destruction, for example, Class 5.1 ammonium nitrate UN 1942 and ammonium nitrate fertilizers UN 2067.

11.3.2 The provisions of this subsection do not apply to ships and to port facilities (see the ISPS Code for ship security plan and for port security plan).

11.3.3 Consignors and others engaged in the transport of solid bulk cargoes with high potential security implications should adopt, implement and comply with a security plan that addresses at least the elements specified in subsection 11.3.4.

11.3.4 The security plan should comprise at least the following elements:

- .1 specific allocation of responsibilities for security to competent and qualified persons with appropriate authority to carry out their responsibilities;
- .2 records of bulk cargoes with high potential security implications or types of bulk cargoes with high potential security implications transported;
- .3 review of current operations and assessment of vulnerabilities, including intermodal transfer, temporary transit storage, handling and distribution, as appropriate;
- .4 clear statements of measures, including training, policies (including response to higher threat conditions, new employee/employment verification, etc.), operating practices (e.g., choice/use of routes where known, control of access to ships, bulk cargo storage and loading areas, proximity to vulnerable infrastructure, etc.), equipment and resources that are to be used to reduce security risks;
- .5 effective and up-to-date procedures for reporting and dealing with security threats, breaches of security or security-related incidents;
- .6 procedures for the evaluation and testing of security plans and procedures for periodic review and update of the plans;
- .7 measures to ensure the security of transport information contained in the plan; and
- .8 measures to ensure that the distribution of transport information is limited as far as possible.

Section 12

Stowage factor conversion tables

12.1 Cubic metres per metric tonne to cubic feet per long ton (2240 lb, 1016 kg)

Factor: 1 m³/t = 35.87 ft³/ton (rounded to the nearest hundredth of a ft³/ton)

| m ³ /t | 0.00 | 0.01 | 0.02 | 0.03 | 0.04 | 0.05 | 0.06 | 0.07 | 0.08 | 0.09 |
|-------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 0.0 | - | 0.36 | 0.72 | 1.08 | 1.43 | 1.79 | 2.15 | 2.51 | 2.87 | 3.23 |
| 0.1 | 3.59 | 3.95 | 4.30 | 4.66 | 5.02 | 5.38 | 5.74 | 6.10 | 6.46 | 6.82 |
| 0.2 | 7.17 | 7.53 | 7.89 | 8.25 | 8.61 | 8.97 | 9.33 | 9.68 | 10.04 | 10.40 |
| 0.3 | 10.76 | 11.12 | 11.48 | 11.84 | 12.20 | 12.55 | 12.91 | 13.27 | 13.63 | 13.99 |
| 0.4 | 14.35 | 14.71 | 15.07 | 15.42 | 15.78 | 16.14 | 16.50 | 16.86 | 17.22 | 17.58 |
| 0.5 | 17.94 | 18.29 | 18.65 | 19.01 | 19.37 | 19.73 | 20.09 | 20.45 | 20.80 | 21.16 |
| 0.6 | 21.52 | 21.88 | 22.24 | 22.60 | 22.96 | 23.32 | 23.67 | 24.03 | 24.39 | 24.75 |
| 0.7 | 25.11 | 25.47 | 25.83 | 26.19 | 26.54 | 26.90 | 27.26 | 27.62 | 27.98 | 28.34 |
| 0.8 | 28.70 | 29.05 | 29.41 | 29.77 | 30.13 | 30.49 | 30.85 | 31.21 | 31.57 | 31.92 |
| 0.9 | 32.28 | 32.64 | 33.00 | 33.36 | 33.72 | 34.08 | 34.44 | 34.79 | 35.15 | 35.51 |
| 1.0 | 35.87 | 36.23 | 36.59 | 36.95 | 37.31 | 37.66 | 38.02 | 38.38 | 38.74 | 39.10 |
| 1.1 | 39.46 | 39.82 | 40.17 | 40.53 | 40.89 | 41.25 | 41.61 | 41.97 | 42.33 | 42.69 |
| 1.2 | 43.04 | 43.40 | 43.76 | 44.12 | 44.48 | 44.84 | 45.20 | 45.56 | 45.91 | 46.27 |
| 1.3 | 46.63 | 46.99 | 47.35 | 47.71 | 48.07 | 48.43 | 48.78 | 49.14 | 49.50 | 49.86 |
| 1.4 | 50.22 | 50.58 | 50.94 | 51.29 | 51.65 | 52.01 | 52.37 | 52.73 | 53.09 | 53.45 |
| 1.5 | 53.81 | 54.16 | 54.52 | 54.88 | 55.24 | 55.60 | 55.96 | 56.32 | 56.67 | 57.03 |
| 1.6 | 57.39 | 57.75 | 58.11 | 58.47 | 58.83 | 59.19 | 59.54 | 59.90 | 60.26 | 60.62 |

ft³/ton

12.2 Cubic feet per long ton (ft³/ton) (2240 lb, 1016 kg) to cubic metres per metric tonne (m³/t) (2204 lb, 1000 kg)

Factor: 1 ft³/ton = 0.02788 m³/t (rounded to the nearest ten thousandth of a m³/t)

| ft ³ /ton | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 0 | - | 0.0279 | 0.0558 | 0.0836 | 0.1115 | 0.1394 | 0.1676 | 0.1952 | 0.2230 | 0.2509 |
| 10 | 0.2788 | 0.3067 | 0.3346 | 0.3624 | 0.3903 | 0.4182 | 0.4461 | 0.4740 | 0.5018 | 0.5297 |
| 20 | 0.5576 | 0.5855 | 0.6134 | 0.6412 | 0.6691 | 0.6970 | 0.7249 | 0.7528 | 0.7806 | 0.8085 |
| 30 | 0.8364 | 0.8643 | 0.8922 | 0.9200 | 0.9479 | 0.9758 | 1.0037 | 1.0316 | 1.0594 | 1.0873 |
| 40 | 1.1152 | 1.1431 | 1.1710 | 1.1988 | 1.2267 | 1.2546 | 1.2825 | 1.3104 | 1.3382 | 1.3661 |
| 50 | 1.3940 | 1.4219 | 1.4498 | 1.4776 | 1.5055 | 1.5334 | 1.5613 | 1.5892 | 1.6170 | 1.6449 |
| 60 | 1.6728 | 1.7007 | 1.7286 | 1.7564 | 1.7843 | 1.8122 | 1.8401 | 1.8680 | 1.8958 | 1.9237 |
| 70 | 1.9516 | 1.9795 | 2.0074 | 2.0352 | 2.0631 | 2.0910 | 2.1189 | 2.1468 | 2.1746 | 2.2025 |
| 80 | 2.2304 | 2.2583 | 2.2862 | 2.3140 | 2.3419 | 2.3698 | 2.3977 | 2.4256 | 2.4534 | 2.4818 |
| 90 | 2.5092 | 2.5371 | 2.5650 | 2.5928 | 2.6207 | 2.6486 | 2.6765 | 2.7044 | 2.7322 | 2.7601 |
| 100 | 2.7880 | 2.8159 | 2.8438 | 2.8716 | 2.8995 | 2.9274 | 2.9553 | 2.9832 | 3.0110 | 3.0389 |

m³/t

Section 13

References to related information and recommendations

13.1 General

This section lists the references to the IMO instruments relevant to the requirements in this Code. It should be noted that this listing is not exhaustive.

13.2 Reference list*

The references to the subsections in this Code, references to the relevant IMO instruments and subjects are in the following tables. Column 1 contains the references to the subsection numbers in this Code. Column 2 contains the references to the relevant IMO Instruments. Column 3 identifies the relevant subjects.

| Reference to subsections in this Code (1) | Reference to the relevant IMO instruments (2) | Subject (3) |
|---|---|-------------|
|---|---|-------------|

13.2.1 Dangerous goods and classification

| | | |
|-----|--|-----------------------------------|
| 9.2 | IMDG Code (SOLAS VII/1.1) SOLAS VII/1.2 | Classification of dangerous goods |
|-----|--|-----------------------------------|

13.2.2 Stability

| | | |
|-------|----------------|--------------------------------------|
| 2.1.3 | SOLAS II-1/22 | Stability information |
| 2.1.3 | SOLAS VI/6.1 | Stability information |
| 2.1.3 | SOLAS VI/7.2.1 | Stability information |
| 2.1.3 | SOLAS VI/7.4 | Loading and trimming of bulk cargoes |
| 2.1.3 | SOLAS XII/8 | Stability information |

13.2.3 Fire-extinguishing arrangements

| | | |
|------------------|----------------------|--|
| General Group B | SOLAS II-2/10.7 | Fire-extinguishing arrangements in cargo spaces |
| General | FSS Code, chapter 9 | Fixed fire detection and fire alarm systems |
| General | FSS Code, chapter 10 | Sample extraction smoke detection systems |
| Group B | SOLAS II-2/19 | Special requirements for ships carrying dangerous goods |
| Group A, B and C | MSC/Circ.1146 | List of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted |

* A reference to a provision in the SOLAS Convention is given in the form chapter/regulation. For example, SOLAS regulation II-1/22 means regulation 22 in chapter II-1 of the Convention.

13.2.4 Ventilation

| | | |
|-----------------|---|--|
| General Group B | International Convention on Load Lines 1966, Annex I, regulation 19 | Ventilation openings |
| General Group B | SOLAS II-2/9.7 | Ventilation systems |
| General Group B | SOLAS II-2/19.3.4 | Ventilation for ships carrying dangerous goods |

13.2.5 Personnel protection

| | | |
|-----------------|---|------------------------------------|
| General Group B | IMO/WHO/ILO Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) | First aid measures |
| General Group B | SOLAS II-2/10.10 and FSS Code, chapter 3 | Fire-fighter’s outfits |
| General Group B | SOLAS II-2/19.3.6.1 and FSS Code, chapter 3 | Protective clothing |
| General Group B | SOLAS II-2/19.3.6.2 and FSS Code, chapter 3 | Self-contained breathing apparatus |

13.2.6 Gas detection

| | | |
|---------|---|---|
| General | SOLAS VI/3 | Oxygen analysis and gas detection equipment |
| General | Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds (MSC.1/Circ.1264), section 3 | Gas detection equipment for fumigation |

13.2.7 Minimum information/documentation

| | | |
|-------|-----------------------------|---|
| 4.8.3 | SOLAS II-2/19.4 | Document of compliance for carriage of dangerous goods |
| 4.2 | SOLAS VI/2 | Cargo information |
| 4.2 | SOLAS XII/10 SOLAS XII/8 | Density of bulk cargoes Cargo restrictions and other information |
| 4.2 | SOLAS VI/7.2 | Stability and other information on ships |
| 4.2 | SOLAS VII/7-2 | Documentation for solid bulk dangerous goods |

13.2.8 Insulation of machinery space boundaries

| | | |
|---------|---------------------------|---|
| Group B | SOLAS II-2/3.2, 3.4, 3.10 | Definitions of “A”, “B” and “C” class divisions |
| Group B | SOLAS II-2/9.2 | Fire integrity of bulkheads and decks |
| Group B | SOLAS II-2/19.3.8 | Insulation requirement (“A-60”) |

13.2.9 Fumigation

| | | |
|-----|---|--|
| 3.6 | Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds (MSC.1/Circ.1264), section 3 | Fumigation, application of fumigation, fumigants, safety precautions |
| 3.6 | SOLAS VI/4 | Use of pesticides in ships |

13.2.10 Segregation

| | | |
|-------|--------------------------|---|
| 9.3 | SOLAS VII/7-3 | Stowage and segregation requirement |
| 9.3.3 | IMDG Code, chapter 7.2.6 | Segregation between bulk materials possessing chemical hazards and dangerous goods in packaged form |

13.2.11 Transport of solid wastes in bulk

| | | |
|------|--|--|
| 10.4 | Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal (1989) | Permitted transboundary movement of wastes |
| 10.6 | IMDG Code, chapter 7.8.4 | Classification of wastes |

13.2.12 Entering enclosed spaces

| | | |
|-------|---------------------------------------|---|
| 3.2.4 | Resolution A.864(20), 5 December 1997 | Recommendations for entering enclosed spaces aboard ships |
|-------|---------------------------------------|---|

13.2.13 Avoidance of excessive stresses

| | | |
|-------|-------------------|---------------------|
| 2.1.2 | SOLAS XII/5 and 6 | Structural strength |
| 2.1.2 | SOLAS XII/11 | Loading instrument |

APPENDIX 1

INDIVIDUAL SCHEDULES OF SOLID BULK CARGOES

MSC 85/26/Add.2

ANNEX 3

Page 56

ALFALFA**DESCRIPTION**

Material derived from dried alfalfa grass. Shipped in the form of meal, pellets, etc.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 508 to 719 | 1.39 to 1.97 |
| SIZE | CLASS | GROUP |
| Fine powder | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

Prior to loading of this cargo, a certificate shall be provided by a competent authority or shipper stating that the material as shipped does not meet the requirements for seed cake. Shipments which do meet the oil and moisture criteria for SEED CAKE shall comply with the requirements for SEED CAKE (a) UN 1386, SEED CAKE (b) UN 1386 or SEED CAKE UN 2217.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

ALUMINA

DESCRIPTION

Alumina is a fine, white odourless powder with little or no moisture. Insoluble in organic liquids. Moisture content: 0% to 5%. If wet, alumina is un pumpable. This cargo is insoluble in water.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 781 to 1087 | 0.92 to 1.28 |
| SIZE | CLASS | GROUP |
| Fine Powder | Not applicable | C |

HAZARD

Alumina dust is very abrasive and penetrating. Irritating to eyes and mucous membranes. This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo. Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 58

DISCHARGE

No special requirements.

CLEAN-UP

The water used for the cleaning of the cargo spaces, after discharge of this cargo, shall not be pumped by the fixed bilge pumps. A portable pump shall be used, as necessary, to clear the cargo spaces of the water.

ALUMINA, CALCINED

DESCRIPTION

Light to dark grey in colour. No moisture content. This cargo is insoluble in water.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|---------------------------|--|---|
| Not applicable | 1639 | 0.61 |
| SIZE | CLASS | GROUP |
| Small particles and lumps | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 60

CLEAN-UP

The water used for the cleaning of the cargo spaces, after discharge of this cargo, shall not be pumped by the fixed bilge pumps. A portable pump shall be used, as necessary, to clear the cargo spaces of the water.

ALUMINA SILICA

DESCRIPTION

White, consists of alumina and silica crystals. Low moisture content (1% to 5%).

Lumps 60%.

Coarse grained powder – 40%. This cargo is insoluble in water.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1429 | 0.70 |
| SIZE | CLASS | GROUP |
| Not applicable | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 62

DISCHARGE

No special requirements.

CLEAN-UP

The water used for the cleaning of the cargo spaces, after discharge of this cargo, shall not be pumped by the fixed bilge pumps. A portable pump shall be used, as necessary, to clear the cargo spaces of the water.

ALUMINA SILICA, Pellets

DESCRIPTION

White to off-white. No moisture content.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|---|-----------------------------------|------------------------------------|
| Not applicable | 1190 to 1282 | 0.78 to 0.84 |
| SIZE | CLASS | GROUP |
| Length: 6.4 mm to 25.4 mm Diameter: 6.4 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 64

ALUMINIUM FERROSILICON POWDER UN 1395**DESCRIPTION**

Fine powder or briquettes.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|-----------------|------------------------------------|
| Not applicable | - | | - |
| SIZE | CLASS | SUBSIDIARY RISK | GROUP |
| Not applicable | 4.3 | 6.1 | B |

HAZARD

In contact with water may evolve hydrogen, a flammable gas which may form an explosive mixture in air. Impurities may, under similar conditions, produce phosphine and arsine, which are highly toxic gases.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

“Separated from” foodstuffs and all class 8 liquids.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Prior to loading this cargo, a certificate shall be provided by the manufacturer or shipper stating that the material was stored under cover, but exposed to the weather in the particle size to be shipped, for not less than 3 days prior to shipment. The bulkheads between the cargo spaces and the engine-room shall be gastight and shall be inspected and approved by the competent authority. During handling of this cargo, “NO SMOKING” signs shall be posted on decks and in areas adjacent to cargo spaces and no naked lights shall be permitted in these areas. At least two sets of self-contained breathing apparatus, in addition to those required by SOLAS regulation II-2/10.10, shall be provided on board.

VENTILATION

Continuous mechanical ventilation shall be conducted during the voyage for the cargo spaces carrying this cargo. If maintaining ventilation endangers the ship or the cargo, it may be interrupted unless there is a risk of explosion or other danger due to interruption of the ventilation. In any case mechanical ventilation shall be maintained for a reasonable period prior to discharge.

CARRIAGE

For quantitative measurements of hydrogen, phosphine and arsine and silane, suitable detectors for each gas or combination of gases shall be on board while this cargo is carried. The detectors shall be of certified safe type for use in explosive atmosphere. The concentrations of these gases in the cargo spaces carrying this cargo shall be measured regularly, during the voyage, and the results of the measurements shall be recorded and kept on board.

DISCHARGE

No special requirements.

CLEAN-UP

After discharge of this cargo, the cargo spaces shall be swept clean twice. Water shall not be used for cleaning of the cargo space which has contained this cargo, because of danger of gas.

EMERGENCY PROCEDURES

| |
|--|
| <p><u>SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED</u></p> <p>Self-contained breathing apparatus.</p> |
| <p><u>EMERGENCY PROCEDURES</u></p> <p>Wear self-contained breathing apparatus.</p> <p><u>EMERGENCY ACTION IN THE EVENT OF FIRE</u></p> <p>Batten down and use CO₂ if available. Do not use water.</p> <p><u>MEDICAL FIRST AID</u></p> <p>Refer to the Medical First Aid Guide (MFAG), as amended.</p> |

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 66

ALUMINIUM NITRATE UN 1438**DESCRIPTION**

Colourless or white crystals. Soluble in water.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | - | - |
| SIZE | CLASS | GROUP |
| Not applicable | 5.1 | B |

HAZARD

If involved in a fire will greatly intensify the burning of combustible materials and yield toxic nitrous fumes. Although non-combustible, mixtures with combustible material are easily ignited and may burn fiercely.

STOWAGE & SEGREGATION

“Separated from” foodstuffs.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Due regard shall be paid to prevent contact of the cargo and combustible materials.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Protective clothing (gloves, overalls, headgear).
Self-contained breathing apparatus.
Spray nozzles.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Use copious quantities of water, which is best applied in the form of a spray to avoid disturbing the surface of the material. The material may fuse or melt; in which condition application of water may result in extensive scattering of the molten materials. Exclusion of air or the use of CO₂ will not control the fire. Due consideration should be given to the effect on the stability of the ship due to accumulated water.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFA), as amended.

ALUMINIUM SILICON POWDER, UNCOATED UN 1398**DESCRIPTION**

Powder

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | - | - |
| SIZE | CLASS | GROUP |
| Not applicable | 4.3 | B |

HAZARD

In contact with water may evolve hydrogen, a flammable gas which may form explosive mixtures with air. Impurities may, under similar circumstances, produce phosphine and arsine, which are highly toxic gases. May also evolve silanes, which are toxic and may ignite spontaneously.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

“Separated from” foodstuffs and all class 8 liquids.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable before loading, during loading and during voyage. This cargo shall not be loaded during precipitation. During loading of this cargo all non-working hatches of the cargo spaces to which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Prior to loading this cargo, a certificate shall be provided by the manufacturer or shipper stating that the material was stored under cover, but exposed to the weather in the particle size to be shipped, for not less than 3 days prior to shipment. The bulkheads between the cargo spaces and the engine-room shall be gastight and shall be inspected and approved by the competent authority. During handling of this cargo, “NO SMOKING” signs shall be posted on decks and in areas adjacent to cargo spaces and no naked lights shall be permitted in these areas. This cargo shall be loaded in cargo spaces fitted with mechanical ventilation having at least two separate fans. The total ventilation shall be at least six air changes per hour, based on the empty space. At least two sets of self-contained breathing apparatus, in addition to those required by SOLAS regulation II-2/10.10, shall be provided on board.

VENTILATION

Continuous mechanical ventilation shall be conducted during the voyage for the cargo spaces carrying this cargo. If maintaining ventilation endangers the ship or the cargo, it may be interrupted unless there is a risk of explosion or other danger due to interruption of the ventilation. In any case mechanical ventilation shall be maintained for a reasonable period prior to discharge. Ventilation shall be arranged such that any escaping gases are minimized from reaching living quarters on or under the deck.

CARRIAGE

For quantitative measurements of hydrogen, phosphine, arsine, suitable detectors for each gas or combination of gases shall be on board while this cargo is carried. The detectors shall be of certified safe type for use in explosive atmosphere. The concentrations of these gases in the cargo spaces carrying this cargo shall be measured regularly, during the voyage, and the results of the measurements shall be recorded and kept on board.

DISCHARGE

No special requirements.

CLEAN-UP

After discharge of this cargo, the cargo spaces shall be swept clean twice.

Water shall not be used for cleaning of the cargo space which has contained this cargo, because of danger of gas.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down and use CO₂ if available. **Do not use water.**

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

**ALUMINIUM SMELTING BY-PRODUCTS or
ALUMINIUM REMELTING BY-PRODUCTS UN 3170****DESCRIPTION**

Aluminium smelting by-products are wastes from the aluminium manufacturing process. Grey or black powder or lumps with some metallic inclusions. The term encompasses various different waste materials, which include but are not limited to:

ALUMINIUM DROSS**SPENT CATHODES****ALUMINIUM SALT SLAGS****SPENT POTLINER****ALUMINIUM SKIMMINGS****CHARACTERISTICS**

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 1220 | 0.82 |
| SIZE | CLASS | GROUP |
| Not applicable | 4.3 | B |

HAZARD

Contact with water may cause heating with possible evolution of flammable and toxic gases such as hydrogen, ammonia and acetylene.

This cargo is non-combustible or has a low fire-risk.

Fire is unlikely but may follow an explosion of flammable gas and will be difficult to extinguish.

In port, flooding may be considered, but due consideration should be given to stability.

STOWAGE & SEGREGATION

“Separated from” foodstuffs and all class 8 liquids.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Prior to loading this cargo, a certificate shall be provided by the manufacturer or shipper stating that, after manufacture, the material was stored under cover, but exposed to the weather in the particle size to be shipped, for not less than 3 days prior to shipment. Whilst the ship is alongside and the hatches of the cargo spaces containing this cargo are closed, the mechanical ventilation shall be operated continuously as weather permits. During handling of this cargo, "NO SMOKING" signs shall be posted on decks and in areas adjacent to cargo spaces and no naked lights shall be permitted in these areas. At least two self-contained breathing apparatus, in addition to those required by SOLAS regulation II-2/10.10, shall be provided on board. Bulkheads between the cargo spaces and the engine-room shall be gastight. Inadvertent pumping through machinery spaces shall be avoided.

VENTILATION

Continuous mechanical ventilation shall be conducted during the voyage for the cargo spaces carrying this cargo. If maintaining ventilation endangers the ship or the cargo, it may be interrupted unless there is a risk of explosion or other danger due to interruption of the ventilation. In any case mechanical ventilation shall be maintained for a reasonable period prior to discharge. Ventilation shall be arranged such that any escaping gases are minimized from reaching living quarters on or under the deck.

CARRIAGE

For quantitative measurements of hydrogen, ammonia and acetylene, suitable detectors for each gas or combination of gases shall be on board while this cargo is carried. The detectors shall be of certified safe type for use in explosive atmosphere. The concentrations of these gases in the cargo spaces carrying this cargo shall be measured regularly, during voyage, and the results of the measurements shall be recorded and kept on board.

DISCHARGE

No special requirements.

CLEAN-UP

Water shall not be used for cleaning of the cargo space which has contained this cargo, because of danger of gas.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Nil

EMERGENCY PROCEDURES

Nil

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down and use CO₂ if available. **Do not use water.** If this proves ineffective, endeavour to stop fire from spreading and head for the nearest suitable port.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

AMMONIUM NITRATE UN 1942

with not more than 0.2% total combustible material, including any organic substance, calculated as carbon to the exclusion of any other added substance

DESCRIPTION

White crystals, prills or granules. Wholly or partly soluble in water. Supporter of combustion. Hygroscopic.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| 27° to 42° | 1000 | 1.00 |
| SIZE | CLASS | GROUP |
| 1 to 4 mm | 5.1 | B |

HAZARD

A major fire aboard a ship carrying these materials may involve a risk of explosion in the event of contamination (e.g., by fuel oil) or strong confinement. An adjacent detonation may also involve a risk of explosion. If heated strongly, this cargo decomposes, giving off toxic gases and gases which support combustion.

Ammonium nitrate dust might be irritating to skin and mucous membranes.

This cargo is hygroscopic and will cake if wet.

STOWAGE & SEGREGATION

There should be no sources of heat or ignition in the cargo space.

“Separated by a complete compartment or hold from” combustible materials (particularly liquids), chlorates, chlorides, chlorites, hypochlorites, nitrites, permanganates and fibrous materials (e.g., cotton, jute, sisal, etc.).

“Separated from” all other goods.

If the bulkhead between the cargo space and the engine-room is not insulated to class A-60 standard, this cargo shall be stowed “away from” the bulkhead.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

Prior to loading, the following provisions shall be complied with:

- This cargo shall not be accepted for loading when the temperature of the cargo is above 40°C.
- Prior to loading, the shipper shall provide the master with a certificate signed by the shipper stating that all the relevant conditions of the cargo required by this Code including this individual schedule have been met.
- The fuel tanks situated under the cargo spaces to be used for the transport of this cargo shall be pressure tested to ensure that there is no leakage of manholes and piping systems leading to the tanks.
- All electrical equipment, other than those of approved intrinsically safe type, in the cargo spaces to be used for this cargo shall be electrically disconnected from the power source, by appropriate means other than a fuse, at a point external to the space. This situation shall be maintained while the cargo is on board.
- Due consideration shall be paid to the possible need to open hatches in case of fire to provide maximum ventilation and to apply water in an emergency, and the consequent risk to the stability of the ship through fluidization of the cargo.

During loading, the following provisions shall be complied with:

- Smoking shall not be allowed on deck and in the cargo spaces and “NO SMOKING” signs shall be displayed while this cargo is on board.
- Bunkering of fuel oil shall not be allowed. Pumping of fuel oil in spaces adjacent to the cargo spaces for this cargo, other than the engine-room, shall not be allowed.
- As far as reasonably practicable, combustible securing and protecting materials shall not be used. When wooden dunnage is necessary, only a minimum shall be used.

PRECAUTIONS

This cargo shall only be accepted for loading when the competent authority is satisfied in regard to the resistance to detonation of this material based on the test^{*}. Prior to loading, the shipper shall provide the master with a certificate stating that the resistance to detonation of this material is in compliance with this requirement. The master and officers shall note that a fixed gas fire-extinguishing system is ineffective on the fire involving this cargo and that applying water may be necessary. Pressure on the fire mains shall be maintained for fire-fighting and fire hoses shall be laid out or be in position and ready for immediate use during loading and discharging of this cargo. No welding, burning, cutting or other operations involving the use of fire, open flame, spark- or arc-producing equipment shall be carried out in the vicinity of the cargo spaces containing this cargo except in an emergency. Precautions shall be taken to avoid the penetration of this cargo into other cargo spaces, bilges and other enclosed spaces. Smoking shall not be allowed on deck and in the cargo spaces and “NO SMOKING” signs shall be displayed on deck whenever this cargo is on board. The hatches of the cargo spaces, whenever this material is on board, shall be kept free to be capable of being opened in case of an emergency. When the bulkhead between the cargo space and the engine-room is not insulated to class A-60 standard, this cargo shall not be accepted for loading unless the competent authority approves that the arrangement is equivalent.

* Reference is made in section 5 of Appendix 2 to this Code.

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

Hatches of the cargo spaces carrying this cargo shall be weathertight to prevent the ingress of water.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary. Bunkering or pumping of fuel oil shall not be allowed.

CLEAN-UP

After discharge of this cargo, the bilge wells and the scuppers of the cargo spaces shall be checked and any blockage in the bilge wells and the scuppers shall be removed.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Protective clothing (boots, gloves, coveralls, and headgear).
Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Fire in a cargo space containing this material: Open hatches to provide maximum ventilation. Ship's fixed gas fire extinguishing will be inadequate. Use copious quantities of water. Flooding of the cargo space may be considered but due consideration should be given to stability.

Fire in an adjacent cargo space: Open hatches to provide maximum ventilation. Heat transferred from fire in an adjacent space can cause the material to decompose with consequent evolution of toxic fumes. Dividing bulkheads should be cooled.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

AMMONIUM NITRATE BASED FERTILIZER UN 2067

DESCRIPTION

Crystals, granules or prills. Wholly or partly soluble in water. Hygroscopic.

Ammonium nitrate-based fertilizers classified as UN 2067 are uniform mixtures containing ammonium nitrate as the main ingredient within the following composition limits:

- .1 not less than 90% ammonium nitrate with not more than 0.2% total combustible/organic material calculated as carbon and with added matter, if any, which is inorganic and inert towards ammonium nitrate; or
- .2 less than 90% but more than 70% ammonium nitrate with other inorganic materials or more than 80% but less than 90% ammonium nitrate mixed with calcium carbonate and/or dolomite and not more than 0.4% total combustible/organic material calculated as carbon; or
- .3 ammonium nitrate-based fertilizers containing mixtures of ammonium nitrate and ammonium sulphate with more than 45% but less than 70% ammonium nitrate and not more than 0.4% total combustible organic material calculated as carbon such that the sum of the percentage compositions of ammonium nitrate and ammonium sulphate exceeds 70%.

Notes:

- 1. All nitrate ions for which there is present in the mixture a molecular equivalent of ammonium ions should be calculated as ammonium nitrate.
- 2. The transport of ammonium nitrate materials which are liable to self-heating sufficient to initiate decomposition is prohibited.
- 3. This entry may only be used for substances that do not exhibit explosive properties of class 1 when tested in accordance to Test Series 1 and 2 of class 1 (see UN Manual of Tests and Criteria, part I).

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| 27° to 42° | 900 to 1200 | 0.83 to 1.11 |
| SIZE | CLASS | GROUP |
| 1 to 5 mm | 5.1 | B |

HAZARD

Supports combustion. A major fire aboard a ship carrying these substances may involve a risk of explosion in the event of contamination (e.g., by fuel oil) or strong confinement. An adjacent detonation may involve a risk of explosion.

If heated strongly decomposes, risk of toxic fumes and gases which support combustion, in the cargo space and on deck.

Fertilizer dust might be irritating to skin and mucous membranes.

This cargo is hygroscopic and will cake if wet.

STOWAGE & SEGREGATION

“Separated by a complete compartment or hold from” combustible materials (particularly liquid), bromates, chlorates, chlorites, hypochlorites, nitrites, perchlorates, permanganates, powdered metals and vegetable fibres (e.g., cotton, jute, sisal, etc.).

“Separated from” all other goods.

“Separated from” sources of heat or ignition (see also Loading).

Not to be stowed immediately adjacent to any tank or double bottom containing fuel oil heated to more than 50°C.

If the bulkhead between the cargo space and the engine-room is not insulated to class A-60 standard, this cargo shall be stowed “away from” the bulkhead.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

Prior to loading, the following provisions shall be complied with:

- This cargo shall not be accepted for loading when the temperature of the cargo is above 40°C.
- Prior to loading, the shipper shall provide the master with a certificate signed by the shipper stating that all the relevant conditions of the cargo required by this Code including this individual schedule have been met.
- The fuel tanks situated under the cargo spaces to be used for the transport of this cargo shall be pressure tested to ensure that there is no leakage of manholes and piping systems leading to the tanks.
- All electrical equipment, other than those of approved intrinsically safe type, in the cargo spaces to be used for this cargo shall be electrically disconnected from the power source, by appropriate means other than a fuse, at a point external to the space. This situation shall be maintained while the cargo is on board.
- Due consideration shall be paid to the possible need to open hatches in case of fire to provide maximum ventilation and to apply water in an emergency and the consequent risk to the stability of the ship through fluidization of the cargo.

During loading, the following provisions shall be complied with:

Bunkering of fuel oil shall not be allowed. Pumping of fuel oil in spaces adjacent to the cargo spaces for this cargo, other than the engine-room, shall not be allowed.

- As far as reasonably practicable, combustible securing and protecting materials shall not be used. When wooden dunnage is necessary, only a minimum shall be used.

PRECAUTIONS

This cargo shall only be accepted for loading when the competent authority is satisfied in regard to the resistance to detonation of this material based on the test*. Prior to loading, the shipper shall provide the master with a certificate stating that the resistance to detonation of this material is in compliance with this requirement. Pressure on the fire mains shall be maintained for fire-fighting and fire hoses shall be laid out or be in position and ready for immediate use during loading and discharging of this cargo. No welding, burning, cutting or other operations involving the use of fire, open flame, spark- or arc-producing equipment shall be carried out in the vicinity of the cargo spaces containing this cargo except in an emergency. Smoking shall not be allowed on deck and in the cargo spaces and "NO SMOKING" signs shall be displayed on deck whenever this cargo is on board. Precautions shall be taken to avoid the penetration of this cargo into other cargo spaces, bilges and other enclosed spaces. The hatches of the cargo spaces, whenever this material is on board, shall be kept free to be capable of being opened in case of an emergency.

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

Hatches of the cargo spaces carrying this cargo shall be weathertight to prevent the ingress of water. The temperature of this cargo shall be monitored and recorded daily during the voyage to detect decomposition resulting in spontaneous heating and oxygen depletion.

DISCHARGE

Bunkering or pumping of fuel oil shall not be allowed. If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

After discharge of this cargo, the bilge wells and the scuppers of the cargo spaces shall be checked and any blockage in the bilge wells and the scuppers shall be removed.

* Reference is made in section 5 of appendix 2 to this Code.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Protective clothing (boots, gloves, coveralls, and headgear).
Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Fire in a cargo space containing this material: Open hatches to provide maximum ventilation. Ship's fixed fire-fighting installation will be inadequate. Use copious quantities of water. Flooding of the cargo space may be considered but due consideration should be given to stability.

Fire in an adjacent cargo space: Open hatches to provide maximum ventilation. Heat transferred from fire in an adjacent space can cause the material to decompose with consequent evolution of toxic fumes. Dividing bulkheads should be cooled.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

MSC 85/26/Add.2

ANNEX 3

Page 80

AMMONIUM NITRATE BASED FERTILIZER UN 2071**DESCRIPTION**

Usually granules. Wholly or partly soluble in water. Hygroscopic.

Ammonium nitrate-based fertilizers classified as UN 2071 are uniform ammonium nitrate based fertilizer mixtures of the nitrogen, phosphate or potash, containing not more than 70% ammonium nitrate and not more than 0.4% total combustible organic material calculated as carbon or with not more than 45% ammonium nitrate and unrestricted combustible material. Fertilizers within these composition limits are not subject to the provisions of this schedule when shown by a trough test (see UN Manual of Tests and Criteria, part III, subsection 38.2) that they are not liable to self-sustaining decomposition.

Notes:

1. All nitrate ions for which there is present in the mixture a molecular equivalent of ammonium ions should be calculated as ammonium nitrate.
2. The transport of ammonium nitrate materials which are liable to self-heating sufficient to initiate a decomposition is prohibited.
3. The NPK proportions for a fertilizer should not be used as a guide to its ability to undergo self-sustaining decomposition as this depends on the chemical species present (refer to UN Manual of Tests and Criteria, part III, subsection 38.2).

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| 27° to 42° | 900 to 1200 | 0.83 to 1.11 |
| SIZE | CLASS | GROUP |
| 1 to 5 mm | 9 | B |

HAZARD

These mixtures may be subject to self-sustaining decomposition if heated. The temperature in such a reaction can reach 500°C. Decomposition, once initiated, may spread throughout the remainder, producing gases which are toxic. None of these mixtures is subject to the explosion hazard.

Fertilizer dust might be irritating to skin and mucous membranes.

This cargo is hygroscopic and will cake if wet.

STOWAGE & SEGREGATION

“Separated by a complete compartment or hold from” combustible materials (particularly liquid), bromates, chlorates, chlorites, hypochlorites, nitrites, perchlorates, permanganates, powdered metals and vegetable fibres (e.g., cotton, jute, sisal, etc.).

“Separated from” all other goods.

“Separated from” sources of heat or ignition (see also Loading).

Not to be stowed immediately adjacent to any tank or double bottom containing fuel oil heated to more than 50°C.

If the bulkhead between the cargo space and the engine-room is not insulated to class A-60 standard, “away from” the bulkhead.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

Prior to loading, the following provisions shall be complied with:

- All electrical equipment, other than that of approved intrinsically safe type, in the cargo spaces to be used for this cargo shall be electrically disconnected from the power source, by appropriate means other than fuse, at a point external to the space. This situation shall be maintained while the cargo is on board.
- Due consideration shall be paid to the possible need to open hatches in case of fire to provide maximum ventilation and to apply water in an emergency and the consequent risk to the stability of the ship through fluidization of the cargo.
- In addition, if decomposition occurs, the residue left after decomposition may have only half the mass of the original cargo. Due consideration shall be paid to the effect of the loss of mass on the stability of the ship.

During loading, the following provisions shall be complied with:

Bunkering of fuel oil shall not be allowed. Pumping of fuel oil in spaces adjacent to the cargo spaces for this cargo, other than the engine-room, shall not be allowed.

PRECAUTIONS

This cargo shall only be accepted for loading when, as a result of testing in the trough test, its liability to self-sustaining decomposition shows decomposition rate not greater than 0.25 m/h. Pressure on the fire mains shall be maintained for fire-fighting and fire hoses shall be laid out or be in position and ready for immediate use during loading and discharging of this cargo. No welding, burning, cutting or other operations involving the use of fire, open flame, spark- or arc-producing equipment shall be carried out in the vicinity of the cargo spaces containing this cargo except in an emergency. Smoking shall not be allowed on deck and in the cargo spaces and "NO SMOKING" signs shall be displayed on deck whenever this cargo is on board. Precautions shall be taken to avoid the penetration of this cargo into other cargo spaces, bilges and other enclosed spaces. The hatches of the cargo spaces, whenever this material is on board, shall be kept free to be capable of being opened in case of an emergency.

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

Hatches of the cargo spaces carrying this cargo shall be weathertight to prevent the ingress of water.

The temperature of this cargo shall be monitored and recorded daily during the voyage to detect decomposition resulting in spontaneous heating and oxygen depletion.

DISCHARGE

Bunkering or pumping of fuel oil shall not be allowed. If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

After discharge of this cargo, the bilge wells and the scuppers of the cargo spaces shall be checked and any blockage in the bilge wells and the scuppers shall be removed.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Protective clothing (boots, gloves, coveralls, and headgear).
Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Fire in a cargo space containing this material: Open hatches to provide maximum ventilation. Ship's fixed fire-fighting installation will be inadequate. Use copious quantities of water. Flooding of the cargo space may be considered but due consideration should be given to stability.

Fire in an adjacent cargo space: Open hatches to provide maximum ventilation. Heat transferred from fire in an adjacent space can cause the material to decompose with consequent evolution of toxic fumes.
Dividing bulkheads should be cooled.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

AMMONIUM NITRATE BASED FERTILIZER (non-hazardous)**DESCRIPTION**

Crystals, granules or prills non-cohesive when dry. Wholly or partly soluble in water.

Ammonium nitrate based fertilizers transported in conditions mentioned in this schedule are uniform mixtures containing ammonium nitrate as the main ingredient within the following composition limits:

- .1 not more than 70% ammonium nitrate with other inorganic materials;
- .2 not more than 80% ammonium nitrate mixed with calcium carbonate and/or dolomite and not more than 0.4% total combustible organic material calculated as carbon;
- .3 nitrogen type ammonium nitrate based fertilizers containing mixtures of ammonium nitrate and ammonium sulphate with not more than 45% ammonium nitrate and not more than 0.4% total combustible organic material calculated as carbon; and
- .4 uniform ammonium nitrate based fertilizer mixtures of the nitrogen, phosphate or potash, containing not more than 70% ammonium nitrate and not more than 0.4% total combustible organic material calculated as carbon or with not more than 45% ammonium nitrate and unrestricted combustible material. Fertilizers within these composition limits are not subject to the provisions of this schedule when shown by a trough test (see UN Manual of Tests and Criteria, part III, subsection 38.2) that they are liable to self-sustaining decomposition or if they contain an excess of nitrate greater than 10% by mass.

Notes:

1. All nitrate ions for which there is present in the mixture a molecular equivalent of ammonium ions should be calculated as ammonium nitrate.
2. The transport of ammonium nitrate materials which are liable to self-heating sufficient to initiate decomposition is prohibited.
3. The NPK proportions for a fertilizer should not be used as a guide to its ability to undergo self-sustaining decomposition as this depends on the chemical species present (refer to UN Manual of Tests and Criteria, part III, subsection 38.2).
4. This schedule may only be used for substances that do not exhibit explosive properties of class 1 when tested in accordance to Test Series 1 and 2 of class 1 (see UN Manual of Tests and Criteria, part I).
5. This schedule may only be used if the chemical or physical properties of an ammonium nitrate based fertilizer are such that when tested it does not meet the established defining criteria of any class.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| 27° to 42° | 1000 to 1200 | 0.83 to 1.00 |
| SIZE | CLASS | GROUP |
| 1 to 4 mm | Not applicable | C |

HAZARD

This cargo is non-combustible or with a low fire-risk.

Even though this cargo is classified as non-hazardous, it will behave in the same way as the ammonium nitrate based fertilizers classified in class 9 under UN 2071 when heated strongly, by decomposing and giving off toxic gases.

The speed of the decomposition reaction is lower, but there will be a risk of toxic fumes in the cargo space and on deck if the cargo is strongly heated.

Fertilizer dust might be irritating to skin and mucous membranes.

This cargo is hygroscopic and will cake if wet.

STOWAGE & SEGREGATION

The compatibility of non-hazardous ammonium nitrate based fertilizers with other materials which may be stowed in the same cargo space should be considered before loading.

“Separated from” sources of heat or ignition (see also Loading).

Not to be stowed immediately adjacent to any tank or double bottom containing fuel oil heated to more than 50°C.

Fertilizers of this type should be stowed out of direct contact with a metal engine-room boundary. This may be done, for example, by using flame-retardant bags containing inert materials or by any equivalent barrier approved by the competent authority. This requirement need not apply to short international voyages.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

Prior to loading, the following provisions shall be complied with:

- All electrical equipment, other than that of approved intrinsically safe type, in the cargo spaces to be used for this cargo shall be electrically disconnected from the power source, by appropriate means other than a fuse, at a point external to the space. This situation shall be maintained while the cargo is on board.
- Due consideration shall be paid to the possible need to open hatches in case of fire to provide maximum ventilation and to apply water in an emergency and the consequent risk to the stability of the ship through fluidization of the cargo.
- In addition, if decomposition occurs, the residue left after decomposition may have only half the mass of the original cargo. Due consideration shall be paid to the effect of the loss of mass on the stability of the ship.

During loading, the following provisions shall be complied with:

Bunkering of fuel oil shall not be allowed. Pumping of fuel oil in spaces adjacent to the cargo spaces for this cargo, other than the engine-room, shall not be allowed.

PRECAUTIONS

No welding, burning, cutting or other operations involving the use of fire, open flame, spark- or arc-producing equipment shall be carried out in the vicinity of the cargo spaces containing this cargo except in an emergency. Smoking shall not be allowed on deck and in the cargo spaces and “NO SMOKING” signs shall be displayed on deck whenever this cargo is on board. The hatches of the cargo spaces, whenever this material is on board, shall be kept free to be capable of being opened in case of an emergency.

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

Hatches of the cargo spaces carrying this cargo shall be weathertight to prevent the ingress of water.

The temperature of this cargo shall be monitored and recorded daily during the voyage to detect decomposition resulting in spontaneous heating and oxygen depletion.

DISCHARGE

Bunkering or pumping of fuel oil shall not be allowed. If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

After discharge of this cargo, the bilge wells and the scuppers of the cargo spaces shall be checked and any blockage in the bilge wells and the scuppers shall be removed.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Protective clothing (boots, gloves, coveralls, and headgear).
Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Fire in a cargo space containing this material: Open hatches to provide maximum ventilation. Ship's fixed fire-fighting installation will be inadequate. Use copious quantities of water. Flooding of the cargo space may be considered but due consideration should be given to stability.

Fire in an adjacent cargo space: Open hatches to provide maximum ventilation. Heat transferred from fire in an adjacent space can cause the material to decompose with consequent evolution of toxic fumes. Dividing bulkheads should be cooled.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

AMMONIUM SULPHATE

DESCRIPTION

Brownish grey to white crystals. Soluble in water. Free flowing. Absorbs moisture. Moisture content 0.04% to 0.5%. Ammonia odour. Subject to natural loss in weight.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| 28° to 35° | 943 to 1052 | 0.95 to 1.06 |
| SIZE | CLASS | GROUP |
| 2 mm to 4 mm | Not applicable | C |

HAZARD

Dust may cause skin and eye irritation. Harmful if swallowed. Even though this cargo is classified as non-hazardous, it may cause heavy corrosion of framing, side shell, bulkhead, etc., if sweating of cargo space occurs.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Avoid generating dust when loading. During loading, due consideration shall be paid to minimize dust generation. Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 88

CARRIAGE

No special requirements.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

After discharge of this cargo, the cargo spaces shall be thoroughly cleaned and washed out to remove all traces of the cargo and dried, except in the case that the cargo to be loaded subsequent to discharge is AMMONIUM SULPHATE.

ANTIMONY ORE AND RESIDUE

DESCRIPTION

Lead grey mineral, subject to black tarnish.

CHARACTERISTICS

| | | |
|------------------------|--|---|
| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
| Not applicable | 2381 to 2941 | 0.34 to 0.42 |
| SIZE | CLASS | GROUP |
| Not applicable | Not applicable | C |

HAZARD

This cargo is non-combustible or has a low fire-risk.

If involved in a fire, dangerous fumes of antimony and sulphur oxides can evolve.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 90

BARIUM NITRATE UN 1446**DESCRIPTION**

Glossy white crystals or powder. Soluble in water.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|-----------------|------------------------------------|
| Not applicable | - | | - |
| SIZE | CLASS | SUBSIDIARY RISK | GROUP |
| Fine powder | 5.1 | 6.1 | B |

HAZARD

Toxic if swallowed or by dust inhalation. If involved in a fire mixture with combustible materials is readily ignited and may burn fiercely.

STOWAGE & SEGREGATION

“Separated from” foodstuffs.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary. Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

VENTILATION

Surface ventilation only, either natural or mechanical, shall be conducted, as necessary, during the voyage for this cargo.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Protective clothing (gloves, boots, overalls, headgear). Self-contained breathing apparatus.
Spray nozzles.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Use copious amounts of water, which is best applied in the form of a spray to avoid disturbing the surface of the material. The material may fuse or melt, in which condition application of water may result in excessive scattering of molten materials. Exclusion of air or the use of CO₂ will not control the fire. Due consideration should be given to the stability of the ship due to the effect of accumulated water.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 92

BARYTES

DESCRIPTION

Crystalline ore mineral. A sulphate of barium. Moisture 1% to 6%.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|---|-----------------------------------|------------------------------------|
| Not applicable | 2941 | 0.34 |
| SIZE | CLASS | GROUP |
| 80% lumps: 6.4 to 101.6 mm 20% fines: less than 6.4 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 94

BAUXITE

DESCRIPTION

A brownish, yellow claylike and earthy mineral. Moisture content: 0% to 10%. Insoluble in water.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|--|-----------------------------------|------------------------------------|
| Not applicable | 1190 to 1389 | 0.72 to 0.84 |
| SIZE | CLASS | GROUP |
| 70% to 90% lumps: 2.5 mm to 500 mm 10% to 30% powder | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

BIOSLUDGE

DESCRIPTION

Heat-dried activated sludge. Very fine granular product. Moisture: 3% to 5%. Black speckled colour.

CHARACTERISTICS

| | | |
|------------------------|--|---|
| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
| Not applicable | 654 | 1.53 |
| SIZE | CLASS | GROUP |
| Not applicable | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 96

BORAX (PENTAHYDRATE CRUDE)**DESCRIPTION**

A chemical compound of boracic acid and soda. Free flowing powder or granules. Grey colour. Dusty.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1087 | 0.92 |
| SIZE | CLASS | GROUP |
| Up to 2.36 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

This cargo is hygroscopic and will cake if wet.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

No special requirements.

BORAX, ANHYDROUS
(crude or refined)

DESCRIPTION

Crude is normally of yellow white appearance. When highly refined becomes white crystalline. Dusty and hygroscopic.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|---------------------------|-----------------------------------|------------------------------------|
| 35 | 1282 | 0.78 |
| SIZE | CLASS | GROUP |
| Granules less than 1.4 mm | Not applicable | C |

HAZARD

Dust is very abrasive and irritating, but not toxic, if inhaled.
This cargo is non-combustible or has a low fire-risk.
This cargo is hygroscopic and will cake if wet.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 98

BROWN COAL BRIQUETTES**DESCRIPTION**

Brown coal (lignite) briquettes are manufactured by pressing dried brown coal particles into compressed blocks.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|--------------------|-----------------------------------|------------------------------------|
| Not applicable | 750 | 1.34 |
| SIZE | CLASS | GROUP |
| Mainly up to 50 mm | MHB | B |

HAZARD

Briquettes are easily ignited, liable to spontaneous combustion and will deplete oxygen in cargo space.

STOWAGE & SEGREGATION

Refer to the appendix to this schedule.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo. Previous cargo battens shall be removed from the cargo spaces.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Refer to the appendix to this schedule.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage. Refer to the appendix to this schedule.

CARRIAGE

Refer to the appendix to this schedule.

DISCHARGE

Refer to the appendix to this schedule.

CLEAN-UP

After discharge of this cargo, the bilge wells and the scuppers of the cargo spaces shall be checked and any blockage in the bilge wells and the scuppers shall be removed.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Nil

EMERGENCY PROCEDURES

Nil

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down. Exclusion of air may be sufficient to control fire. **Do not use water.**
Seek expert advice and consider heading for the nearest suitable port.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

REMARKS

The use of CO₂ or inert gas, if available, should be withheld until fire is apparent.

APPENDIX

BROWN COAL BRIQUETTES

HAZARD

1. This cargo is easily ignited, liable to heat spontaneously and deplete oxygen in the cargo space.
2. This cargo is subject to oxidation, leading to depletion of oxygen and an increase in carbon dioxide in the cargo space (see also section 3).
3. This cargo is liable to heat spontaneously and may ignite spontaneously in the cargo space. When spontaneous heating occurs, flammable and toxic gases, including carbon monoxide, may be produced. Carbon monoxide is an odourless gas, slightly lighter than air, and has flammable limits in air of 12% to 75% by volume. It is toxic by inhalation, with an affinity for blood haemoglobin over 200 times that of oxygen. The recommended threshold limit value (TLV) for carbon monoxide exposure is 50 ppm.

STOWAGE & SEGREGATION

1. Boundaries of cargo spaces where these cargoes are carried shall be resistant to fire and liquids.
2. This cargo shall be “separated from” goods of classes 1 (division 1.4), 2, 3, 4 and 5 in packaged form (see IMDG Code) and “separated from” solid bulk material of classes 4 and 5.1.
3. Stowage of goods of class 5.1 in packaged form or solid bulk materials of class 5.1 above or below this cargo shall be prohibited.
4. This cargo shall be “separated longitudinally by an intervening complete compartment or hold from” goods of class 1 other than division 1.4.
5. This cargo shall not be stowed adjacent to hot areas.

Note: For interpretation of these terms, see section 9.

LOADING

1. Prior to loading, the shipper, or their appointed agent, shall provide in writing to the master the characteristics of the cargo and the recommended safe handling procedures for loading and transport of the cargo. As a minimum, the cargo’s contract specifications for moisture content, sulphur content and size shall be stated.
2. This cargo shall be stored for 7 days prior to loading. This substantially reduces the risk of spontaneous combustion in subsequent transport, storage and handling.
3. Before loading this cargo, the master shall ensure the following:
 - 3.1 weather deck enclosures to the cargo space have been inspected to ensure their integrity. Such closures are closed and sealed;
 - 3.2 all electrical cables and components situated in cargo spaces and adjacent enclosed spaces are free from defects. Such cables and electrical components are safe to be used in a flammable and/or dusty atmosphere or positively isolated. The provisions of this clause need not apply to engine-rooms where the engine-room is separated from the cargo space by a gastight bulkhead with no direct access.

4. Smoking and the use of naked flames shall not be permitted in the cargo areas and adjacent spaces and appropriate warning notices shall be posted in conspicuous places. Burning, cutting, chipping, welding or other sources of ignition shall not be permitted in the vicinity of cargo spaces or in other adjacent spaces.
5. This cargo shall not be dropped more than one metre during loading to minimize the production of dust and fines.
6. Individual cargo spaces shall be loaded without interruption, where possible. Hot spots may develop in a cargo space that has been kept open for more than six days (or less in weather over 30°C).
7. Prior to departure, the master shall be satisfied that the surface of the material has been trimmed reasonably level to the boundaries of the cargo space to avoid the formation of gas pockets and to prevent air from permeating the body of the briquettes. Casing leading into the cargo space shall be adequately sealed. The shipper shall ensure that the master receives the necessary cooperation from the loading terminal.
8. Individual cargo spaces shall be closed and sealed as soon as practicable after the cargo has been loaded into each cargo space.

PRECAUTIONS

1. The ship shall be suitably fitted and carry on board appropriate instruments for measuring the following without requiring entry into the cargo space:
 - .1 concentration of methane in the atmosphere above the cargo and opening cargo space enclosures;
 - .2 concentration of oxygen in the atmosphere above the cargo;
 - .3 concentration of carbon monoxide in the atmosphere above the cargo;
 - .4 pH value of cargo hold bilge samples.These instruments shall be regularly serviced and calibrated. Ship personnel shall be trained in the use of such instruments.
2. It is recommended that means be provided for monitoring the temperature of the cargo in the range of 0°C to 100°C to enable the measurement of temperature of the cargo during the voyage without requiring entry into the cargo space.

CARRIAGE

1. As far as practicable, any gases which may be emitted from the cargo shall not be allowed to accumulate in adjacent enclosed spaces, such as store-rooms, carpenter's shop, passageways, tunnels, etc. Such spaces shall be adequately ventilated and regularly monitored for methane, oxygen and carbon monoxide.
2. Under no circumstances, except in emergency, shall the hatches be opened or the cargo space be ventilated or entered during the voyage.
3. The atmosphere in the space above the cargo in each cargo space shall be regularly monitored for the concentrations of methane, oxygen and carbon monoxide.
4. The frequency of the monitoring shall be determined based upon the information provided by the shipper and the information obtained through the analysis of the atmosphere in the cargo space. The monitoring shall be conducted at least daily and as close as practical to the same time of day. The results of monitoring shall be recorded. The shipper may request more frequent monitoring, particularly if there is evidence of significant self-heating during the voyage.

5. The following issues shall be taken into account:
 - 5.1 The oxygen level in the sealed cargo space will fall from an initial 21% over a period of days to stabilize at levels of the order of 6 to 15%. If the oxygen level does not fall below 20%, or rapidly increases after an initial fall, it is possible that the cargo space is inadequately sealed and is at risk of spontaneous combustion.
 - 5.2 Carbon monoxide levels will build up to concentrations which fluctuate in the 200 to 2000 parts per million (ppm) range in a safe, well-sealed cargo space. A rapid increase of approximately 1000 ppm in carbon monoxide levels in this cargo over a 24-hour period is a possible indicator of spontaneous combustion, particularly if accompanied by an increase in methane levels.
 - 5.3 The methane composition in briquette cargo is normally low, less than 5 ppm and does not constitute a hazard. However, a sudden and continuing rise in methane levels, to concentrations above 10 ppm, is an indicator of the occurrence of spontaneous combustion in the hold.
 - 5.4 The temperature in this cargo in a well-sealed cargo space normally remains at 5 to 10°C above seawater temperature, the increase being due to normal diurnal breathing of small quantities of air into the cargo space. Checking of the cargo space seals to minimize air leakage is essential. A rapid increase in temperature of approximately 20°C over 24 hours is evidence of spontaneous combustion.
6. Regular hold bilge testing shall be systematically carried out. If the pH monitoring indicates that a corrosion risk exists, the master shall ensure that all bilges are kept dry during the voyage in order to avoid possible accumulation of acids on tanktops and in the bilge system.
7. When the behaviour of the cargo during the voyage differs from that specified in the cargo information, the master shall report such differences to the shipper. Such reports will enable the shipper to maintain records on the behaviour of this cargo, so that the information being provided to the master can be reviewed in the light of the transport experience.
8. When the master is concerned that the cargo is showing any signs of self-heating or spontaneous combustion, such as an increase in the concentration of methane or carbon monoxide or an increase in temperature, as described above, the following actions shall be taken:
 - 8.1 Consult with the ship's agent at the loading port. The company's designated person ashore shall be advised immediately.
 - 8.2 Check the seal of the cargo space and re-seal the cargo space, as necessary.
 - 8.3 Do not enter the cargo space and do not open the hatches, unless the master considers access is necessary for the safety of the ship or safety of life. When any ship's personnel have entered into a cargo space, re-seal the cargo space immediately after the personnel vacate the cargo space.
 - 8.4 Increase the frequency of monitoring the gas composition, and temperature when practicable, of the cargo.
 - 8.5 Send the following information, as soon as possible, to the ship's owner or agent at the loading port to obtain expert advice:
 - .1 the number of cargo spaces involved;
 - .2 monitoring results of the carbon monoxide, methane and oxygen concentrations;
 - .3 if available, temperature of the cargo, location and method used to obtain results;

- .4 the time the gas analyses were taken (monitoring routine);
- .5 the quantity of the cargo in the cargo space(s) involved;
- .6 the description of the cargo as per the shipper's declaration, and any special precautions indicated on the declaration;
- .7 the date of loading, and Estimated Time of Arrival (ETA) at the intended discharge port (which shall be specified); and
- .8 any other comments or observations the master may consider relevant.

DISCHARGE

Prior to, and during, discharge:

1. The cargo space shall be kept closed until just before the commencement of discharge of that space. The cargo may be sprayed with a fine water spray to reduce dust.
2. Personnel shall not enter the cargo space without having tested the atmosphere above the cargo. The personnel entering into a cargo space in which the atmosphere contains oxygen levels below 21% shall wear self-contained breathing apparatus. Carbon dioxide and carbon monoxide gas levels shall also be tested prior to entry into the cargo spaces. The recommended threshold limit value (TLV) for carbon monoxide is 50 ppm.
3. During discharge, attention shall be paid to the cargo for signs of hot spots (i.e. steaming). If a hot spot is detected, the area shall be sprayed with fine water spray and the hot spot shall be removed immediately to prevent spreading. The hot spot cargo shall be spread out on the wharf away from the remainder of the cargo.
4. Prior to suspending the discharge of this cargo for more than eight hours, the hatch covers and all other ventilation for the cargo space shall be closed.

PROCEDURES FOR GAS MONITORING OF BROWN COAL BRIQUETTE CARGOES

1 Observations

1.1 Carbon monoxide monitoring, when conducted in accordance with the following procedures, will provide a reliable early indication of self-heating within this cargo. This allows preventive action to be considered without delay. A sudden rapid rise in carbon monoxide detected within a cargo space, particularly if accompanied by an increase in methane levels, is a conclusive indication that self-heating is taking place.

1.2 All vessels engaged in the carriage of this cargo shall carry on board an instrument for measuring methane, oxygen and carbon monoxide gas concentrations, to enable the monitoring of the atmosphere within the cargo space. This instrument shall be regularly serviced and calibrated in accordance with the manufacturer's instructions. Care shall be exercised in interpreting methane measurements carried out in the low oxygen concentrations often found in unventilated cargo holds. The catalytic sensors normally used for the detection of methane rely on the presence of sufficient oxygen for accurate measurement. This phenomenon does not affect the measurement of carbon monoxide, or measurement of methane by infrared sensor. Further guidance may be obtained from the instrument manufacturer.

2 Sampling and measurement procedure

2.1 Equipment

2.1.1 An instrument which is capable of measuring methane, oxygen and carbon monoxide concentrations shall be provided on board a ship carrying this cargo. The instrument shall be fitted with an aspirator, flexible connection and a length of spark-proof metal tubing to enable a representative sample to be obtained from within the square of the hatch.

2.1.2 When recommended by the manufacturer, a suitable filter shall be used to protect the instrument against the ingress of moisture. The presence of even a small amount of water will compromise the accuracy of the measurement.

2.2 Siting of sampling points

2.2.1 In order to obtain meaningful information about the behaviour of this cargo in a cargo space, gas measurements shall be made via one sample point per cargo space. To ensure flexibility of measurement in adverse weather, however, two sample points shall be provided per cargo space, one on the port side and one on the starboard side of the hatch cover or hatch coaming (refer to diagram of gas sampling point). Measurement from either of these locations is satisfactory.

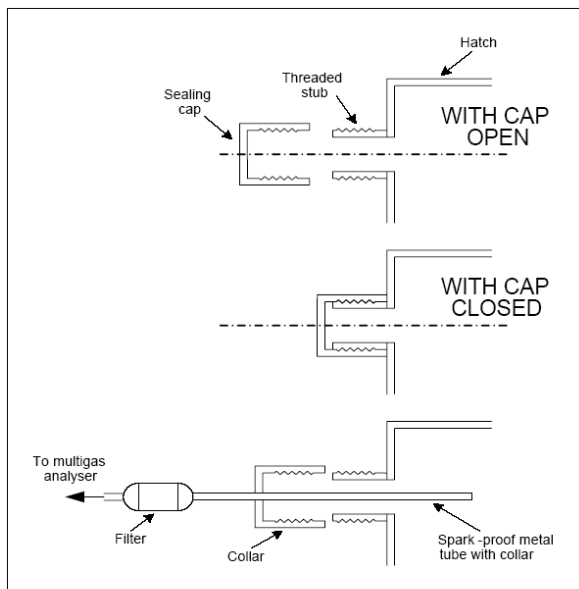


Diagram of gas sampling point

2.2.2 Each sample point shall comprise a hole of diameter approximately 12 mm positioned as near to the top of the hatch coaming as possible. It shall be sealed with a sealing cap to prevent ingress of water and air. It is essential this cap be securely replaced after each measurement to maintain a tight seal.

2.2.3 The provision of any sample point shall not compromise the seaworthiness of the vessel.

2.3 Measurement

The explanation on procedures for measurement is as follows:

- .1 remove the sealing cap, insert the rigid tube into the sampling point and tighten the integral cap to ensure an adequate seal;
- .2 connect the instrument to the sampling tube;
- .3 draw a sample of the atmosphere through the tube, using the aspirator, until steady readings are obtained;
- .4 log the results on a form which records cargo hold, date and time for each measurement; and
- .5 put back the sealing cap.

CALCIUM NITRATE UN 1454**DESCRIPTION**

White deliquescent solid soluble in water. The provisions of this Code should not apply to the commercial grades of calcium nitrate fertilizers consisting mainly of a double salt (calcium nitrate and ammonium nitrate) and containing not more than 10% ammonium nitrate and at least 12% water of crystallization.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 893 to 1099 | 0.91 to 1.12 |
| SIZE | CLASS | GROUP |
| Not applicable | 5.1 | B |

HAZARD

Non-combustible materials. If involved in a fire, will greatly intensify the burning of combustible materials. Although non-combustible, mixtures with combustible material are easily ignited and may burn fiercely.

This cargo is hygroscopic and will cake if wet.

This cargo is harmful if swallowed.

STOWAGE & SEGREGATION

“Separated from” foodstuffs.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Appropriate measures shall be taken to prevent the cargo from contact with combustible materials.

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

No special requirements.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Protective clothing (gloves, boots, coveralls, headgear). Self-contained breathing apparatus.
Spray nozzles.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Use copious quantities of water, which is best applied in the form of a spray to avoid disturbing the surface of the material. The material may fuse or melt, in which condition application of water may result in extensive scattering of the molten materials. Exclusion of air or the use of CO₂ will not control the fire. Due consideration should be given to the stability of the ship due to the effect of accumulated water.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

MSC 85/26/Add.2

ANNEX 3

Page 108

CALCIUM NITRATE FERTILIZER**DESCRIPTION**

Granules mainly of a double salt (calcium nitrate and ammonium nitrate) and containing not more than 15.5% total nitrogen and at least 12% water. Refer to the schedule for Calcium Nitrate UN 1454 where the total nitrogen content exceeds 15.5%, or where the water content is less than 12%.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| 34° | 1053 to 1111 | 0.90 to 0.95 |
| SIZE | CLASS | GROUP |
| 1 mm to 4 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

“Separated from” foodstuffs.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

CARBORUNDUM

DESCRIPTION

A hard black crystalline compound of carbon and silicon. Odourless. No moisture content.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|---|-----------------------------------|------------------------------------|
| Not applicable | 1786 | 0.56 |
| SIZE | CLASS | GROUP |
| 75% lumps: under 203.2 mm 25% lumps: under 12.7 mm | Not applicable | C |

HAZARD

Slightly toxic by inhalation.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Protect machinery, accommodation and equipment from dust. Personnel involved in cargo handling should wear protective clothing and dust filter masks.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

**CASTOR BEANS or
CASTOR MEAL or
CASTOR POMACE or
CASTOR FLAKE UN 2969**

DESCRIPTION

The beans from which castor oil is obtained.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | - | - |
| SIZE | CLASS | GROUP |
| Not applicable | 9 | B |

HAZARD

Contain a powerful allergen which, by inhalation of dust or by skin contact with crushed bean products, can give rise to severe irritation of the skin, eyes, and mucous membranes in some persons. They are also toxic by ingestion.

STOWAGE & SEGREGATION

“Separated from” foodstuffs and oxidizing materials (goods in packages and solid bulk materials).

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Due consideration shall be paid to prevent dust entering living quarters and working areas. Castor meal, castor pomace and castor flakes shall not be carried in bulk.

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

Surface ventilation only, either natural or mechanical, shall be conducted, as necessary, during the voyage for this cargo.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

After discharge of this cargo, the cargo spaces shall be thoroughly cleaned and washed out to remove all traces of the cargo.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Protective clothing (gloves, boots, coveralls, headgear). Self-contained breathing apparatus.
Spray nozzles.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down. Use ship's fixed fire-fighting installation if available. Exclusion of air may be sufficient to control fire.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

MSC 85/26/Add.2

ANNEX 3

Page 112

CEMENT**DESCRIPTION**

Cement is a finely ground powder which becomes almost fluid in nature when aerated or significantly disturbed thereby creating a very minimal angle of repose. After loading is completed de-aeration occurs almost immediately and the product settles into a stable mass. Cement dust can be a major concern during loading and discharge if the vessel is not specially designed as a cement carrier or shore equipment is not fitted with special dust control equipment.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1000 to 1493 | 0.67 to 1.00 |
| SIZE | CLASS | GROUP |
| Up to 0.1 mm | Not applicable | C |

HAZARD

It may shift when aerated.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

The ship shall be kept upright during loading of this cargo. This cargo shall be so trimmed to the boundaries of the cargo space that the angle of the surface of the cargo with the horizontal plane does not exceed 25 degrees. Both the specific gravity and the flow characteristics of this cargo are dependent on the volume of air in the cargo. The volume of air in this cargo may be up to 12%. This cargo shows fluid state prior to settlement. The ship carrying this cargo shall not depart until the cargo has settled. After the settlement, shifting of the cargo is not liable to occur unless the angle of the surface with the horizontal plane exceeds 30 degrees.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary. Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

After the completion of loading of this cargo, the hatches of the cargo spaces shall be sealed, as necessary. All vents and access ways to the cargo spaces shall be shut during the voyage. Bilges in the cargo spaces carrying this cargo shall not be pumped unless special precautions are taken.

DISCHARGE

No special requirements.

CLEAN-UP

In the case that the residues of this cargo are to be washed out, the cargo spaces and the other structures and equipment which may have been in contact with this cargo or its dust shall be thoroughly swept prior to washing out. Particular attention shall be paid to bilge wells and framework in the cargo spaces. The fixed bilge pumps shall not be used to pump the cargo spaces, because this cargo may make the bilge systems inoperative.

CEMENT CLINKERS**DESCRIPTION**

Cement is formed by burning limestone with clay. This burning produces rough cinder lumps that are later crushed to a fine powder to produce cement. The rough cinder lumps are called clinkers and are shipped in this form to avoid the difficulties of carrying cement powder.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 1190 to 1639 | 0.61 to 0.84 |
| SIZE | CLASS | GROUP |
| 0 mm to 40 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary. Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

After the completion of loading of this cargo, the hatches of the cargo spaces shall be sealed. All vents and access ways to the cargo spaces shall be shut during the voyage. Bilges in the cargo spaces carrying this cargo shall not be pumped unless special precautions are taken.

DISCHARGE

No special requirements.

CLEAN-UP

In the case that the residues of this cargo are to be washed out, the cargo spaces and the other structures and equipment which may have been in contact with this cargo or its dust shall be thoroughly swept prior to washing out.

MSC 85/26/Add.2

ANNEX 3

Page 116

CHAMOTTE**DESCRIPTION**

Burned clay. Grey. Shipped in the form of fine crushed stone. Used by zinc smelters and in manufacture of firebrick (road metal). Dusty.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 667 | 1.50 |
| SIZE | CLASS | GROUP |
| Up to 10 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

CHARCOAL

DESCRIPTION

Wood burnt at a high temperature with as little exposure to air as possible. Very dusty, light cargo. Can absorb moisture to about 18 to 70% of its weight. Black powder or granules.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 199 | 5.02 |
| SIZE | CLASS | GROUP |
| – | MHB | B |

HAZARD

May ignite spontaneously. Contact with water may cause self-heating. Liable to cause oxygen depletion in the cargo space. Hot charcoal screenings in excess of 55°C should not be loaded.

STOWAGE & SEGREGATION

Segregation as required for class 4.1 materials. “Separated from” oily materials.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Charcoal in class 4.2 shall not be carried in bulk. This cargo shall be exposed to the weather for not less than 13 days prior to shipment. Prior to loading, the manufacturer or shipper shall give the master a certificate stating that the cargo is not class 4.2 in accordance with the result of the test approved by the competent authority*. The certificate shall also state that this cargo has been weathered for not less than 13 days. This cargo shall only be accepted for loading when the actual moisture content of the cargo is not more than 10%.

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

* Reference is made in section 6 of appendix 2 to this Code.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 118

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Nil

EMERGENCY PROCEDURES

Nil

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire-fighting installation if fitted. Exclusion of air may be sufficient to control fire.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

CHOPPED RUBBER AND PLASTIC INSULATION**DESCRIPTION**

Plastic and rubber insulation material, clean and free from other materials, in granular form.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|--------------------|-----------------------------------|------------------------------------|
| Not applicable | 500 to 570 | 1.76 to 1.97 |
| SIZE | CLASS | GROUP |
| Granular 1 to 4 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

During handling and carriage no hotwork, burning and smoking shall be permitted in the vicinity of the cargo spaces containing this cargo. Prior to shipment, a certificate shall be given to the master by the shipper stating that this cargo consists of clean plastic and rubber material only. When the planned interval between the commencement of loading and the completion of discharge of this cargo exceeds 5 days, the cargo shall not be accepted for loading unless the cargo is to be carried in cargo spaces fitted with a fixed gas fire-extinguishing system. The administration may, if it considers that the planned voyage does not exceed 5 days from the commencement of loading to the completion of discharge, exempt from the requirements of a fitted fixed gas fire-extinguishing system in the cargo spaces for the carriage of this cargo.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 120

CHROME PELLETS**DESCRIPTION**

Pellets. Moisture: up to 2% maximum.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1667 | 0.6 |
| SIZE | CLASS | GROUP |
| 8 to 25 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

CHROMITE ORE**DESCRIPTION**

Concentrates or lumpy, dark grey in colour.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 2222 to 3030 | 0.33 to 0.45 |
| SIZE | CLASS | GROUP |
| Up to 254 mm | Not applicable | C |

HAZARD

Toxic by dust inhalation.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 122

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

CLAY

DESCRIPTION

Clay is usually light to dark grey and comprises 10% soft lumps and 90% soft grains. The material is usually moist but not wet to the touch. Moisture is up to 25%.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 746 to 1515 | 0.66 to 1.34 |
| SIZE | CLASS | GROUP |
| Up to 150 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

The moisture content of this cargo shall be kept as low as practicable to prevent the cargo becoming glutinous and handling of the cargo becoming extremely difficult.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

Prior to washing out the residues of this cargo, the bilge wells of the cargo spaces shall be cleaned.

COAL**(See also the appendix to this schedule)****DESCRIPTION**

Coal (bituminous and anthracite) is a natural, solid, combustible material consisting of amorphous carbon and hydrocarbons.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 654 to 1266 | 0.79 to 1.53 |
| SIZE | CLASS | GROUP |
| Up to 50 mm | MHB | B (and A) |

HAZARDS

Coal may create flammable atmospheres, may heat spontaneously, may deplete the oxygen concentration, may corrode metal structures. Can liquefy if predominantly fine 75% less than 5 mm coal.

STOWAGE & SEGREGATION

Refer to the appendix to this schedule.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

When a cargo may liquefy during voyage in case that the moisture content of the cargo is in excess of its TML and the cargo is carried in a ship other than a specially constructed or fitted cargo ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation provided that the actual moisture content of the cargo is sufficiently less than its TML so that the actual moisture content is not liable to be increased beyond the TML by the precipitation; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

Without reasonable trimming, vertical cracks into the body of the coal may form permitting oxygen circulation and possible self-heating.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo. Refer to the appendix to this schedule.

VENTILATION

Refer to Special precautions in the appendix to this schedule.

CARRIAGE

Refer to the appendix to this schedule.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Nil

EMERGENCY PROCEDURES

Nil

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down. Exclusion of air may be sufficient to control the fire. **Do not use water.**
Seek expert advice and consider heading to the nearest port.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

REMARKS

The use of CO₂ or inert gas, if available, should be withheld until fire is apparent.

APPENDIX

COAL

Properties and characteristics

1. Coals may emit methane, a flammable gas. A methane/air mixture containing between 5% and 16% methane constitutes an explosive atmosphere which can be ignited by sparks or naked flame, e.g., electrical or frictional sparks, a match or lighted cigarette. Methane is lighter than air and may, therefore, accumulate in the upper region of the cargo space or other enclosed spaces. If the cargo space boundaries are not tight, methane can seep through into spaces adjacent to the cargo space.
2. Coals may be subject to oxidation, leading to depletion of oxygen and an increase in carbon dioxide or carbon monoxide concentrations in the cargo space. Carbon monoxide is an odourless gas, slightly lighter than air, and has flammable limits in air of 12% to 75% by volume. It is toxic by inhalation with an affinity for blood haemoglobin over 200 times that of oxygen.
3. Some coals may heat spontaneously and the spontaneous heating may lead to spontaneous combustion in the cargo space. Flammable and toxic gases, including carbon monoxide, may be produced.
4. Some coals may be liable to react with water and produce acids which may cause corrosion. Flammable and toxic gases, including hydrogen, may be produced. Hydrogen is an odourless gas, much lighter than air, and has flammable limits in air of 4% to 75% by volume.

Segregation and stowage requirements

1. Unless expressly provided otherwise, boundaries of cargo spaces where this cargo is carried shall be resistant to fire and liquids.
2. This cargo shall be “separated from” goods of classes 1 (division 1.4), 2, 3, 4 and 5 in packaged form (see IMDG Code) and “separated from” solid bulk materials of classes 4 and 5.1.
3. Stowage of goods of class 5.1 in packaged form or solid bulk materials of class 5.1 above or below this cargo shall be prohibited.
4. The master shall ensure that this cargo is not stowed adjacent to hot areas.
5. This cargo shall be “separated longitudinally by an intervening complete compartment or hold from” goods of class 1 other than division 1.4.

Note: For interpretation of these terms, see section 9.

General requirements for all types of these cargoes

1. Prior to loading, the shipper or his appointed agent shall provide in writing to the master the characteristics of the cargo and the recommended safe handling procedures for loading and transport of the cargo. As a minimum, the cargo’s contract specifications for moisture content, sulphur content and size shall be stated, and especially whether the cargo may be liable to emit methane or self-heat.
2. Before loading, the master shall ensure the following:
 - 2.1 All cargo spaces and bilge wells are clean and dry. Any residue of waste material or previous cargo is removed, including removable cargo battens; and

- 2.2 All electrical cables and components situated in cargo spaces and adjacent enclosed spaces are free from defects. Such cables and electrical components are safe for use in an explosive atmosphere or positively isolated. The provisions of this clause need not apply to engine-rooms where the engine-room is separated from the cargo space by a gastight bulkhead with no direct access.
3. The ship shall be suitably fitted and carry on board appropriate instruments for measuring the following without requiring entry in the cargo space:
 - .1 concentration of methane in the atmosphere;
 - .2 concentration of oxygen in the atmosphere;
 - .3 concentration of carbon monoxide in the atmosphere; and
 - .4 pH value of cargo space bilge samples.
4. These instruments shall be regularly serviced and calibrated. Ship personnel shall be trained in the use of such instruments. Details of gas measurement procedures are given at the end of this appendix.
5. It is recommended that means be provided for measuring the temperature of the cargo in the range 0°C to 100°C to enable the measurement of temperature of the cargo while being loaded and during voyage without requiring entry into the cargo space.
6. Smoking and the use of naked flames shall not be permitted in the cargo areas and adjacent spaces and appropriate warning notices shall be posted in conspicuous places. Burning, cutting, chipping, welding or other sources of ignition shall not be permitted in the vicinity of cargo spaces or in other adjacent spaces, unless the space has been properly ventilated and the methane gas measurements indicate it is safe to do so.
7. Prior to departure, the master shall be satisfied that the surface of the material has been trimmed reasonably level to the boundaries of the cargo space to avoid the formation of gas pockets and to prevent air from permeating the body of the briquettes. Casings leading into the cargo space shall be adequately sealed. The shipper shall ensure that the master receives the necessary co-operation from the loading terminal.
8. The atmosphere in the space above the cargo in each space shall be regularly monitored for the concentration of methane, oxygen and carbon monoxide. Details of gas monitoring procedures are given at the end of this appendix. The results of monitoring shall be recorded. The frequency of the monitoring shall be determined based upon the information provided by the shipper and the information obtained through the analysis of the atmosphere in the cargo space.
9. Unless expressly provided otherwise, surface ventilation shall be conducted in all cargo spaces carrying this cargo for the first 24 hours after departure from the loading port. During this period, the atmosphere in the cargo spaces shall be monitored once from one sample point per cargo space and for the purpose of the gas monitoring, the ventilation shall be stopped for an appropriate period prior to the gas monitoring.
10. When the methane concentrations monitored within 24 hours after departure are at an acceptably low level, the ventilation openings shall be closed and the atmosphere in the cargo spaces shall be monitored. When the methane concentrations monitored within 24 hours after departure are not at an acceptably low level, surface ventilation shall be maintained, except for an appropriate period for gas monitoring, and the atmosphere in the cargo spaces shall be monitored. This procedure shall be followed until the methane concentrations become acceptably low level. In any event, the atmosphere in the cargo spaces shall be monitored on a daily basis.
11. When significant concentrations of methane are subsequently observed in unventilated cargo spaces, the appropriate special precautions for coals emitting methane shall apply.

MSC 85/26/Add.2

ANNEX 3

Page 128

12. The master shall ensure, as far as practicable, that any gases which may be emitted from this cargo do not accumulate in adjacent enclosed spaces.
13. The master shall ensure that enclosed working spaces such as storerooms, carpenter's shop, passageways, tunnels, etc., are regularly monitored for the presence of methane, oxygen and carbon monoxide. Such spaces shall be adequately ventilated.
14. Regular hold bilge testing shall be systematically carried out during voyage carrying this cargo. If the pH monitoring indicates that a corrosion risk exists, bilges shall be frequently pumped out during the voyage in order to avoid possible accumulation of acids on tanktops and in the bilge system.
15. If the behaviour of the cargo during the voyage differs from that specified in the cargo declaration, the master shall report such differences to the shipper. Such reports will enable the shipper to maintain records on the behaviour of the coal cargoes, so that the information provided to the master can be reviewed in the light of transport experience.

Special precautions

1 *Coals emitting methane*

When the shipper has informed that the cargo is liable to emit methane or analysis of the atmosphere in the cargo space indicates the presence of methane in excess of 20% of the Lower Explosion Limit (LEL), the following additional precautions shall be taken:

- .1 Adequate surface ventilation shall be maintained, except for an appropriate period for the purpose of gas monitoring.
- .2 Care shall be taken to remove any accumulated gases prior to operation of the hatch covers or other openings for any reason, including discharging. Care shall be taken to operate hatch covers of the cargo spaces and other openings to avoid creating sparks. Smoking and the use of naked flame shall be prohibited.
- .3 Personnel shall not be permitted to enter the cargo space or enclosed adjacent spaces unless the space has been ventilated and the atmosphere tested and found to be gas-free and to have sufficient oxygen to support life. Notwithstanding these provisions, emergency entry into the cargo space may be permitted without ventilation, testing the atmosphere or the both, provided that the entry into the cargo space is undertaken only by trained personnel wearing self-contained breathing apparatus under the supervision of a responsible officer and special precautions are observed to ensure that no source of ignition is carried into the space.
- .4 The master shall ensure that enclosed working spaces such as storerooms, carpenter's shops, passageways, tunnels, etc., are regularly monitored for the presence of methane. Such spaces shall be adequately ventilated and, in the case of mechanical ventilation, only equipment safe for use in an explosive atmosphere shall be used.

2 *Self-heating coals*

When the shipper informed that the cargo is likely to self-heat or analysis of the atmosphere in the cargo space indicates an increasing concentration of carbon monoxide, then the following additional precautions shall be taken:

- .1 The cargo spaces shall be closed immediately after completion of loading in each cargo space. The hatch covers may also be additionally sealed with a suitable sealing tape. Only natural surface ventilation shall be permitted and ventilation shall be limited to the absolute minimum time necessary to remove methane which may have accumulated.

- .2 Personnel shall not enter the cargo space during voyage, unless they are wearing self-contained breathing apparatus and access is critical to safety of life and the safety of the ship.
- .3 Prior to loading, temperature of this cargo shall be monitored. This cargo shall only be accepted for loading when the temperature of the cargo is not higher than 55°C.
- .4 When the carbon monoxide level is increasing steadily, a potential self-heating may be developing. In such a case, the cargo space shall be completely closed and all ventilation ceased, and the master shall seek expert advice immediately. Water shall not be used for cooling material or fighting coal cargo fires at sea, but may be used for cooling the boundaries of the cargo space.
- .5 When the carbon monoxide level in any cargo space reaches 50 ppm or exhibits a steady rise over three consecutive days, a self-heating condition may be developing and the master shall inform the shipper and the company of, at least, the following information if an accurate assessment of the situation is to be achieved:
 - .1 identity of the cargo spaces involved; monitoring results covering carbon monoxide, methane and oxygen concentrations;
 - .2 if available, temperature of the cargo, location and method used to obtain results;
 - .3 time gas sample taken (monitoring routine);
 - .4 time ventilators opened/closed;
 - .5 quantity of coal in hold(s) involved;
 - .6 type of coal as per cargo information, and any special precautions indicated on information;
 - .7 date loaded, and ETA at intended discharge port (which shall be specified); and
 - .8 comments or observations from the ship's master.

3 Gravity fed self-unloading bulk carrier

3.1 A gravity fed self-unloading bulk carrier means a vessel that has gravity fed systems from the bottom of cargo holds, using gates that may be opened or closed to feed the cargo onto conveyor belts. Such belts run in fore and aft direction underneath the holds; from there the cargo is carried by means of conveyor systems to the deck and discharged onto shore with a self-unloading boom that can extend over the shore and has a conveyor belt. This is not applicable for the vessels with unloading systems such as cranes and grabs.

3.2 When this cargo is carried on a gravity fed self-unloading bulk carrier, the following requirements of this appendix need not apply:

- paragraph 1 of "Segregation and stowage requirements"; and
- paragraph 9 of "General requirements for all types of these cargoes".

3.3 Loaded voyage procedures for atmospheric monitoring of cargoes

3.3.1 Bulk coal cargo safety procedures

3.3.1.1 These requirements apply when these cargoes are to be carried on a gravity fed self-unloading bulk carrier. It is recommended that a document, such as a flow chart, describing cargo operations and carriage procedures for these cargoes be provided to the ship by the vessel's operator.

3.4 Ventilation

3.4.1 When ventilating, it shall be ensured that excess air does not ingress excessively into the body of the cargo of coal as this may eventually promote self-heating.

3.4.2 Due to the presence of non-airtight unloading gates at the bottom of the cargo hoppers just above the tunnels, the following methods of ventilation shall be used:

- if methane is detected in the tunnel, it shall be “positive pressure” ventilated (more supply than exhaust in the tunnels to remove methane gas); and
- if carbon monoxide is detected in the tunnel, it shall be “negative pressure” ventilated (more exhaust than supply in the tunnels to remove carbon monoxide). The release of carbon monoxide may be an indication of self-heating.

Procedures for gas monitoring of coal cargoes

1 Observations

1.1 Carbon monoxide monitoring, when conducted in accordance with the following procedures, will provide a reliable early indication of self-heating within this cargo. This allows preventive action to be considered without delay.

A steady rise in the level of carbon monoxide detected within a cargo space is a conclusive indication that self-heating is taking place.

1.2 All vessels engaged in the carriage of this cargo shall carry on board an instrument for measuring methane, oxygen and carbon monoxide gas concentrations, to enable the monitoring of the atmosphere within the cargo space. This instrument shall be regularly serviced and calibrated in accordance with the manufacturer’s instructions. Care shall be exercised in interpreting methane measurements carried out in the low oxygen concentrations often found in unventilated cargo holds. The catalytic sensors normally used for the detection of methane rely on the presence of sufficient oxygen for accurate measurement. This phenomenon does not affect the measurement of carbon monoxide, or measurement of methane by infrared sensor. Further guidance may be obtained from the instrument manufacturer.

2 Sampling and measurement procedure

2.1 Equipment

2.1.1 An instrument which is capable of measuring methane, oxygen and carbon monoxide concentrations shall be provided on board a ship carrying this cargo. The instrument shall be fitted with an aspirator, flexible connection and a length of spark-proof metal tubing to enable a representative sample to be obtained from within the square of the hatch.

2.1.2 When recommended by the manufacturer, a suitable filter shall be used to protect the instrument against the ingress of moisture. The presence of even a small amount of moisture will compromise the accuracy of the measurement.

2.2 Siting of sampling points

2.2.1 In order to obtain meaningful information about the behaviour of this cargo in a cargo space, gas measurements shall be made via one sample point per cargo space. To ensure flexibility of measurement in adverse weather two sample points shall be provided per cargo space, one on the port side and one on the starboard side of the hatch cover or hatch coaming. (Refer to the diagram of gas sampling point.) Measurement from either of these locations is satisfactory.

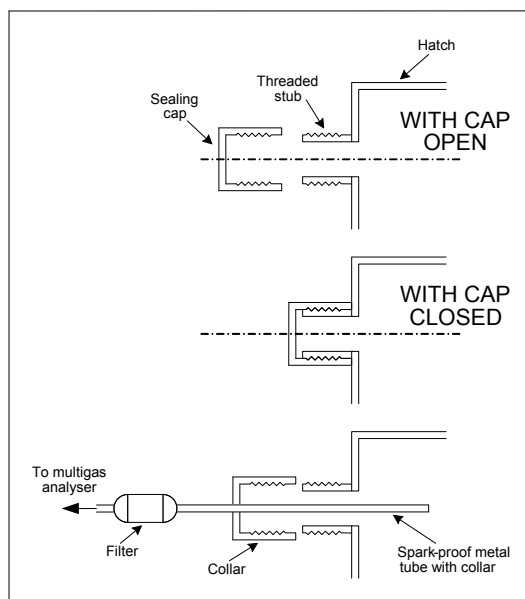


Diagram of gas sampling point

2.2.2 Each sample point shall comprise a hole of diameter approximately 12 mm positioned as near to the top of the hatch coaming as possible. It shall be sealed with a sealing cap to prevent ingress of water and air. It is essential that this cap is securely replaced after each measurement to maintain a tight seal.

2.2.3 The provisions of any sample point shall not compromise the seaworthiness of the vessel.

2.3 Measurement

The explanation on procedures for measurement is as follows:

- .1 remove the sealing cap, insert the spark-proof metal tube into the sampling point and tighten the collar to ensure an adequate seal;
- .2 connect the instrument to the sampling tube;
- .3 draw a sample of the atmosphere through the tube, using the aspirator, until steady readings are obtained;

- .4 log the results on a form which records cargo space, date and time for each measurement; and
- .5 put back the sealing cap.

2.4 *Measurement strategy*

The identification of incipient self-heating from measurement of gas concentrations is more readily achieved under unventilated conditions. This is not always desirable because of the possibility of the accumulation of methane to dangerous concentrations. This is primarily, but not exclusively, a problem in the early stages of a voyage. Therefore it is recommended that cargo spaces are initially ventilated until measured methane concentrations are at an acceptably low level.

2.5 *Measurement in unventilated holds*

Under normal conditions one measurement per day is sufficient as a precautionary measure. However, if carbon monoxide levels are higher than 30 ppm then the frequency shall be increased to at least twice a day at suitably spaced intervals. Any additional results shall be logged.

2.6 *Measurement in ventilated holds*

2.6.1 If the presence of methane is such that the ventilators are required to remain open, then a different procedure shall be applied to enable the onset of any incipient self-heating to be detected.

2.6.2 To obtain meaningful data the ventilators shall be closed for a period before the measurements are taken. This period may be chosen to suit the operational requirements of the vessel, but it is recommended that it is not less than four hours. It is vital in the interests of data interpretation that the shutdown time is constant whichever time period is selected. These measurements shall be taken on a daily basis.

2.7 *Measurement in cargo and self-unloading spaces of gravity fed self-unloading bulk carrier*

2.7.1 Measurement in unventilated cargo and self-unloading spaces

2.7.1.1 When the shipper has declared that the coal cargo has or may have self-heating characteristics, the holds shall not be ventilated unless otherwise specified in this section.

2.7.1.2 Under normal conditions one measurement per day is sufficient as a precautionary measure. If carbon monoxide levels are higher than 30 ppm then the frequency of measurements shall be increased to at least twice daily, at suitable intervals. Any additional results shall be logged.

2.7.1.3 If the carbon monoxide level in any hold indicates a steady rise or reaches 50 ppm a self-heating condition may be developing and the owners of the vessel shall be notified as outlined in the procedures. Above this level, the vessel shall operate on “negative pressure” ventilation, in order to reduce the amount of carbon monoxide. Regular monitoring of carbon monoxide levels shall continue.

2.7.1.4 Persons entering cargo or unloading spaces with carbon monoxide levels higher than 30 ppm shall not do so without self-contained breathing apparatus.*

2.7.2 Measurement in ventilated cargo and self-unloading spaces

2.7.2.1 If the presence of methane is indicated by monitor, and such that ventilation is required, then a different procedure shall be applied to enable the onset of any possible self-heating to be detected. “Positive pressure” or “through ventilation” shall be operated to remove the methane.

2.7.2.2 To obtain meaningful data the ventilators and/or ventilation shall be closed for a period before measurements are taken. This period may be chosen to suit the operational requirements of the vessel, but it is recommended that it is not less than four hours. It is vital in the interests of data interpretation that the shutdown time is constant whichever time period is selected. These measurements shall be taken on a daily basis. If the carbon monoxide results exhibit a steady rise, or exceed 50 ppm on any day, the owner shall be notified.

2.7.2.3 In addition the following points shall be considered:

- at no time shall ventilation be shut down when crew members are in the self-unloading spaces;
- special fire-fighting equipment and/or procedures may be necessary for the vessel;
and
- establish specific crew training for gravity fed self-unloading bulk carriers.

COAL SLURRY**DESCRIPTION**

Coal slurry is a mixture of fine particles of coal and water.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 870 to 1020 | 0.98 to 1.15 |
| SIZE | CLASS | GROUP |
| Under 1 mm | Not applicable | A |

HAZARD

Coal slurry is liable to liquefy during sea transport. Spontaneous combustion is possible if the coal dries out but is unlikely under normal conditions.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

When a cargo is carried in a ship other than a specially constructed or fitted cargo ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation provided that the actual moisture content of the cargo is sufficiently less than its TML so that the actual moisture content is not liable to be increased beyond the TML by the precipitation; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

VENTILATION

As this cargo, in general, may emit methane, the cargo spaces carrying this cargo shall be tested regularly using a suitable gas detector and natural surface ventilation shall be conducted, as necessary.

CARRIAGE

The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsize of the ship, and give consideration to seeking emergency entry into a place of refuge.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 136

COARSE CHOPPED TYRES**DESCRIPTION**

Chopped or shredded fragments of used tyres in coarse size.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------------------|-----------------------------------|------------------------------------|
| Not applicable | 555 | 1.8 |
| SIZE | CLASS | GROUP |
| 15 cm x 20 cm approximately | Not applicable | C |

HAZARD

May self-heat slowly if contaminated by oily residual, if not properly aged before shipment and if offered to the shipment in smaller size than indicated in "Characteristics".

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable before loading, during loading and during voyage. This cargo shall not be loaded during precipitation. During loading of this cargo all non-working hatches of the cargo spaces to which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

During handling and carriage no hotwork, burning and smoking shall be permitted in the vicinity of the cargo spaces containing this cargo. Prior to shipment, a certificate shall be given to the master by the shipper stating that this cargo is free of oily products or oily residual and has been stored under cover but in the open air for not less than 15 days prior to shipment.

When the planned interval between the commencement of loading and the completion of discharge of this cargo exceeds 5 days, the cargo shall not be accepted for loading unless the cargo is to be carried in cargo spaces fitted with a fixed gas fire-extinguishing system. The administration may, if it considers that the planned voyage does not exceed 5 days from the commencement of loading to the completion of discharge, grant exemption from the requirements of a fitted fixed gas fire-extinguishing system in the cargo spaces for the carriage of this cargo.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 138

COKE**DESCRIPTION**

Grey lumps may contain fines (Breeze).

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 341 to 800 | 1.25 to 2.93 |
| SIZE | CLASS | GROUP |
| Up to 200 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

After discharge of this cargo, the bilge wells and the scuppers of the cargo spaces shall be checked and any blockage in the bilge wells and the scuppers shall be removed.

COKE BREEZE

DESCRIPTION

Greyish powder.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 556 | 1.8 |
| SIZE | CLASS | GROUP |
| Less than 10 mm | Not applicable | A |

HAZARD

Coke breeze is liable to flow if it has sufficiently high moisture content.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

When a cargo is carried in a ship other than a specially constructed or fitted cargo ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation provided that the actual moisture content of the cargo is sufficiently less than its TML so that the actual moisture content is not liable to be increased beyond the TML by the precipitation; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

MSC 85/26/Add.2

ANNEX 3

Page 140

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsize of the ship, and give consideration to seeking emergency entry into a place of refuge.

DISCHARGE

No special requirements.

CLEAN-UP

After discharge of this cargo, the bilge wells and the scuppers of the cargo spaces shall be checked and any blockage in the bilge wells and the scuppers shall be removed.

COLEMANITE

DESCRIPTION

A natural hydrated calcium borate. Fine to lumps, light grey appearance similar to clay. Moisture approximately 7%.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1639 | 0.61 |
| SIZE | CLASS | GROUP |
| Up to 300 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 142

COPPER GRANULES**DESCRIPTION**

Sphere shaped pebbles. 75% copper with lead, tin, zinc, traces of others. Moisture content 1.5% approximately. Light grey colour when dry, dark green when wet. Odourless.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|---|-----------------------------------|------------------------------------|
| Not applicable | 4000 to 4545 | 0.22 to 0.25 |
| SIZE | CLASS | GROUP |
| Fines up to 10 mm Clinkers up to 50 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

COPPER MATTE

DESCRIPTION

Crude black copper ore. Composed of 75% copper and 25% impurities. Small metallic round stones or pellets. Odourless.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 2857 to 4000 | 0.25 to 0.35 |
| SIZE | CLASS | GROUP |
| 3 mm to 25 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 144

COPRA (dry) UN 1363**DESCRIPTION**

Dried kernels of coconuts with a penetrating rancid odour which may taint other cargoes.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 500 | 2.0 |
| SIZE | CLASS | GROUP |
| Not applicable | 4.2 | B |

HAZARD

Liable to heat and ignite spontaneously especially when in contact with water. Liable to cause oxygen depletion in the cargo space.

STOWAGE & SEGREGATION

This cargo shall not be stowed on or adjacent to heated surfaces including fuel oil tanks.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

This cargo shall not be accepted for loading when wet.

PRECAUTIONS

This cargo shall only be accepted for loading when the cargo has been weathered for at least one month before shipment or when the shipper provides the master with a certificate issued by a person recognized by the competent authority of the country of origin stating that the moisture content the cargo is not more than of 5%. Smoking and the use of naked lights in cargo spaces and adjacent areas shall be prohibited. Entry into the cargo space for this cargo shall not be permitted until the cargo space has been ventilated and the atmosphere tested for concentration of oxygen.

VENTILATION

Surface ventilation only, either natural or mechanical, shall be conducted, as necessary, during the voyage for this cargo.

CARRIAGE

The temperature of this cargo shall be measured and recorded regularly during voyage to monitor for possible self-heating.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Nil

EMERGENCY PROCEDURES

Nil

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire-fighting installation if fitted. Exclusion of air may be sufficient to control fire.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

MSC 85/26/Add.2

ANNEX 3

Page 146

CRYOLITE**DESCRIPTION**

A fluoride of sodium and aluminium used in the production of aluminium and for ceramic glazes. Grey pellets.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-------------------|-----------------------------------|------------------------------------|
| Not applicable | 1429 | 0.70 |
| SIZE | CLASS | GROUP |
| 6.4 mm to 12.7 mm | Not applicable | C |

HAZARD

Prolonged contact may cause serious damage to the skin and nervous system.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

DIAMMONIUM PHOSPHATE (D.A.P.)**DESCRIPTION**

Odourless white crystals or powder. Depending on source it can be dusty. Hygroscopic.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-------------------|-----------------------------------|------------------------------------|
| 30° to 40° | 833 to 999 | 1.10 to 1.20 |
| SIZE | CLASS | GROUP |
| Diameter: 2.54 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

This cargo is hygroscopic and may harden in the cargo space under humid conditions.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

Condensation in the cargo spaces carrying this cargo, sweating of this cargo and entering of water from hatch covers to the cargo spaces shall be checked regularly during the voyage. Due attention shall be paid to the sealing of hatches of the cargo spaces.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 148

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

After discharge of this cargo, particular attention shall be paid to bilge wells of the cargo spaces.

DIRECT REDUCED IRON (A)

Briquettes, hot-moulded

DESCRIPTION

Direct reduced iron (A) is a metallic grey material, moulded in a briquette form, emanating from a densification process whereby the direct reduced iron (DRI) feed material is moulded at a temperature greater than 650°C and has a density greater than 5,000 kg/m³. Fines and small particles (under 6.35 mm) shall not exceed 5% by weight.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|---|-----------------------------------|---|
| Not applicable | 2500 to 3300 | 0.3 to 0.4 To be verified by the shipper |
| SIZE | CLASS | GROUP |
| Approximate size: Length 50 mm to 140 mm Width 40 mm to 100 mm Thickness 20 mm to 50 mm Briquette weight 0.2 to 3.0 kg Fines and small particles: under 6.35 mm | MHB | B |

HAZARD

Temporary increase in temperature of about 30°C due to self-heating may be expected after material handling in bulk. The material may slowly evolve hydrogen after contact with water (notably saline water). Hydrogen is a flammable gas that can form an explosive mixture when mixed with air in concentration above 4% by volume. It is liable to cause oxygen depletion in cargo spaces. This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

“Separated from” goods of class 1 (division 1.4S), 2, 3, 4 and 5 and class 8 acids in packaged form (see IMDG Code).

“Separated from” solid bulk materials of classes 4 and 5.

“Separated longitudinally by an intervening complete compartment or hold from” goods of class 1 other than division 1.4S.

Boundaries of compartments where this cargo is carried shall be resistant to fire and passage of liquid.

HOLD CLEANLINESS

The cargo spaces shall be clean, dry and free from salt and residues of previous cargoes. Prior to loading, wooden fixtures such as battens, loose dunnage, debris and combustible materials shall be removed.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable during loading and the voyage. Open storage is acceptable prior to loading. This cargo shall not be loaded onto ships or transferred between ships or barges during precipitation. During loading of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be kept closed. Only when weather permits may non-working hatch covers be left open for a minimum of 1 hour after completion of each pour to allow cooling after cargo handling in bulk.

LOADING

Prior to loading this cargo, the shipper shall provide the master with a certificate issued by a competent person recognized by the national Administration of the port of loading stating that the cargo, at the time of loading, is suitable for shipment and that it conforms with the requirements of this Code; that the quantity of fines and small particles (up to 6.35 mm in size) is no more than 5% by weight; the moisture content is less than 1.0% and the temperature does not exceed 65°C.

This cargo shall not be loaded when the temperature is in excess of 65°C, if its moisture content is in excess of 1.0% or if the quantity of fines and small particles (up to 6.35 mm in size) exceeds 5% by weight.

Appropriate precautions shall be taken during loading in order to have a cargo composed of essentially whole briquettes. The cargo shall be loaded in such a way so as to minimize breakage of briquettes and the additional generation of fines and small particles and concentration of fines in any area of the cargo. The addition of fines and particles less than 6.35 mm or dust in homogenous cargoes of briquettes shall be prohibited.

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code. Due consideration shall be given to evenly spreading the cargo across the tanktop to minimize the concentration of fines.

The cargo temperature shall be monitored during loading and recorded in a log detailing the temperature for each lot of cargo loaded, a copy of which shall be provided to the master. After loading, a certificate, confirming that throughout the whole consignment the fines and small particles (under 6.35 mm in size) are less than 5% by weight, shall be issued by a competent person recognized by the national Administration of the port of loading.

PRECAUTIONS

The carrier's nominated technical persons or other representatives shall have reasonable access to stockpiles and loading installations for inspection.

Shippers shall provide comprehensive information on the cargo and safety procedures to be followed in the event of emergency. The shipper may also provide advice in amplification of this Code but the advice shall not be contrary thereto in respect of safety.

Where practicable, ballast tanks adjacent to the cargo spaces containing this cargo, other than double-bottom tanks, shall be kept empty. Weather deck closures and hatch covers shall be inspected and tested to ensure integrity and weather tightness which shall be maintained throughout the voyage.

Appropriate precautions shall be taken to protect machinery, equipment and accommodation spaces from the dust of the cargo. Radars and exposed radio communication equipment of the ship shall be protected from the dust of this cargo. Bilge wells of the cargo spaces shall be clean, dry and protected from ingress of the cargo using non-combustible material. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

During handling of this cargo "NO SMOKING" signs shall be posted on decks and in areas adjacent to cargo spaces, and no naked lights shall be permitted in these areas.

Cargo spaces containing this cargo and adjacent spaces may become oxygen-depleted. Flammable gas may also build up in these spaces. All precautions shall be taken upon entering the cargo and adjacent spaces.

VENTILATION

Surface ventilation only, either natural or mechanical, shall be conducted, as necessary, during the voyage for this cargo. On no account shall air be directed into the body of the cargo. When mechanical ventilation is used, the fans shall be certified as explosion-proof and shall prevent any spark generation thereby avoiding the possibility of ignition of hydrogen air mixture. Suitable wire mesh guards shall be fitted over inlet and outlet ventilation openings. Ventilation shall be such that escaping gases cannot enter living quarters in hazardous concentrations.

CARRIAGE

For quantitative measurements of hydrogen, a suitable detector shall be on board while this cargo is carried. The detector shall be suitable for use in an oxygen depleted atmosphere and of a type certified safe for use in an explosive atmosphere. The concentrations of hydrogen in the cargo spaces carrying this cargo shall be measured regularly during the voyage, and the results of the measurements shall be recorded and kept on board for a minimum of two years. When the monitored hydrogen concentration is higher than 1% (> 25% LEL) by volume, appropriate safety precautions shall be taken in accordance with those procedures provided by the shipper in case of emergency. If in doubt, expert advice shall be sought.

Bilge wells shall be checked regularly for the presence of water. If water is found, it shall be removed by pumping or draining the bilge wells.

Temperature of the cargo shall be taken regularly during the voyage and a record kept on board for a minimum of two years. If the temperature in the cargo space exceeds 65°C, appropriate safety precautions shall be taken in accordance with the procedures provided by the shipper in case of emergency. If in doubt, expert advice shall be sought.

DISCHARGE

The hydrogen concentration in the cargo space shall be measured immediately before any opening action of the hatch covers. If the hydrogen concentration is greater than 1% (> 25% LEL) by volume, all appropriate safety precautions in conformity with the procedures provided by the shipper or the recommendations of the competent authority shall be taken. If in doubt, expert advice shall be sought.

During discharge, a fine spray of fresh water may be applied to this cargo for dust control only when the cargo will be stored in an open area. It is not recommended to apply a fine spray of fresh water to this cargo when it will be stored in an enclosed space or is to be transhipped.

CLEAN-UP

Accumulations of dust from this cargo on deck or in proximity to cargo spaces shall be removed as quickly as possible. Consideration shall be given to carefully cleaning exposed radio communications equipment to which dust from the cargo might adhere, such as radar, radio aerials, VHF installations, AIS and GPS. Hosing with seawater should be avoided.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Nil

EMERGENCY PROCEDURES

Nil

EMERGENCY ACTION IN THE EVENT OF FIRE

Do not use water. Do not use steam. Do not use CO₂.

Batten down.

The specific procedures in the event of emergency provided by the shipper should be consulted and followed, as appropriate. If in doubt, expert advice should be sought as quickly as possible.

Preparations should be made for grab discharge if serious heating occurs.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

DIRECT REDUCED IRON (B)
Lumps, pellets, cold-moulded briquettes

DESCRIPTION

Direct reduced iron (DRI) (B) is a highly porous, black/grey metallic material formed by the reduction (removal of oxygen) of iron oxide at temperatures below the fusion point of iron. Cold-moulded briquettes are defined as those which have been moulded at a temperature less than 650°C or which have a density of less than 5,000 kg/m³. Fines and small particles under 6.35 mm in size shall not exceed 5% by weight.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|--|-----------------------------------|------------------------------------|
| Not applicable | 1750 to 2000 | 0.5 to 0.57 |
| SIZE | CLASS | GROUP |
| Lumps and pellets: Average particle size 6.35 mm to 25 mm. Cold-moulded briquettes: Approximate maximum dimensions 35 mm to 40 mm. Fines and small particles under 6.35 mm up to 5% by weight. | MHB | B |

HAZARD

Temporary increase in temperature of about 30°C due to self-heating may be expected after material handling in bulk.

There is a risk of overheating, fire and explosion during transport. This cargo reacts with air and with fresh water or seawater to produce heat and hydrogen. Hydrogen is a flammable gas that can form an explosive mixture when mixed with air in concentrations above 4% by volume. The reactivity of this cargo depends upon the origin of the ore, the process and temperature of reduction, and the subsequent ageing procedures. Cargo heating may generate very high temperatures that are sufficient to ignite the cargo. Build-up of fines may also lead to self-heating, auto-ignition and explosion. Oxygen in cargo spaces and enclosed spaces may be depleted.

STOWAGE & SEGREGATION

“Separated from” goods of classes 1 (division 1.4S), 2, 3, 4 and 5, and class 8 acids in packaged form (See IMDG Code).

“Separated from” solid bulk materials of classes 4 and 5.

Goods of class 1, other than division 1.4S, shall not be carried in the same ship.

Boundaries of compartments where this cargo is carried shall be resistant to fire and passage of liquid.

MSC 85/26/Add.2

ANNEX 3

Page 154

HOLD CLEANLINESS

The cargo spaces shall be clean, dry and free from salt and residues of previous cargoes. Prior to loading, wooden fixtures such as battens, loose dunnage, debris and combustible materials shall be removed.

WEATHER PRECAUTIONS

The cargo shall be kept dry at all times during storage, before and during loading, and during transportation. The cargo shall not be loaded onto ships, or transferred between ships or barges, during precipitation. During loading of this cargo, all non-working hatches of cargo spaces into which this cargo is loaded, or is to be loaded, shall be kept closed.

LOADING

Prior to loading, the terminal shall ensure that the conveyor belts used for loading this cargo contain no accumulation of water or other substances. Each time cargo operations are commenced or restarted, particularly after rain or washing down, any loading belt shall be operated empty and not over a ship's cargo space.

Prior to loading, an ultrasonic test or another equivalent method with a suitable instrument shall be conducted to ensure weather tightness of the hatch covers and closing arrangements and all readings shall confirm weather tightness.

Prior to loading this cargo, the shipper shall provide the master with a certificate issued by a competent person recognized by the national Administration of the port of loading stating that the cargo, at the time of loading, is suitable for shipment, and that it conforms with the requirements of this Code; that the quantity of fines and small particles is no more than 5% by weight; that the moisture content is less than 0.3%; and that the temperature does not exceed 65°C. This certificate shall state the date of manufacture for each lot of cargo to be loaded in order to meet the loading criteria in regards to ageing and material temperature.

The cargo shall not be accepted for loading when its temperature is in excess of 65°C or if its moisture content is in excess of 0.3% or if the quantity of fines and small particles exceeds 5% by weight. Any cargo that has been wetted, or is known to have been wetted, shall not be loaded into any cargo space.

Prior to loading, provision shall be made to introduce a dry, inert gas at tanktop level so that the inert gas purges the air from the cargo and fills the free volume above. Nitrogen is preferred for this purpose. All vents, accesses and other openings such as coaming drains that could allow the inert atmosphere to be lost from cargo spaces carrying this cargo shall be closed and sealed.

The cargo shall be loaded in such a way as to minimize both the breakage of the cold-moulded briquettes, pellets, lumps and the additional generation of fines and the concentrating of fines in any area of the cargo. This cargo shall be homogenous with no added waste. The addition of DRI particles, fines or dust in this cargo shall be prohibited.

Due consideration shall be given to evenly spreading the cargo across the tanktop to minimize the concentration of fines. Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

The cargo temperature and moisture shall be monitored during loading and recorded in a log detailing the temperature and moisture for each lot of cargo loaded, a copy of which shall be provided to the master. After loading, a certificate shall be issued by a competent person recognized by the national Administration of the port of loading confirming that throughout the whole consignment fines and small particles (under 6.35 mm size) are less than 5% by weight, that the moisture content has not exceeded 0.3% and the temperature does not exceed 65°C.

On completion of loading of a cargo space, it shall be immediately closed and sealed. Sufficient inert gas shall then be introduced to achieve an oxygen concentration less than 5% throughout the cargo space.

PRECAUTIONS

Due consideration shall be given to the possibility of moisture inside the cargo pile in order to avoid loading of wet cargo or a wet part of the cargo recognizing that the bottom of the pile can be wet even though the surface of cargo pile looks dry. The carrier's nominated technical persons or other representatives shall have reasonable access to stockpiles and loading installations for inspection.

Prior to shipment, the cargo shall be aged for at least 3 days, or treated with an air-passivation technique, or another equivalent method, that reduces the reactivity to the same level as the aged product. Such aging process shall be approved by the competent authority that shall also provide a certificate to that effect.

Shippers shall provide comprehensive information on the cargo and safety procedures to be followed in the event of emergency. This advice may be an amplification of this Code, but shall not be contrary thereto in respect of safety.

Where practicable, ballast tanks adjacent to the cargo spaces containing this cargo, other than double-bottom tanks, shall be kept empty. Weather tightness shall be maintained throughout the voyage. Bilge wells of the cargo spaces shall be clean, dry and protected from ingress of the cargo using non-combustible material.

Due consideration shall be given to protecting equipment, machinery and accommodation spaces from the dust of the cargo. Radars and exposed radio communication equipment of ships which carry this cargo shall be protected from the dust of this cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

During any handling of this cargo "NO SMOKING" signs shall be posted on decks and in areas adjacent to cargo spaces, and no naked lights shall be permitted in these areas. Smoking, burning, cutting, chipping, grinding or other sources of ignition shall not be allowed in the vicinity of cargo spaces containing this cargo at any time.

Cargo spaces containing this cargo and adjacent spaces may become oxygen-depleted. Flammable gas may also build up in these spaces. All precautions shall be taken when entering the cargo spaces.

MSC 85/26/Add.2

ANNEX 3

Page 156

The ship shall be provided with the means to ensure that the requirement of this Code to maintain the oxygen concentration below 5% can be achieved throughout the voyage. The ship's fixed CO₂ fire-fighting system shall not be used for this purpose. Consideration shall be given to providing the vessel with the means to top up the cargo spaces with additional supplies of inert gas taking into account the duration of the voyage.

The ship shall be provided with the means for reliably measuring the temperatures at several points within the stow, and determining the concentrations of hydrogen and oxygen in the cargo space atmosphere on voyage whilst minimizing as far as practicable the loss of the inert atmosphere.

Any cargo that has already been loaded into a cargo space and which subsequently becomes wetted, or in which reactions have started, shall be discharged without delay.

The ship shall not sail until the master and a competent person recognized by the national Administration of the port of loading are satisfied:

- .1 that all loaded cargo spaces are correctly sealed and inerted;
- .2 that the temperature of the cargo has stabilized at all measuring points and that the temperature does not exceed 65°C; and
- .3 that at the end of the inerting process, the concentration of hydrogen in the free space of the holds has stabilized and does not exceed 0.2% by volume.

VENTILATION

The cargo spaces carrying this cargo shall remain tightly sealed and the inert condition maintained during the voyage.

CARRIAGE

For quantitative measurements of hydrogen and oxygen, suitable detectors shall be on board while this cargo is carried. The detectors shall be suitable for use in an oxygen-depleted atmosphere and of a type certified safe for use in explosive atmospheres. The concentrations of hydrogen and oxygen in the cargo spaces carrying this cargo shall be measured at regular intervals during voyage, and the results of the measurements shall be recorded and kept on board for a minimum of two years.

The oxygen concentration in the cargo spaces carrying this cargo shall be maintained at less than 5% throughout the duration of the voyage. When the monitored hydrogen concentration is higher than 1% (> 25% LEL) by volume, appropriate safety precautions shall be taken in accordance with those procedures provided by the shipper in the event of emergency. If in doubt, expert advice shall be sought.

Cargo temperatures shall be taken at regular intervals during voyage and the results of the measurements shall be recorded and kept on board for a minimum of two years. If the temperature in the cargo space exceeds 65°C, appropriate safety precautions shall be taken in accordance with the procedures provided by the shipper in the event of emergency. If in doubt, expert advice shall be sought.

Bilge wells shall be checked regularly for the presence of water. If water is found, it shall be removed by pumping or draining the bilge wells. Consideration shall be given to increasing the frequency of cargo monitoring following periods of bad weather. All measurements shall be taken so as to minimize as far as practicable the loss of inert gas from the cargo spaces.

DISCHARGE

The hydrogen concentration in the cargo space shall be measured immediately before any opening action of the hatch covers. If the hydrogen concentration is greater than 1% (> 25% LEL) by volume, all appropriate safety precautions in conformity with the procedures provided by the shipper or the recommendations of the competent authority shall be taken. If in doubt, expert advice shall be sought.

During precipitation, all cargo operations shall be suspended and holds containing cargo shall be closed. Monitoring for hydrogen in those holds containing cargo shall be resumed.

CLEAN-UP

Accumulations of dust from this cargo on deck or in proximity to cargo spaces shall be removed as quickly as possible. Hosing with seawater should be avoided. Consideration shall be given to carefully cleaning exposed radio communications equipment to which dust from the cargo might adhere, such as radar, radio aerials, VHF installations, AIS and GPS.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Nil

EMERGENCY PROCEDURES

Nil

EMERGENCY ACTION IN THE EVENT OF FIRE

In the event of emergency, the specific procedures provided by the shipper should be consulted and followed, as appropriate.

Do not use CO₂. Do not use water. Do not use steam.

Batten down and reinstate the inert atmosphere using supplies or equipment if available on board. Increase the frequency of monitoring. If temperature and/or hydrogen concentration steadily rise, seek expert advice as quickly as possible.

If the temperature in the cargo space exceeds 120°C, the ship should make for the nearest appropriate port to discharge the cargo affected. Preparations should be made for grab discharge.

If additional nitrogen gas is available, the use of this gas will assist in keeping the oxygen concentration down and may contain the fire and prevent an explosive atmosphere if hydrogen is produced.

Flooding with water of the affected cargo hold should only be contemplated as a last resort, always taking the stability and strength of the ship into account.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

DIRECT REDUCED IRON (C) (By-product fines)

DESCRIPTION

Direct reduced iron (DRI) (C) is a porous, black/grey metallic material generated as a by-product of the manufacturing and handling processes of DRI (A) and/or DRI (B). The density of DRI (C) is less than 5,000 kg/m³.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|--|--|---|
| Not applicable | 1850 to 3300 | 0.30 to 0.54 |
| SIZE | CLASS | GROUP |
| Fines and small particles with an average size less than 6.35 mm, no particles to exceed 12 mm | MHB | B |

HAZARD

Temporary increase in temperature of about 30°C due to self-heating may be expected after material handling in bulk.

There is a risk of overheating, fire and explosion during transport. This cargo reacts with air and with fresh water or seawater, to produce hydrogen and heat. Hydrogen is a flammable gas that can form an explosive mixture when mixed with air in concentrations above 4% by volume. Cargo heating may generate very high temperatures that are sufficient to lead to self-heating, auto-ignition and explosion.

Oxygen in cargo spaces and in enclosed adjacent spaces may be depleted. Flammable gas may also build up in these spaces. All precautions shall be taken when entering cargo and enclosed adjacent spaces.

The reactivity of this cargo is extremely difficult to assess due to the nature of the material that can be included in the category. A worst case scenario should therefore be assumed at all times.

STOWAGE & SEGREGATION

“Separated from” goods of classes 1 (division 1.4S), 2, 3, 4 and 5, and class 8 acids in packaged form (see IMDG Code).

“Separated from” solid bulk materials of classes 4 and 5.

Goods of class 1, other than division 1.4S, shall not be carried in the same ship. Boundaries of compartments where this cargo is carried shall be resistant to fire and passage of liquid.

HOLD CLEANLINESS

Cargo spaces shall be clean, dry and free of salt and residues of previous cargoes. Prior to loading, wooden fixtures such as battens, loose dunnage, debris and combustible materials shall be removed.

WEATHER PRECAUTIONS

The cargo shall be kept within the permissible moisture content indicated in this schedule at all times during loading, and during transportation.

This cargo shall not be loaded onto ships, or transferred between ships or barges, during ANY precipitation. During loading of this cargo, all non-working hatches of cargo spaces into which this cargo is loaded, or is to be loaded, shall be kept closed.

LOADING

Prior to loading, the terminal shall ensure that the conveyor belts and all other equipment used for loading this cargo contain no accumulation of water or other substances. Each time cargo operations are commenced or restarted, particularly after rain or washing down, any loading belt shall be operated empty and not over a ship's cargo space.

Prior to loading, an ultrasonic test or another equivalent method with a suitable instrument shall be conducted to ensure weather tightness of the hatch covers and closing arrangements and all readings shall confirm weather tightness.

Prior to loading this cargo, the shipper shall provide the master with a certificate issued by a competent person recognized by the national Administration of the port of loading stating that the cargo, at the time of loading, is suitable for shipment; that it conforms with the requirements of this Code; that the moisture content is less than 0.3%; and the temperature does not exceed 65°C. This certificate shall state that the cargo meets the loading criteria in regards to ageing and material temperature.

The cargo shall not be accepted for loading when its temperature is in excess of 65°C or if its moisture content is in excess of 0.3%. Any cargo that has been wetted, or is known to have been wetted, shall not be loaded into any cargo space.

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

The cargo temperature shall be monitored during loading and recorded in a log detailing the temperature for each lot of cargo loaded, a copy of which shall be provided to the master. After loading, a certificate shall be issued by a competent person recognized by the national Administration of the port of loading confirming that throughout the whole consignment of fines and small particles the moisture content has not exceeded 0.3% and the temperature does not exceed 65°C.

On completion of loading of a cargo space it shall be immediately closed and sealed. Sufficient inert gas shall then be introduced to achieve an oxygen concentration less than 5% throughout the cargo space.

PRECAUTIONS

Due consideration shall be given to the possibility of moisture inside the cargo pile in order to avoid loading of wet cargo or a wet part of the cargo recognizing that the bottom of the pile can be wet even though the surface of cargo pile looks dry. The carrier's nominated technical persons or other representatives shall have reasonable access to stockpiles and loading installations for inspection.

Prior to shipment, the cargo shall be aged for at least 30 days and a certificate confirming this shall be issued by a competent person recognized by the national Administration of the port of loading.

Shippers shall provide to the master prior to loading comprehensive information on the cargo and safety procedures to be followed in the event of emergency. This advice may be an amplification of this Code, but shall not be contrary thereto in respect of safety.

Where practicable, ballast tanks adjacent to the cargo spaces containing this cargo, other than double-bottom tanks, shall be kept empty. Weather tightness shall be maintained throughout the voyage. Bilge wells of the cargo spaces shall be clean, dry and protected from ingress of the cargo using non-combustible material. The introduction of moisture and accumulation of condensation in the cargo spaces shall be avoided.

Appropriate precautions shall be taken to protect equipment, machinery and accommodation spaces from the dust of the cargo. Radars and exposed radio communication equipment of ships which carry this cargo shall be protected from the dust of this cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

During any handling of this cargo "NO SMOKING" signs shall be posted on decks and in areas adjacent to cargo spaces, and no naked light shall be permitted in these areas. Smoking, burning, cutting, chipping, grinding or other sources of ignition shall not be allowed in the vicinity of cargo spaces containing this cargo at any time.

Cargo spaces containing this cargo and adjacent spaces may become oxygen-depleted. No person shall enter a loaded cargo space or an enclosed adjacent space unless the space has been ventilated and the atmosphere tested and found to be gas-free and have sufficient oxygen to support life. Notwithstanding, emergency entry may be permitted without ventilation, testing, or both provided that the entry into the space is undertaken only by trained personnel wearing self-contained breathing apparatus under the supervision of a responsible officer and no source of ignition is introduced into the space.

Prior to loading, provision shall be made to introduce a dry, inert gas at tanktop level so that the inert gas purges the air from the cargo and fills the free volume above. Nitrogen is preferred for this purpose. All vents, accesses and other openings such as coaming drains that could allow the inert atmosphere to be lost from cargo spaces carrying this cargo shall be closed and sealed.

The ship shall be provided with the means to ensure that a requirement of this Code to maintain the oxygen concentration below 5% can be achieved and maintained throughout the voyage. The ship's fixed CO₂ fire-fighting system shall not be used for this purpose. Consideration shall be given to providing the vessel with the means to top up the cargo spaces with additional supplies of inert gas taking into account the duration of the voyage.

The ship shall be provided with the means for reliably measuring the temperatures at several points within the stow and determining the concentrations of hydrogen and oxygen in the cargo space atmosphere on voyage. Appropriate precautions shall be taken to minimize as far as practicable the loss of the inert atmosphere.

Any cargo that has already been loaded into a cargo space and which subsequently is exposed to additional fresh water or seawater over its natural moisture content and becomes wetted, or in which reactions have started and its temperature has exceeded 120°C, shall be discharged without delay.

On completion of loading of a cargo space it shall be immediately closed and sealed. Sufficient inert gas shall then be introduced to achieve an oxygen concentration less than 5% thought the cargo space.

The ship shall not sail until the master and a competent person recognized by the national Administration of the port of loading are satisfied:

- .1 that all loaded cargo spaces are correctly sealed and inerted;
- .2 that the temperature of the cargo has stabilized at all measuring points and that the temperature does not exceed 65°C; and
- .3 that at the end of the inerting process, the concentration of hydrogen in the free space of the holds has stabilized and does not exceed 0.2% by volume.

VENTILATION

The cargo spaces carrying this cargo shall remain tightly sealed and the inert condition maintained during the voyage.

CARRIAGE

For quantitative measurements of hydrogen and oxygen, suitable detectors shall be on board while this cargo is carried. The detectors shall be suitable for use in an oxygen-depleted atmosphere and of a type certified safe for use in explosive atmospheres. The concentrations of hydrogen and oxygen in the cargo spaces carrying this cargo shall be measured at regular intervals during voyage, and the results of the measurements shall be recorded and kept on board for a minimum of two years.

The oxygen concentration in the cargo spaces carrying this cargo shall be maintained at less than 5% throughout the duration of the voyage by topping up with inert gas.

Cargo temperatures shall be taken at regular intervals during the voyage and the results of the measurements shall be recorded and kept on board for a minimum of two years. If the temperature in the cargo space exceeds 65°C or the monitored hydrogen concentration exceeds 1% (> 25% LEL) by volume, appropriate safety precautions shall be taken in accordance with the procedures provided by the shipper in the event of emergency. If in doubt, expert advice shall be sought.

Bilge wells shall be checked regularly for the presence of water. If water is found, it shall be removed by pumping or draining the bilge wells. Consideration shall be given to increasing the frequency of cargo monitoring following periods of bad weather. All measurements shall be taken so as to minimize as far as practicable the loss of inert gas from the cargo spaces.

DISCHARGE

The hydrogen concentration in the cargo space shall be measured immediately before any opening action of the hatch covers. If the hydrogen concentration is greater than 1% (> 25% LEL) by volume, all appropriate safety precautions in conformity with the procedures provided by the shipper or the recommendations of the competent authority shall be taken. If in doubt, expert advice shall be sought.

During precipitation, all cargo operations shall be suspended and holds containing cargo shall be closed. Monitoring for hydrogen of those holds containing cargo shall be resumed.

CLEAN-UP

Accumulations of dust from this cargo on deck or in proximity to cargo spaces shall be removed as quickly as possible. Hosing with seawater shall be avoided. Consideration shall be given to carefully cleaning exposed radiocommunications equipment to which dust from the cargo might adhere, such as radar, radio aerials, VHF installations, AIS and GPS.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Nil

EMERGENCY PROCEDURES

Nil

EMERGENCY ACTION IN THE EVENT OF FIRE

In the event of emergency, the specific procedures provided by the shipper should be consulted and followed, as appropriate.

Do not use CO₂. Do not use water. Do not use steam.

Batten down and reinstate the inert atmosphere using supplies or equipment if available on board. Increase the frequency of monitoring. If temperature and/or hydrogen concentration steadily rise, seek expert advice as quickly as possible.

If the temperature in the cargo space exceeds 120°C, the ship should make for the nearest appropriate port to discharge the affected cargo. Preparations should be made for grab discharge.

If additional nitrogen gas is available, the use of this gas will assist in keeping the oxygen concentration down and may contain the fire and prevent an explosive atmosphere if hydrogen is produced.

Flooding with water of the affected cargo hold should only be contemplated as a last resort, always taking the stability and strength of the ship into account.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

DOLOMITE

DESCRIPTION

Dolomite is a light yellow/brown coloured mineral stone which is very hard and compact. Dolomite may sometimes, incorrectly, be used to describe a material consisting of the oxides of calcium and magnesium (dolomitic quicklime). In this case, see “LIME (UNSLAKED)”.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1429 to 1667 | 0.6 to 0.7 |
| SIZE | CLASS | GROUP |
| Up to 32 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 166

FELSPAR LUMP**DESCRIPTION**

Crystalline minerals consisting of silicates of aluminium with potassium sodium, calcium and barium. White or reddish in colour.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 1667 | 0.60 |
| SIZE | CLASS | GROUP |
| 0.1 mm to 300 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

FERROCHROME

DESCRIPTION

Raw material of iron mixed with chrome. Extremely heavy cargo.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 3571 to 5556 | 0.18 to 0.26 |
| SIZE | CLASS | GROUP |
| Up to 300 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 168

FERROCHROME, exothermic**DESCRIPTION**

An alloy of iron and chromium. Extremely heavy cargo.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 3571 to 5556 | 0.18 to 0.28 |
| SIZE | CLASS | GROUP |
| Up to 300 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

During loading, carriage and discharging, welding or other hot work shall not be carried out in the vicinity of the cargo spaces containing this cargo.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

FERROMANGANESE

DESCRIPTION

Raw material or iron mixed with manganese.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 3571 to 5556 | 0.18 to 0.28 |
| SIZE | CLASS | GROUP |
| Up to 300 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 170

FERRONICKEL**DESCRIPTION**

An alloy of iron and nickel.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 4167 | 0.24 |
| SIZE | CLASS | GROUP |
| Up to 300 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

FERROPHOSPHORUS
(including briquettes)

DESCRIPTION

An alloy of iron and phosphorus used in the steel industry.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-------------------|-----------------------------------|------------------------------------|
| Not applicable | 5000 | (0.2 for briquettes) |
| SIZE | CLASS | GROUP |
| Diameter: 2.54 mm | MHB | B |

HAZARD

May evolve flammable and toxic gases (e.g., phosphine) in contact with water.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

Segregation as for class 4.3 materials. "Separated from" foodstuffs and class 8 liquids.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

This cargo shall be kept as dry as reasonably practicable.

VENTILATION

Mechanical ventilation shall be conducted during the voyage for the cargo spaces carrying this cargo. Ventilation fans shall be of certified safe type for use in a flammable atmosphere. They shall normally be run continuously whenever this cargo is on board. Where this is impracticable, they shall be operated as weather permits and in any case for a reasonable period prior to discharge.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 172

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

After discharge of this cargo, the cargo spaces shall be swept clean.

Water shall not be used for cleaning of the cargo space which has contained this cargo, because of danger of gas.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down and use CO₂ if available. **Do not use water.**

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

FERROSILICON UN 1408

*with 30% or more but less than 90% silicon
(including briquettes) (see appendix to this schedule)*

DESCRIPTION

Ferrosilicon is an extremely heavy cargo.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | | STOWAGE FACTOR (m ³ /t) |
|----------------------------|---|-----|---|
| Not applicable | 1389 to 2083 (1111 to 1538 for briquettes) | | 0.48 to 0.72 (0.65 to 0.90 for briquettes) |
| SIZE | CLASS | | GROUP |
| Up to 300 mm Briquettes | 4.3 | 6.1 | B |

HAZARD

In contact with moisture or water it may evolve hydrogen, a flammable gas which may form explosive mixtures with air and may, under similar circumstances, produce phosphine and arsine, which are highly toxic gases.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

“Separated from” foodstuffs and all class 8 liquids.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable before loading, during loading and during voyage. This cargo shall not be loaded during precipitation. During loading of this cargo all non-working hatches of the cargo spaces to which this cargo are loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code. As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo. Refer to the appendix to this schedule.

PRECAUTIONS

The manufacturer or the shipper shall provide the master with a certificate stating that, after manufacture, the cargo was stored under cover, but exposed to dry weather for not less than three days prior to shipment.

VENTILATION

Continuous mechanical ventilation shall be conducted during the voyage for the cargo spaces carrying this cargo. If maintaining ventilation endangers the ship or the cargo, it may be interrupted unless there is a risk of explosion or other danger due to interruption of the ventilation. In any case mechanical ventilation shall be maintained for a reasonable period prior to discharge. Refer to the appendix to this schedule.

CARRIAGE

For quantitative measurements of hydrogen, phosphine and arsine, suitable detectors for each gas or combination of gases shall be on board while this cargo is carried. The detectors shall be of certified safe type for use in explosive atmosphere. The concentrations of these gases in the cargo spaces carrying this cargo shall be measured regularly, during voyage, and the results of the measurements shall be recorded and kept on board.

DISCHARGE

Refer to the appendix to this schedule.

CLEAN-UP

After discharge of this cargo, the cargo spaces shall be swept clean twice.

Water shall not be used for cleaning of the cargo space which has contained this cargo, because of danger of gas.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down and use CO₂ if available. **Do not use water.**

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

APPENDIX

GENERAL REQUIREMENTS FOR CARRIAGE OF FERROSILICON

1. Chapter II-2 of SOLAS requires fire-fighter's outfits, full chemical protective suits and self-contained breathing apparatus to be readily available on board.
2. Gas concentrations shall be measured, during the voyage, at least once during every eight hours at each outlet ventilator and in any other accessible space adjacent to the cargo space carrying this cargo and the results shall be recorded in the log-book. Facilities shall be provided to make accurate determinations of the gas concentrations at each outlet ventilator without danger to the operator.
3. Ventilation fans shall be in operation at all times from commencement of loading until the cargo space is free of ferrosilicon.
4. The bilge wells shall be in a clean, dry condition before loading. The bilge timbers shall be in good condition and covered with double burlap.
5. The bilge wells shall be opened up and the cargo space cleaned up after discharging. A gas check shall be made before commencement of cleaning up.

DETAILED REQUIREMENTS

Prior to loading, the bulkheads to the engine-room shall be inspected and approved by the competent authority as gastight and the safety of the bilge pumping arrangements shall be approved by the competent authority. Inadvertent pumping through machinery spaces shall be avoided.

- (i) Where the bilge suction valve of the cargo space is located in the machinery space the valve shall be checked and the valve lid and seat lapped to a fine finish, as necessary. After re-assembly the valve shall be locked shut and a notice shall be placed adjacent to the valve warning against opening without the master's permission.
- (ii) All pipes passing through the cargo space shall be in good order and condition. Hold atmosphere sampling units shall be effectively blanked off.
- (iii) Electrical circuits for equipment in cargo spaces which is unsuitable for use in an explosive atmosphere shall be isolated by removal of links in the system other than fuses.
- (iv) The cargo spaces shall be ventilated by at least two separate fans which shall be explosion-proof and arranged so that the escaping gas flow is separated from electrical cables and components. The total ventilation shall be at least 6 air changes per hour, based on an empty cargo space.
- (v) Ventilator trunkings shall be in sound condition and so arranged to preclude interconnection of the atmosphere in the cargo space with other cargo spaces, accommodation or work areas.

OPERATIONAL REQUIREMENTS

- (i) Smoking and naked flame shall be prohibited on deck in the vicinity of the cargo space or in the cargo space itself during loading or discharging.
- (ii) Any portable lighting shall be safe for use in an explosive atmosphere.
- (iii) The cargo shall be kept dry and during wet weather conditions cargo handling shall be suspended and the cargo space shall be closed.
- (iv) Sets of self-contained breathing apparatus shall be located and stored for immediate use together with lifeline and a gas detector.
- (v) Prior to commencement of discharging, the atmosphere in the cargo space shall be tested for the presence of toxic and flammable gases.

- (vi) Checks for contaminant gases shall be carried out at 30-minute intervals while persons are in the cargo space.
- (vii) Entry into the cargo space shall be prohibited when gas concentrations exceed the Threshold Limit Values, for phosphine (0.3 ppm) for arsine (0.05 ppm) or where the oxygen level is below 18%.

GASES RELEASES FROM FERROSILICON IMPURITIES WHEN WATER IS ADDED

(i) Arsine

Arsine is a toxic, colourless gas with a garlic like odour.

Toxicity

Arsine is a nerve and blood poison. There is generally a delay before the onset of symptoms (sometimes a day or so). These are at first indefinite.

Symptoms

1 Feeling of malaise, difficulty in breathing, severe headache, giddiness, fainting fits, nausea, vomiting and gastric disturbances.

2 In severe cases, vomiting may be pronounced, the mucous membranes may have a bluish discolouration and urine is dark and bloodstained. After a day or so there is severe anaemia and jaundice.

Concentration

A concentration of 500 ppm is lethal to humans after exposure of a few minutes, while concentrations of 250 ppm are dangerous to life after 30 minutes exposure. Concentrations of 6.25 to 15.5 ppm are dangerous after exposure of 30 to 60 minutes. A concentration of 0.05 ppm is the threshold long limit to which a person may be exposed.

(ii) Phosphine

Phosphine is colourless, flammable and highly toxic and has the odour of rotting fish.

Toxicity

Phosphine acts on the central nervous system and the blood.

Symptoms

The symptoms exhibited by phosphine poisoning are an oppressed feeling in the chest, headache, vertigo, general debility, loss of appetite and great thirst. Concentrations of 2000 ppm for a few minutes and 400 to 600 ppm are dangerous to life. 0.3 ppm is the maximum concentration tolerable for several hours without symptoms.

No long-term exposures to this gas shall be permitted.

FERROSILICON

25% to 30% silicon, or 90% or more with silicon (including briquettes) (See appendix to this schedule)

DESCRIPTION

Ferrosilicon is an extremely heavy cargo.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-------------------|---|---|
| Not applicable | 1389 to 2083 (1111 to 1538 for briquettes) | 0.48 to 0.72 (0.65 to 0.90 for briquettes) |
| SIZE | CLASS | GROUP |
| Diameter: 2.54 mm | MHB | B |

HAZARD

In contact with moisture or water it may evolve hydrogen, a flammable gas which may form explosive mixtures with air and may, under similar circumstances, produce phosphine and arsine, which are highly toxic gases.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

Segregation as required for class 4.3 materials. "Separated from" foodstuffs and all class 8 liquids.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable before loading, during loading and during voyage. This cargo shall not be loaded during precipitation. During loading of this cargo all non-working hatches of the cargo spaces to which this cargo are loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code. Stow evenly across tanktops. Refer to the appendix to this schedule.

PRECAUTIONS

The manufacturer or the shipper shall provide the master with a certificate stating that, after manufacture, the cargo was stored under cover, but exposed to open air for not less than three days prior to shipment.

VENTILATION

Continuous mechanical ventilation shall be conducted during the voyage for the cargo spaces carrying this cargo. If maintaining ventilation endangers the ship or the cargo, it may be interrupted unless there is a risk of explosion or other danger due to interruption of the ventilation. In any case mechanical ventilation shall be maintained for a reasonable period prior to discharge. Refer to the appendix to this schedule.

CARRIAGE

For quantitative measurements of hydrogen, phosphine and arsine, suitable detectors for each gas or combination of gases shall be on board while this cargo is carried. The detectors shall be of certified safe type for use in explosive atmosphere. The concentrations of these gases in the cargo spaces carrying this cargo shall be measured regularly, during voyage, and the results of the measurements shall be recorded and kept on board.

DISCHARGE

Refer to the appendix to this schedule.

CLEAN-UP

After discharge of this cargo, the cargo spaces shall be swept clean twice.

Water shall not be used for cleaning of the cargo space which has contained this cargo, because of danger of gas.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down and use CO₂ if available. **Do not use** water.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

APPENDIX

GENERAL REQUIREMENTS FOR CARRIAGE OF FERROSILICON

1. Two sets of self-contained breathing apparatus shall be carried in the ship in addition to normal fire-fighter's outfit.
2. Gas concentrations shall be measured, during the voyage, at least once during every eight hours at each outlet ventilator and in any other accessible space adjacent to the cargo space carrying this cargo and the results shall be recorded in the log-book. Facilities shall be provided to make accurate determinations of the gas concentrations at each outlet ventilator without danger to the operator.
3. Ventilation fans shall be in operation at all times from commencement of loading until the cargo space is free of ferrosilicon.
4. The bilge wells shall be in a clean, dry condition before loading. The bilge timbers shall be in good condition and covered with double burlap.
5. The bilge wells shall be opened up and the cargo space cleaned up after discharging. A gas check shall be made before commencement of cleaning up.

DETAILED REQUIREMENTS

Prior to loading, the bulkheads to the engine-room shall be inspected and approved by the competent authority as gastight. Satisfaction with the safety of the bilge pumping arrangements shall be approved by the competent authority. Inadvertent pumping through machinery spaces shall be avoided.

- (i) Where the bilge suction valve of the cargo space is located in the machinery space the valve shall be checked and the valve lid and seat lapped to a fine finish, as necessary. After re-assembly the valve shall be locked shut and a notice shall be placed adjacent to the valve warning against opening without the master's permission.
- (ii) All pipes passing through the cargo space shall be in good order and condition. Hold atmosphere sampling units shall be effectively blanked off.
- (iii) Electrical circuits for equipment in cargo spaces which is unsuitable for use in an explosive atmosphere shall be isolated by removal of links in the system other than fuses.
- (iv) The cargo spaces shall be ventilated by at least two separate fans which shall be explosion-proof and arranged so that the escaping gas flow is separated from electrical cables and components. The total ventilation shall be at least 6 air changes per hour, based on an empty cargo space.
- (v) Ventilator trunkings shall be in sound condition and so arranged to preclude interconnection of the atmosphere in the cargo space with other cargo spaces, accommodation or work areas.

OPERATIONAL REQUIREMENTS

- (i) Smoking and naked flame shall be prohibited on deck in the vicinity of the cargo space or in the cargo space itself during loading or discharging.
- (ii) Any portable lighting shall be safe for use in an explosive atmosphere.
- (iii) The cargo shall be kept dry and during wet weather conditions cargo handling shall be suspended and the cargo space shall be closed.
- (iv) Sets of self-contained breathing apparatus shall be located and stored for immediate use together with lifeline and a gas detector.

- (v) Prior to commencement of discharging, the atmosphere in the cargo space shall be tested for the presence of toxic and flammable gases.
- (vi) Checks for contaminant gases shall be carried out at 30-minute intervals while persons are in the cargo space.
- (vii) Entry into the cargo space shall be prohibited when gas concentrations exceed the Threshold Limit Values, for phosphine (0.3 ppm) for arsine (0.05 ppm) or where the oxygen level is below 18%.

GASES RELEASES FROM FERROSILICON IMPURITIES WHEN WATER IS ADDED

(i) Arsine

Arsine is a toxic, colourless gas with a garlic-like odour.

Toxicity

Arsine is a nerve and blood poison. There is generally a delay before the onset of symptoms (sometimes a day or so). These are at first indefinite.

Symptoms

1 Feeling of malaise, difficulty in breathing, severe headache, giddiness, fainting fits, nausea, vomiting and gastric disturbances.

2 In severe cases, vomiting may be pronounced, the mucous membranes may have a bluish discolouration and urine is dark and bloodstained. After a day or so there is severe anaemia and jaundice.

Concentration

A concentration of 500 ppm is lethal to humans after exposure of a few minutes, while concentrations of 250 ppm are dangerous to life after 30 minutes exposure. Concentrations of 6.25 to 15.5 ppm are dangerous after exposure of 30 to 60 minutes. A concentration of 0.05 ppm is the threshold long limit to which a person may be exposed.

(ii) Phosphine

Phosphine is colourless, flammable and highly toxic and has the odour of rotting fish.

Toxicity

Phosphine acts on the central nervous system and the blood.

Symptoms

The symptoms exhibited by phosphine poisoning are an oppressed feeling in the chest, headache, vertigo, general debility, loss of appetite and great thirst. Concentrations of 2000 ppm for a few minutes and 400 to 600 ppm are dangerous to life. 0.3 ppm is the maximum concentration tolerable for several hours without symptoms.

No long-term exposures to this gas shall be permitted.

FERROUS METAL BORINGS, SHAVINGS, TURNINGS or CUTTINGS UN 2793
in a form liable to self-heating

DESCRIPTION

Metal drillings usually wet or contaminated with such materials as unsaturated cutting oil, oily rags and other combustible material.

This schedule should **not** apply to consignments of materials which are accompanied by a declaration submitted prior to loading by the shipper and stating that they have no self-heating properties when transported in bulk.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | Various | Various |
| SIZE | CLASS | GROUP |
| Not applicable | 4.2 | B |

HAZARD

These materials are liable to self-heat and ignite spontaneously, particularly when in a finely divided form, wet or contaminated with such materials, as unsaturated cutting oil, oily rags and other combustible matter.

Excessive amounts of cast iron borings or organic materials may encourage heating. Self-heating or inadequate ventilation may cause dangerous depletion of oxygen in cargo spaces.

STOWAGE & SEGREGATION

“Separated from” foodstuffs.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

During loading the material shall be compacted in the cargo space as frequently as practicable with a bulldozer or other means. The bilge of each cargo space in which the cargo is loaded shall be kept as dry as practicable. After loading the cargo shall be trimmed to eliminate peaks and compacted. Wooden wet battens and dunnage shall be removed from the cargo space before the cargo is loaded.

PRECAUTIONS

The temperature of this cargo shall be measured prior to and during loading. The temperature of the cargo in the stockyard shall be measured at points between 200 mm and 350 mm from the surface of the cargo pile. This cargo shall only be accepted for loading when the temperature of the cargo prior to loading does not exceed 55°C. If the temperature of the cargo in any cargo space exceeds 90°C during loading, loading shall be suspended and shall not be recommenced

until the temperature of the cargo in all cargo spaces has fallen below 85°C. The ship shall not depart unless the temperature of the cargo in all cargo spaces is below 65°C and has shown a steady or downward trend in temperature for at least eight hours.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

The surface temperature of the cargo shall be monitored and recorded daily during the voyage. Temperature readings shall be taken in such a way as not to require entry into the cargo space or, alternatively if entry is required for this purpose, at least two sets of self-contained breathing apparatus, additional to those required by SOLAS regulation II-2/10.10 should be provided.

DISCHARGE

Entry into the cargo spaces containing this cargo shall only be permitted for trained personnel wearing self-contained breathing apparatus when the main hatches are open and after adequate ventilation is conducted or for personnel using appropriate breathing apparatus.

CLEAN-UP

Prior to washing out the residues of this cargo, any oil spillages shall be cleaned from the tanktops and the bilge wells of the cargo spaces for this cargo.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Self-contained breathing apparatus

EMERGENCY PROCEDURES

Nil

EMERGENCY ACTION IN THE EVENT OF FIRE

Whilst at sea, any rise in surface temperature of the material indicates a self-heating reaction problem.

If the temperature should rise to 80°C a potential fire situation is developing and the ship should make for the nearest suitable port. Batten down. **Water should not be used at sea.**

Early application of an inert gas to a smouldering situation may be effective.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

REMARKS

In port, copious quantities of water may be used, but due consideration should be given to factors affecting the stability of the ship.

**FERTILIZERS WITHOUT NITRATES
(non-hazardous)**

DESCRIPTION

Powder and granular. Greenish, brown or beige in colour. Odourless. Very low moisture content (0% to 1%). Hygroscopic.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 714 to 1111 | 0.90 to 1.40 |
| SIZE | CLASS | GROUP |
| 1 mm to 3 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

This cargo is hygroscopic and will cake if wet.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

No special requirements.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 184

FISH (IN BULK)**DESCRIPTION**

Fish carried in bulk after freezing.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | - | - |
| SIZE | CLASS | GROUP |
| Various | Not applicable | A |

HAZARD

Fish carried in bulk may liquefy.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Prior to the carriage of this cargo, due consideration shall be paid to consult with the competent authority. The requirement in chapter 7 of this Code, requiring a determination of TML and moisture content declaration may be dispensed with for this cargo.

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

After completion of discharge, attention shall be paid to residues of this cargo, which are liable to decompose resulting in emission of toxic gases and depletion of oxygen.

FISHMEAL (FISHSCRAP), STABILIZED UN 2216

Anti-oxidant treated

*The provisions of this entry should **not** apply to consignments of fishmeal, Group C, which are accompanied by a certificate issued by the competent authority of the country of shipment, stating that the material has no self-heating properties when transported in bulk.*

DESCRIPTION

Brown to greenish-brown material obtained through heating and drying of oily fish. Moisture content: greater than 5% but not exceeding 12%, by mass. Strong odour may affect other cargo. Fat content; not more than 15%, by mass.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 300 to 700 | 1.5 to 3.0 |
| SIZE | CLASS | GROUP |
| Not applicable | 9 | B |

HAZARD

Liable to heat spontaneously unless has low fat content or effectively anti-oxidant treated. Liable to cause oxygen depletion in cargo space.

STOWAGE & SEGREGATION

Segregation as required for class 4.2 materials.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

The cargo shall not be accepted for loading when the temperature of the cargo exceeds 35°C or 5°C above the ambient temperature, which ever is higher. The cargo may be loaded without weathering/curing prior to loading.

PRECAUTIONS

1 This cargo shall only be accepted for loading when the stabilization of the cargo is achieved to prevent spontaneous combustion by effective application:

- .1 of between 400 and 1000 mg/kg (ppm) ethoxyquin, or
- .2 of between 1000 and 4000 mg/kg (ppm) butylated hydroxytoluene

at the time of production, within 12 months prior to shipment and anti-oxidant remnant concentration shall be not less than 100 mg/kg (ppm) at the time of shipment.

2 The shipper shall provide the master with a certificate issued by a person recognized by the competent authority of the country of shipment specifying:

- moisture content;
- fat content;
- details of anti-oxidant treatment for meals older than six months;
- anti-oxidant concentrations at the time of shipment, which must exceed 100 mg/kg (ppm);
- total weight of the consignment;
- temperature of fishmeal at the time of dispatch from the factory; and
- date of production.

A suitable equipment for quantitative measurement of the concentration of oxygen in the cargo space shall be provided on board the ship.

VENTILATION

Surface ventilation either natural or mechanical shall be conducted during the voyage, as necessary, for the cargo spaces carrying this cargo. If the temperature of the cargo exceeds 55°C and continues to increase, ventilation to the cargo space shall be stopped. If self-heating continues, then carbon dioxide or inert gas shall be introduced to the cargo spaces.

CARRIAGE

This cargo shall be kept as cool and dry as reasonably practicable. The temperature of this cargo shall be measured at eight-hour intervals during the voyage. The results of measurements shall be recorded and kept on board.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire-fighting installation, if fitted.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

MSC 85/26/Add.2

ANNEX 3

Page 188

FLUORSPAR**DESCRIPTION**

Yellow, green or purple crystals. Coarse dust.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|--|--|
| Not applicable | Dry: 1429 to 1786 Wet: 1786 to 2128 | Dry: 0.56 to 0.70 Wet: 0.47 to 0.56 |
| SIZE | CLASS | GROUP |
| Not applicable | MHB | A and B |

HAZARD

This material may liquefy if shipped at moisture content in excess of their Transportable moisture limit. See section 7 of the Code. Harmful and irritating by dust inhalation.

STOWAGE & SEGREGATION

“Separated from” foodstuffs and all class 8 materials (goods in packaged form and solid bulk materials).

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

When a cargo is carried in a ship other than specially constructed or fitted cargo ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation provided that the actual moisture content of the cargo is sufficiently less than its TML so that the actual moisture content is not liable to be increased beyond the TML by the precipitation; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who

may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary. Protect machinery, accommodation and bilge wells from dust.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Nil

EMERGENCY PROCEDURES

Nil

EMERGENCY ACTION IN THE EVENT OF FIRE

Nil

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 190

FLY ASH**DESCRIPTION**

Fly Ash is the light, finely divided dusty fine powder residue from coal and oil fired power stations. Do not confuse with Calcined Pyrites.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 794 | 1.26 |
| SIZE | CLASS | GROUP |
| Not applicable | Not applicable | C |

HAZARD

May shift when aerated.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

“Separated from” foodstuffs.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

The ship carrying this cargo shall not depart until the cargo has settled.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo. Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

After the completion of loading of this cargo, the hatches of the cargo spaces shall be sealed. All vents and access ways to the cargo spaces shall be shut during the voyage. Bilges in the cargo spaces carrying this cargo shall not be pumped unless absolutely necessary.

DISCHARGE

No special requirements.

CLEAN-UP

In the case that the residues of this cargo are to be washed out, the cargo spaces and the other structures and equipment which may have been in contact with this cargo or its dust shall be thoroughly swept prior to washing out. Particular attention shall be paid to bilge wells and framework in the cargo spaces. After complying with the foregoing requirements, the cargo spaces shall be washed out and the water for washing out shall be pumped out in an appropriate manner, except in the case that the BCSN of the cargo to be loaded subsequent to discharge is FLY ASH.

MSC 85/26/Add.2

ANNEX 3

Page 192

GRANULATED SLAG**DESCRIPTION**

Residue from steelworks blast furnaces with a dirty grey, lumpy appearance. Iron: 0.5%.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 1111 | 0.90 |
| SIZE | CLASS | GROUP |
| Up to 5 mm | Not applicable | C |

HAZARD

No special hazards. Slag dust is fine and has abrasive characteristics.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

This cargo shall not be accepted for loading when the temperature of the cargo exceeds 50°C.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

GRANULATE TYRE RUBBER**DESCRIPTION**

Fragmented rubber tyre material cleaned and free from other materials.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------------|-----------------------------------|------------------------------------|
| Not applicable | 555 | 1.8 |
| SIZE | CLASS | GROUP |
| Granular, up to 10 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

During handling and carriage no hotwork, burning and smoking shall be permitted in the vicinity of the cargo spaces containing this cargo. Prior to shipment, a certificate shall be given to the master by the shipper stating that this cargo consists of clean rubber material only. When the planned interval between the commencement of loading and the completion of discharge of this cargo exceeds 5 days, the cargo shall not be accepted for loading unless the cargo is to be carried in cargo spaces fitted with a fixed gas fire extinguishing system. The administration may, if it considers that the planned voyage does not exceed 5 days from the commencement of loading to the completion of discharge, exempt from the requirements of a fitted fixed gas fire-extinguishing system in the cargo spaces for the carriage of this cargo.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 194

GYPSUM**DESCRIPTION**

A natural Hydrated Calcium Sulphate. Insoluble in water. It is loaded as a fine powder that aggregates into lumps. Gypsum is not water soluble. Average moisture content is 1% to 2%.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1282 to 1493 | 0.67 to 0.78 |
| SIZE | CLASS | GROUP |
| Up to 100 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

Prior to washing out the residues of this cargo, the decks and the cargo spaces shall be shovelled and swept clean, because washing out of this cargo is difficult.

ILMENITE CLAY**DESCRIPTION**

Very heavy black clay. Abrasive. May be dusty. Titanium, silicate and iron oxides are obtained from ilmenite clay. Moisture content: 10% to 20%.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 2000 to 2500 | 0.4 to 0.5 |
| SIZE | CLASS | GROUP |
| Up to 0.15 mm | Not applicable | A |

HAZARD

The material may liquefy if shipped at a moisture content in excess of its Transportable Moisture Limit (TML).

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

When a cargo is carried in a ship other than specially constructed or fitted cargo ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation provided that the actual moisture content of the cargo is sufficiently less than its TML so that the actual moisture content is not liable to be increased beyond the TML by the precipitation; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 196

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

VENTILATION

No special requirements.

CARRIAGE

The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsize of the ship, and give consideration to seeking emergency entry into a place of refuge.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

ILMENITE SAND

This cargo can be categorized as Group A or C.

DESCRIPTION

Very heavy black sand. Abrasive. May be dusty. Titanium, monazite and zinc ore are obtained from ilmenite sand. The moisture content of this cargo in Group C is 1% to 2%. When moisture content is above 2%, this cargo is to be categorized in Group A.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 2380 to 3225 | 0.31 to 0.42 |
| SIZE | CLASS | GROUP |
| Up to 0.15 mm | Not applicable | A or C |

HAZARD

This cargo in Group C has no special hazards. This cargo in Group A may liquefy if shipped at a moisture content in excess of its TML. See section 7 of this Code.
This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable before loading, during loading and during voyage. This cargo shall not be loaded during precipitation. During loading of this cargo all non-working hatches of the cargo spaces to which this cargo are loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

VENTILATION

No special requirements.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 198

CARRIAGE

The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsize of the ship, and give consideration to seeking emergency entry into a place of refuge.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

IRON ORE**DESCRIPTION**

Iron ore varies in colour from dark grey to rusty redvaries in iron content from haematite, (high grade ore) to ironstone of the lower commercial ranges. Moisture content: 0% to 16%. Mineral Concentrates are different cargoes (see IRON CONCENTRATE).

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1250 to 3448 | 0.29 to 0.80 |
| SIZE | CLASS | GROUP |
| Up to 250 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

Iron ore cargoes may affect magnetic compasses.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirement.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

Loading rates of this cargo are normally very high. Due consideration shall be paid on the ballasting operation to develop the loading plan required by regulation VI/9.3 in SOLAS Convention.

VENTILATION

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 200

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

IRON ORE PELLETS

DESCRIPTION

Pellets are approximately spherical lumps formed by crushing iron ore into a powder. This iron oxide is formed into pellets by using clay as a binder and then hardening by firing in kilns at 1315°C. Moisture content: 0% to 2%.

CHARACTERISTICS

| | | |
|------------------------|--|---|
| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
| Not applicable | 1900 to 2400 | 0.45 to 0.52 |
| SIZE | CLASS | GROUP |
| Up to 20 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

No special requirements.

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 202

**IRON OXIDE, SPENT or
IRON SPONGE, SPENT UN 1376**
obtained from coal gas purification

DESCRIPTION

Powdery material, black, brown, red or yellow. Strong odour may taint other cargo.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 2222 | 0.45 |
| SIZE | CLASS | GROUP |
| Up to 20 mm | 4.2 | B |

HAZARD

Liable to heat and ignite spontaneously, especially if contaminated with oil or moisture. Toxic gases: hydrogen sulphide, sulphur dioxide, and hydrogen cyanide may be produced. Dust may cause an explosion hazard. Liable to reduce the oxygen in the cargo space.

STOWAGE & SEGREGATION

“Separated from” foodstuffs.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

Prior to loading, the shipper or the manufacturer shall provide the master with a certificate stating that the cargo has been cooled and then weathered for not less than 8 weeks prior to shipment.

VENTILATION

Surface ventilation only, either natural or mechanical, shall be conducted, as necessary, during the voyage for this cargo.

CARRIAGE

For quantitative measurements of oxygen and hydrogen cyanide, suitable detectors for each gas or combination of gases shall be on board while this cargo is carried. The detectors shall be suitable for use in an atmosphere without oxygen and of certified safe type for use in explosive atmosphere. The concentrations of these gases in the cargo spaces carrying this cargo shall be measured regularly, during voyage, and the results of the measurements shall be recorded and kept on board.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Protective clothing (gloves, boots, coveralls, headgear).
Self-contained breathing apparatus.
Spray nozzles.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire-fighting installation if available. Exclusion of air may be sufficient to control fire.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

MSC 85/26/Add.2

ANNEX 3

Page 204

IRONSTONE**DESCRIPTION**

Ore. Moisture: 1% to 2%.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 2564 | 0.39 |
| SIZE | CLASS | GROUP |
| 75 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with relevant provisions required under sections 4 and 5 of the Code. If doubt exists, trim reasonably level to the boundaries of the cargo space so as to minimize the risk of shifting and to ensure that adequate stability will be maintained during the voyage.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 206

LABRADORITE**DESCRIPTION**

A lime-soda rock form of felspar. May give off dust.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|------------------------|-----------------------------------|------------------------------------|
| Not applicable | 1667 | 0.60 |
| SIZE | CLASS | GROUP |
| Lumps: 50 mm to 300 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable before loading, during loading and during voyage.

This cargo shall not be loaded during precipitation. During loading of this cargo all non-working hatches of the cargo spaces to which this cargo are loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

LEAD NITRATE UN 1469**DESCRIPTION**

White crystals. Soluble in water. Derived from the action of nitrate acid on lead.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|-----------------|------------------------------------|
| Not applicable | - | | - |
| SIZE | CLASS | SUBSIDIARY RISK | GROUP |
| Not applicable | 5.1 | 6.1 | B |

HAZARD

Toxic if swallowed or dust inhaled.

Not combustible by itself, but mixtures with combustible materials, are easily ignited and burn fiercely.

STOWAGE & SEGREGATION

“Separated from” foodstuffs.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable before loading, during loading and during voyage. This cargo shall not be loaded during precipitation. During loading of this cargo all non-working hatches of the cargo spaces to which this cargo are loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo. Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

Natural surface ventilation shall be conducted during the voyage, as necessary, for the cargo spaces carrying this cargo.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Protective clothing (gloves, coveralls, headgear).
Self-contained breathing apparatus.
Spray nozzles.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Use copious quantities of water, which is best applied in the form of a spray to avoid disturbing the surface of the material. The material may fuse or melt, in which condition application of water may result in extensive scattering of the molten materials. Exclusion of air or the use of CO₂ will not control the fire. Due consideration should be given to the effect on the stability of the ship due to accumulated water.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

LEAD ORE

DESCRIPTION

Heavy soft grey solid material.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1493 to 4167 | 0.24 to 0.67 |
| SIZE | CLASS | GROUP |
| Powder | Not applicable | C |

HAZARD

Toxic, with acids evolves highly toxic vapour.
This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

“Separated from” all class 8 liquids.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable before loading, during loading and during voyage.
This cargo shall not be loaded during precipitation. During loading of this cargo all non-working hatches of the cargo spaces to which this cargo are loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 210

LIME (UNSLAKED)**DESCRIPTION**

White or greyish-white in colour.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | - | - |
| SIZE | CLASS | GROUP |
| Lump | MHB | B |

HAZARD

Unslaked lime combines with water to form calcium hydroxide (hydrated lime) or magnesium hydroxide. This reaction develops a great deal of heat which may be sufficient to cause ignition of nearby combustible materials. This is not combustible or has a low fire-risk corrosive to eyes and mucous membranes.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

“Separated from” all packaged dangerous goods and solid bulk cargoes in Group B.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

This cargo shall be kept as dry as practicable. Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo. Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

Do not discharge during precipitation.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Nil

EMERGENCY PROCEDURES

Nil

EMERGENCY ACTION IN THE EVENT OF FIRE

Nil (non-combustible).
Do not use water, if involved in a fire.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 212

LIMESTONE

DESCRIPTION

Limestone varies in colour from cream through white to medium dark grey (when freshly broken).

Moisture: up to 4%.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1190 to 1493 | 0.67 to 0.84 |
| SIZE | CLASS | GROUP |
| Fines to 90 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

LINTED COTTON SEED

with not more than 9% moisture and not more than 20.5% oil

DESCRIPTION

Cottonseed with short cotton fibres adhering to the kernel after approximately 90%-98% of the cotton has been removed by machine.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 490 | 2.02 |
| SIZE | CLASS | GROUP |
| - | MHB | B |

HAZARD

May self-heat and deplete oxygen in cargo space.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Entry into the cargo space for this cargo shall not be permitted until the cargo space has been ventilated and the atmosphere tested for concentration of oxygen.

VENTILATION

No special requirements.

CARRIAGE

Hatches should be weathertight to prevent the ingress of water.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhanging faces, as necessary.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire-fighting installation, if fitted.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

MAGNESIA (DEADBURNED)

DESCRIPTION

Manufactured in briquette form and is usually white, brown or grey. It is very similar in size, appearance and handling to gravel and is dry and dusty. Deadburned magnesia is natural magnesite calcined at very high temperatures, which results in a non-reactive magnesium oxide, which does not hydrate or produce spontaneous heat.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|------------------------|-----------------------------------|------------------------------------|
| Not applicable | 2000 | 0.5 |
| SIZE | CLASS | GROUP |
| Fines to approx. 30 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Prior to loading, the shipper or the manufacturer shall provide the master with a declaration stating that the cargo has been sufficiently heat-treated and is ready for loading.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 216

MAGNESIA (UNSLAKED)**DESCRIPTION****CHARACTERISTICS**

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 1250 | 0.80 |
| SIZE | CLASS | GROUP |
| Fines to 90 mm | MHB | B |

HAZARD

Combines with water to form magnesium hydroxide with an expansion in volume and a release of heat. May ignite materials with low ignition temperatures. Similar to LIME (UNSLAKED) but is less reactive. Corrosive to eyes and mucous membranes.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

“Separated from” all packaged dangerous goods and solid bulk cargoes in Group B.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

Do not discharge during precipitation.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Nil

EMERGENCY PROCEDURES

Nil

EMERGENCY ACTION IN THE EVENT OF FIRE

Nil (non-combustible).

Do not use water if cargo is involved in a fire.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 218

MAGNESITE, natural**DESCRIPTION**

Magnesite is white to yellow in colour.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1429 | 0.7 |
| SIZE | CLASS | GROUP |
| 3 mm to 30 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MAGNESIUM NITRATE UN 1474

DESCRIPTION

White crystals, soluble in water. Hygroscopic.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | - | - |
| SIZE | CLASS | GROUP |
| Not applicable | 5.1 | B |

HAZARD

Although non-combustible by itself, mixtures with combustible material are easily ignited and may burn fiercely.

This cargo is hygroscopic and will cake if wet.

STOWAGE & SEGREGATION

“Separated from” foodstuffs.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Protective clothing (gloves, boots, coveralls, headgear).
Self-contained breathing apparatus.
Spray nozzles.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Use copious quantities of water, which is best applied in the form of a spray to avoid disturbing the surface of the material. The material may fuse or melt, in which condition application of water may result in extensive scattering of the molten materials. Exclusion of air or the use of CO₂ will not control the fire. Due consideration should be given to the effect on the stability of the ship due to the accumulated water.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

REMARKS

Material is non-combustible unless contaminated.

MANGANESE ORE

DESCRIPTION

Manganese ore is black to brownish black in colour. It is a very heavy cargo.
Moisture content: up to 15%.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|---------------------|-----------------------------------|------------------------------------|
| Not applicable | 1429 to 3125 | fines to 0.32 lumps to 0.70 |
| SIZE | CLASS | GROUP |
| Fine dust to 250 mm | Not applicable | C |

HAZARD

No special hazards.
This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 222

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MARBLE CHIPS

DESCRIPTION

Dry, dusty, white to grey lumps, particles and powder mixed with a small amount of gravel and pebbles.

CHARACTERISTICS

| | | |
|------------------------|--|---|
| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
| Not applicable | 654 | 1.53 |
| SIZE | CLASS | GROUP |
| Not applicable | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

METAL SULPHIDE CONCENTRATES**(See also Mineral Concentrates schedule)****DESCRIPTION**

Mineral concentrates are refined ores in which the valuable components have been enriched by eliminating the bulk of waste materials. Generally the particle size is small although agglomerates sometimes exist in concentrates which have not been freshly produced.

The most common concentrates in this category are: zinc concentrates, lead concentrates, copper concentrates and low grade middling concentrates.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1790 to 3230 | 0.31 to 0.56 |
| SIZE | CLASS | GROUP |
| Various | MHB | A and B |

HAZARD

Some sulphide concentrates are liable to oxidation and may have a tendency to self-heat, with associated oxygen depletion and emission of toxic fumes. Some materials may present corrosion problems.

When a Metal Sulphide Concentrate is considered as presenting a low fire-risk, the carriage of such cargo on a ship not fitted with a fixed gas fire extinguishing system should be subject to the Administration's authorization as provided by SOLAS regulation II-2/10.7.1.4.

STOWAGE & SEGREGATION

Unless determined by the competent authority, segregation as required for class 4.2 materials. "Separated from" foodstuffs and all class 8 acids.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

When a cargo is carried in a ship other than specially constructed or fitted cargo ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation provided that the actual moisture content of the cargo is sufficiently less than its TML so that the actual moisture content is not liable to be increased beyond the TML by the precipitation; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

LOADING

This cargo shall be trimmed to ensure that the height difference between peaks and troughs does not exceed 5% of the ship's breadth and that the cargo slopes uniformly from the hatch boundaries to the bulkheads and no shearing faces remain to collapse during voyage, in particular on smaller ships, i.e. 100 m long or less.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that the tanktop is not overstressed during the voyage and during loading by a pile of the cargo.

PRECAUTIONS

Entry into the cargo space for this cargo shall not be permitted until the cargo space has been ventilated and the atmosphere tested for concentration of oxygen. Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsize of the ship, and give consideration to seeking emergency entry into a place of refuge. For quantitative measurements of oxygen and toxic fumes liable to be evolved by the cargo, suitable detectors for each gas and fume or combination of these shall be on board while this cargo is carried. The detectors shall be suitable for use in an atmosphere without oxygen. The concentrations of these gases in the cargo spaces carrying this cargo shall be measured regularly, during voyage, and the results of the measurements shall be recorded and kept on board.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire-fighting installation.
Exclusion of air may be sufficient to control the fire. **Do not use water.**

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

REMARKS

Fire may be indicated by the smell of sulphur dioxide.

Mineral Concentrates

(See Bulk Cargo Shipping Names below)

| | | |
|-------------------------------|-----------------------------|--------------------------------|
| CEMENT COPPER | LEAD ORE RESIDUE | PYRITIC CINDERS |
| COPPER CONCENTRATE | LEAD SILVER | SILVER LEAD CONCENTRATE |
| IRON CONCENTRATE | CONCENTRATE | SLIG (iron ore) |
| IRON CONCENTRATE | MANGANESE | ZINC AND LEAD CALCINES |
| (pellet feed) | CONCENTRATE | (mixed) |
| IRON CONCENTRATE | NEFELENE SYENITE | ZINC AND LEAD MIDDINGS |
| (sinter feed) | (mineral) | ZINC CONCENTRATE |
| LEAD AND ZINC CALCINES | NICKEL CONCENTRATE | ZINC SINTER |
| (mixed) | PENTAHYDRATE CRUDE | ZINC SLUDGE |
| LEAD AND ZINC MIDDINGS | PYRITES | |
| LEAD CONCENTRATE | PYRITIC ASHES (iron) | |

All known Bulk Cargo Shipping Names (BCSN) of mineral concentrates are listed above but the list is not exhaustive. See also the entries for Metal Sulphide Concentrates.

DESCRIPTION

Mineral concentrates are refined ores in which valuable components have been enriched by eliminating the bulk of waste materials.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 1754 to 3030 | 0.33 to 0.57 |
| SIZE | CLASS | GROUP |
| Various | Not applicable | A |

HAZARD

The above materials may liquefy if shipped at moisture content in excess of their Transportable moisture limit (TML). See section 7 of the Code. These cargoes are non-combustible or have low fire-risks.

This cargo will decompose burlap or canvas cloth covering bilge wells. Continuous carriage of this cargo may have detrimental structural effects over a long period of time.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

When a cargo is carried in a ship other than specially constructed or fitted cargo ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation provided that the actual moisture content of the cargo is sufficiently less than its TML so that the actual moisture content is not liable to be increased beyond the TML by the precipitation; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

LOADING

This cargo shall be trimmed to ensure that the height difference between peaks and troughs does not exceed 5% of the ship's breadth and that the cargo slopes uniformly from the hatch boundaries to the bulkheads and no shearing faces remain to collapse during voyage, in particular on smaller ships, i.e. 100 m long or less.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that the tanktop is not overstressed during the voyage and during loading by a pile of the cargo.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo. Bilge system of a cargo space to which this cargo is to be loaded shall be tested to ensure it is working.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MONOAMMONIUM PHOSPHATE (M.A.P.)

DESCRIPTION

MAP is odourless and comes in the form of brownish-grey granules. It can be very dusty. Hygroscopic.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| 35° to 40° | 826 to 1000 | 1.0 to 1.21 |
| SIZE | CLASS | GROUP |
| Not applicable | Not applicable | C |

HAZARD

Bulk MAP has a pH of 4.5 and in the presence of moisture content can be highly corrosive.

This cargo is non-combustible or has a low fire-risk.

This cargo is hygroscopic and will cake if wet.

This cargo will decompose burlap or canvas cloth covering bilge wells. Continuous carriage of this cargo may have detrimental structural effects over a long period of time.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

MSC 85/26/Add.2

ANNEX 3

Page 230

CARRIAGE

Condensation in the cargo spaces carrying this cargo, sweating of this cargo and entering of water from hatch covers to the cargo spaces shall be checked regularly during the voyage. Due attention shall be paid to the sealing of hatches of the cargo spaces.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

After discharge of this cargo, particular attention shall be paid to bilge wells of the cargo spaces.

PEANUTS (in shell)

DESCRIPTION

An edible, tan coloured nut. Variable moisture content. Extremely dusty.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 304 | 3.29 |
| SIZE | CLASS | GROUP |
| Not applicable | Not applicable | C |

HAZARD

May heat spontaneously.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

“Away from” sources of heat.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 232

PEAT MOSS**DESCRIPTION**

Surface mined from mires, bogs, fens, muskeg and swamps. Types include moss peat, sedge peat and grass peat. Physical properties depend on organic matter, water and air content, botanical decomposition and degree of decomposition.

May range from a highly fibrous cohesive mass of plant remains which when squeezed in its natural state exudes clear to slightly coloured water, to a well decomposed, largely amorphous material with little or no separation of liquid from solids when squeezed.

Typically air-dried peat has low density, high compressibility and high water content; in its natural state it can hold 90 percent or more of water by weight of water when saturated.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 80 to 500 | 2 to 12.5 |
| SIZE | CLASS | GROUP |
| Fine Powder | MHB | A and B |

HAZARD

Oxygen depletion and an increase in carbon dioxide in cargo and adjacent spaces.

Risk of dust explosion when loading. Caution should be exercised when walking or landing heavy machinery on the surface of uncompressed Peat Moss.

Peat Moss having a moisture content of more than 80% by weight should only be carried on specially fitted or constructed ships (see paragraphs 7.2.2 to 7.2.4 of this Code).

Dust may cause eye, nose and respiratory irritation.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

Prior to loading, this cargo shall be stockpiled under cover to effect drainage for reduction of moisture content. This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo.

Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who

may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary. All personnel of the ship carrying this cargo and all personnel involved in handling of this cargo shall be cautioned that washing hands before eating or smoking and prompt treatment of cuts and scrapes are necessary in case of contact with this cargo or its dust. Entry of personnel into cargo spaces shall not be permitted until tests have been carried out and it has been established that the oxygen content has been restored to a normal level.

VENTILATION

Surface ventilation only, either natural or mechanical, shall be conducted, as necessary, during the voyage for this cargo.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

| |
|---|
| <p><u>SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED</u></p> <p>Nil</p> |
| <p><u>EMERGENCY PROCEDURES</u></p> <p>Nil</p> <p><u>EMERGENCY ACTION IN THE EVENT OF FIRE</u></p> <p>Batten down; use ship’s fixed fire-fighting installation if fitted. Exclusion of air may be sufficient to control fire.</p> <p><u>MEDICAL FIRST AID</u></p> <p>Refer to the Medical First Aid Guide (MFAG), as amended.</p> |

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 234

PEBBLES (sea)**DESCRIPTION**

Round pebbles. Rolls very easily.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1695 | 0.59 |
| SIZE | CLASS | GROUP |
| 30 mm to 110 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

This cargo shall be loaded carefully to prevent damage to the tanktop.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

PELLETS (concentrates)

DESCRIPTION

Concentrate ore which has been pelletized. Moisture up to 6%.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|---------------------|-----------------------------------|------------------------------------|
| Not applicable | 2128 | 0.47 |
| SIZE | CLASS | GROUP |
| 10 mm approximately | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 236

PERLITE ROCK**DESCRIPTION**

Clay-like and dusty. Light grey. Odourless. Moisture: 0.5% to 1%.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 943 to 1020 | 0.98 to 1.06 |
| SIZE | CLASS | GROUP |
| Not applicable | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

PETROLEUM COKE (calcined or uncalcined)

DESCRIPTION

Black, finely divided residue from petroleum refining in the form of powder and small pieces. The provisions of this schedule should not apply to materials having a temperature below 55°C when loaded.

CHARACTERISTICS

| | | |
|------------------------|--|---|
| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
| Not applicable | 599 to 800 | 1.25 to 1.67 |
| SIZE | CLASS | GROUP |
| Powder to small pieces | MHB | B |

HAZARD

Uncalcined petroleum coke is liable to heat and ignite spontaneously when not loaded and transported under the provisions of this entry.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

“Separated from” foodstuffs.

“Separated longitudinally by an intervening complete compartment or hold from” all goods of class 1, divisions 1.1 and 1.5.

“Separated by a complete compartment or hold from” all other hazardous materials and dangerous goods (goods in packaged form and solid bulk materials).

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

No special requirements.

LOADING

- 1 When the cargo is loaded in a cargo space over a tank containing fuel or other material having a flashpoint under 93°C, the cargo having temperature of 55°C or higher shall not be loaded in the cargo space, unless part of the cargo having temperature 44°C or lower is loaded in a layer of at least 0.6 m thickness throughout the cargo space prior to loading the cargo having temperature of 55°C or higher.
- 2 When the cargo having temperature of 55°C or higher is loaded in accordance with the above requirement and the thickness of the layer of the cargo to be loaded is bigger than 1.0 m, the cargo shall first be loaded within a layer, the thickness of which is between 0.6 m and 1.0 m.
- 3 After the completion of loading operation specified in the above paragraphs, the loading operation may proceed.

The cargo shall be trimmed in accordance with the cargo information required by section 4 of this Code.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 238

PRECAUTIONS

This cargo shall not be loaded when the temperature of this cargo exceeds 107°C. The master shall post warnings about the high temperature of this cargo near the cargo spaces.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Protective clothing (gloves, boots, coveralls, headgear).
Self-contained breathing apparatus.
Spray nozzles.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use of ship's fixed fire-fighting installation if available.
Exclusion of air may be sufficient to control fire.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

PHOSPHATE (defluorinated)**DESCRIPTION**

Granular, similar to fine sand. Shipped dry. Dark grey. No moisture content.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 893 | 1.12 |
| SIZE | CLASS | GROUP |
| Not applicable | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 240

PHOSPHATE ROCK (calcined)**DESCRIPTION**

Usually in the form of fine ground rock or prills. Extremely dusty. Hygroscopic.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 794 to 1563 | 0.64 to 1.26 |
| SIZE | CLASS | GROUP |
| Not applicable | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

This cargo is hygroscopic and will cake if wet.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable before loading, during loading and during voyage.

This cargo shall not be loaded during precipitation. During loading of this cargo all non-working hatches of the cargo spaces to which this cargo are loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

No special requirements.

PHOSPHATE ROCK (uncalcined)

DESCRIPTION

Phosphate rock is an ore in which phosphorus and oxygen are chemically united. Depending on the source, it is tan to dark grey, dry and dusty. Moisture: 0% to 2%. Depending on its source this cargo may have flow characteristic, but once settled it is not liable to shift.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1250 to 1429 | 0.70 to 0.80 |
| SIZE | CLASS | GROUP |
| Powder to lumps | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 242

PIG IRON**DESCRIPTION**

Foundry pig iron is cast in 28 grades into 20 kg pigs. In a random heap, pig iron occupies approximately 50% of the apparent volume.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|------------------------|-----------------------------------|------------------------------------|
| Not applicable | 3333 to 3571 | 0.28 to 0.30 |
| SIZE | CLASS | GROUP |
| 550 mm x 90 mm x 80 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

This cargo is usually loaded using tubs. In such case, tubs are usually lowered by a crane into the hold and the contents are spilled out. When this cargo is loaded using tubs, the first few tubs shall be lowered onto the tanktop to avoid damage.

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

Prior to washing out the residues of this cargo, the bilge wells of the cargo spaces shall be cleaned.

PITCH PRILL**DESCRIPTION**

Pitch Prill is made from tar produced during the coking of coal. It is black with a distinctive odour. It is extruded into its characteristic pencil shape to make handling easier. Cargo softens between 40°C to 50°C. Melting point: 105°C to 107°C.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|-------------------------------------|--|---|
| Not applicable | 500 to 800 | 1.25 to 2.0 |
| SIZE | CLASS | GROUP |
| 9 mm diameter and up to 0.7 cm long | MHB | B |

HAZARDS

Melts when heated. Combustible, burns with a dense black smoke. Dust may cause skin and eye irritation. Normally this cargo has a low fire-risk. However powder of the cargo is easy to ignite and may cause fire and explosion. Special care should be taken for preventing fire during loading or discharging.

STOWAGE & SEGREGATION

Segregation as required for class 4.1 materials.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

Refer to the appendix to this schedule.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

This cargo shall not be stowed in a cargo space adjacent to heated tanks to avoid softening and melting of the cargo.

PRECAUTIONS

Refer to the appendix to this schedule.

VENTILATION

Surface ventilation only, either natural or mechanical, shall be conducted, as necessary, during the voyage for this cargo.

CARRIAGE

After the completion of loading of this cargo, the hatches of the cargo spaces shall be sealed. Condensation in the cargo spaces carrying this cargo shall be checked regularly during voyage.

DISCHARGE

Adequate measures shall be taken to prevent dust generation.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Protective clothing, gloves, boots, overalls, and headgear.
Self-contained breathing apparatus, spray nozzles.

EMERGENCY PROCEDURES

Wear protective clothing and self contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF A FIRE

Batten down: use ship's fixed fire-fighting installation if available.
Exclusion of air may be sufficient to control fire.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

APPENDIX

PITCH PRILL

General precautions:

1. Personnel engaged in loading shall be supplied with gloves, dust masks, approved protective clothing and goggles.
2. Eyewashes and sun screen creams shall be readily available.
3. Number of personnel in area of loading shall be kept to a minimum. Personnel in area of loading shall be aware of all the hazards involved.
4. Personnel engaged in the handling of this cargo shall wash well and keep out of the sun for a few days, after the cargo handling.
5. The hatch shall be closed after loading or discharge has ceased and the ship shall be washed out to remove all dust.
6. Due consideration shall be paid on suspending the cargo handling when wind is blowing dust.
7. After completion of discharging this cargo, the deck shall be cleaned up to remove all spillages.
8. Ventilation of the accommodation spaces shall be closed and the air conditioning systems for the accommodation spaces shall be on re-cycle mode when this cargo is being handled – either loading or discharging.
9. The cargo dust is easily ignited and may cause fire and explosion. Special care shall be taken to prevent fire during loading and discharging the cargo.

POTASH**DESCRIPTION**

Brown, pink or white in colour, potash is produced in granular crystals. It is odourless and hygroscopic.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| 32° to 35° | 971 to 1299 | 0.77 to 1.03 |
| SIZE | CLASS | GROUP |
| Powder to 4 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk. This cargo is hygroscopic and will cake if wet.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable before loading, during loading and during voyage. This cargo shall not be loaded during precipitation. During loading of this cargo all non-working hatches of the cargo spaces to which this cargo are loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

After the completion of loading of this cargo, the hatches of the cargo spaces shall be sealed to prevent water ingress, as necessary.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

This cargo is mildly corrosive. After discharge of this cargo, the cargo spaces and the bilge wells shall be thoroughly swept clean and washed out to remove all traces of the cargo, except in the case that the cargo to be loaded has the same BCSN of the cargo to be loaded subsequent to discharge is POTASH.

MSC 85/26/Add.2

ANNEX 3

Page 248

POTASSIUM CHLORIDE**DESCRIPTION**

Brown, pink or white in colour, powder. Potassium Chloride is produced in granular crystals. It is odourless and is soluble in water. Hygroscopic.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| 30° to 47° | 893 to 1235 | 0.81 to 1.12 |
| SIZE | CLASS | GROUP |
| Up to 4 mm | Not applicable | C |

HAZARD

Even though this cargo is classified as non-hazardous, it may cause heavy corrosion when wet.

This cargo is non-combustible or has a low fire-risk.

This cargo is hygroscopic and will cake if wet.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

After the completion of loading of this cargo, the hatches of the cargo spaces shall be sealed to prevent water ingress.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

After discharge of this cargo, the cargo spaces and the bilge wells shall be swept clean and thoroughly washed out.

POTASSIUM NITRATE UN 1486

DESCRIPTION

Transparent, colourless or white crystalline powder or crystals. Hygroscopic.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|--------------------|-----------------------------------|------------------------------------|
| 30° to 31° | 1136 | 0.88 |
| SIZE | CLASS | GROUP |
| Crystals or powder | 5.1 | B |

HAZARD

Oxidizes when wet. Mixtures with combustible materials are readily ignited and may burn fiercely.

This cargo is hygroscopic and will cake if wet.

STOWAGE & SEGREGATION

“Separated from” foodstuffs.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Due regard shall be paid to prevent contact of the cargo and combustible materials.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

No special requirements.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Protective clothing (gloves, boots, coveralls, headgear).
Self-contained breathing apparatus.
Spray nozzles.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Use copious quantities of water, which is best, applied in the form of a spray to avoid disturbing the surface of the material.

The material may fuse or melt, in which condition application of water may result in extensive scattering of the molten materials.

Exclusion of air or the use of CO₂ will not control the fire.

Due consideration should be given to the effect on the stability of the ship due to accumulated water.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

REMARKS

This material is non-combustible unless contaminated.

POTASSIUM SULPHATE**DESCRIPTION**

Hard crystals or powder. Colourless or white.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| 31 | 1111 | 0.90 |
| SIZE | CLASS | GROUP |
| Not applicable | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 252

PUMICE**DESCRIPTION**

Highly porous rock of volcanic origin. Greyish-white.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 308 to 526 | 1.90 to 3.25 |
| SIZE | CLASS | GROUP |
| Powder to lumps | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

PYRITE (containing copper and iron)

This cargo can be categorized as Group A or C. This cargo entry is for cargo in Group C.

DESCRIPTION

Iron disulphide, containing copper and iron. Moisture 0% to 7%. Extremely dusty.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|--------------------------|-----------------------------------|------------------------------------|
| Not applicable | 2000 to 3030 | 0.33 to 0.50 |
| SIZE | CLASS | GROUP |
| Fines to lumps of 300 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 254

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

PYRITES, CALCINED (Calcined Pyrites)**DESCRIPTION**

Dust to fines, Calcined Pyrites is the residual product from the chemical industry where all types of metal sulphides are either used for the production of sulphuric acid or are processed to recover the elemental metals – copper, lead, zinc, etc. The acidity of the residue can be considerable, in particular, in the presence of water or moist air, where pH values between 1.3 and 2.1 are frequently noted.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 2326 | 0.43 |
| SIZE | CLASS | GROUP |
| Not applicable | MHB | A and B |

HAZARD

Highly corrosive to steel when wet. Inhalation of dust is irritating and harmful. Cargo may liquefy.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

“Separated from” foodstuffs.

HOLD CLEANLINESS

Due consideration shall be paid to cleaning and drying of the cargo spaces.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable before loading, during loading and during voyage. This cargo shall not be loaded during precipitation. During loading of this cargo all non-working hatches of the cargo spaces to which this cargo are loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo. Ceiling boards shall be removed or sealed to prevent penetration by this cargo. The tanktop on which this cargo is to be loaded shall be covered with lime before loading.

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 256

VENTILATION

No special requirements.

CARRIAGE

After the completion of loading of this cargo, the hatches of the cargo spaces shall be sealed to prevent water ingress, as necessary.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

| |
|--|
| <p style="text-align: center;"><u>SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED</u></p> <p style="text-align: center;">Nil</p> |
| <p style="text-align: center;"><u>EMERGENCY PROCEDURES</u></p> <p style="text-align: center;">Nil</p> <p style="text-align: center;"><u>EMERGENCY ACTION IN THE EVENT OF FIRE</u></p> <p style="text-align: center;">Nil (non-combustible).</p> <p style="text-align: center;"><u>MEDICAL FIRST AID</u></p> <p style="text-align: center;">Refer to the Medical First Aid Guide (MFAG), as amended.</p> |

PYROPHYLLITE

DESCRIPTION

A natural hydrous aluminum silicate. Chalk-white. May be dusty.

Lumps: 75%, Rubble: 20%, Fines: 5%.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 2000 | 0.50 |
| SIZE | CLASS | GROUP |
| Lump to fine | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 258

QUARTZ**DESCRIPTION**

Crystalline lumps.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 1667 | 0.60 |
| SIZE | CLASS | GROUP |
| Lumps: 50 mm to 300 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

QUARTZITE

DESCRIPTION

Quartzite is a compact, granular, metamorphosed sandstone containing quartz. It is white, red, brown or grey in colour and its size varies from large rocks to pebbles. It may also be shipped in semi-crushed and graded sizes.

CHARACTERISTICS

| | | |
|------------------------|--|---|
| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
| Not applicable | 1563 | 0.64 |
| SIZE | CLASS | GROUP |
| 10 mm to 200 mm | Not applicable | C |

HAZARD

No special hazards.

Dust of this cargo is very abrasive. This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Protect machinery and equipment from dust. Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-1) non-fissile or fissile-excepted UN 2912**DESCRIPTION**

This schedule includes ores containing naturally occurring radionuclides (e.g., uranium, thorium) and natural or depleted uranium and thorium concentrates of such ores, including metals, mixtures and compounds.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | - | - |
| SIZE | CLASS | GROUP |
| Not applicable | 7 | B |

HAZARD

Low radiotoxicity. Some materials may possess chemical hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

“Separated from” foodstuffs.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Personnel shall not be unnecessarily exposed to dust of this cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and facemasks. There shall be no leakage outside the cargo space in which this cargo is stowed.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

All instructions provided by the shipper shall be followed for the carriage of this cargo.

DISCHARGE

All instructions provided by the shipper shall be followed for the discharge of this cargo.

CLEAN-UP

Cargo spaces used for this cargo shall not be used for other goods until decontaminated. Refer to subsection 9.3.2.3 of this Code.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Protective clothing (gloves, boots, coveralls, headgear).
Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire-fighting installation, if fitted.
Use water spray to control spread of dust, if necessary.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.
Radio for medical advice.

REMARKS

Most materials are likely to be non-combustible. Speedily collect and isolate potentially contaminated equipment and cover. Seek expert advice.

RADIOACTIVE MATERIAL SURFACE CONTAMINATED OBJECTS (SCO-1), non-fissile or fissile-excepted UN 2913**DESCRIPTION**

The radioactivity of SCO-1 is low. This schedule includes solid objects of non-radioactive material having a radioactive material distributed on its surfaces which:

1. the non-fixed contamination on the accessible surface, averaged over 300 cm² (or the area of the surface if less than 300 cm²), does not exceed 4 Bq/cm² for beta and gamma emitters and low-toxicity alpha emitter, or 0.4 Bq/cm² for all other alpha emitters;
2. the fixed contamination on the accessible surface, averaged over 300 cm² (or the area of the surface if less than 300 cm²), does not exceed 4 x 10⁴ Bq/cm² for beta and gamma emitters and low-toxicity alpha emitters, or 4 x 10³ Bq/cm² for all other alpha emitters; and
3. the non-fixed contamination plus the fixed contamination on the inaccessible surface, averaged over 300 cm² (or the area of the surface if less than 300cm²), does not exceed 4 x 10⁴ Bq/cm² for beta and gamma emitters and low-toxicity alpha emitters, or 4 x 10³ Bq/cm² for all other alpha emitters.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | - | - |
| SIZE | CLASS | GROUP |
| Not applicable | 7 | B |

HAZARD

Low radioactivity.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

“Separated from” foodstuffs.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Personnel shall not be exposed to dust of this cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles and facemasks. There shall be no leakage outside the cargo space in which this cargo is stowed.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

All instructions provided by the shipper shall be followed for the carriage of this cargo.

DISCHARGE

All instructions provided by the shipper shall be followed for the discharge of this cargo.

CLEAN-UP

Cargo spaces used for this cargo shall not be used for other goods until decontaminated. Refer to subsection 9.3.2.3 of this Code.

EMERGENCY PROCEDURES**SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED**

Protective clothing (gloves, boots, coveralls, headgear).
Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire-fighting installation, if fitted.
Use water spray to control spread of dust, if necessary.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.
Radio for medical advice.

REMARKS

Most materials are likely to be non-combustible. Speedily collect and isolate potentially contaminated equipment and cover. Seek expert advice.

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 264

RASORITE (ANHYDROUS)**DESCRIPTION**

A granular, yellow-white crystalline material with little or no dust. Abrasive. Hygroscopic.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 1282 to 1493 | 0.67 to 0.78 |
| SIZE | CLASS | GROUP |
| Less than 2.36 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

This cargo is hygroscopic and will cake if wet.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

No special requirements.

RUTILE SAND

DESCRIPTION

Fine particled brown to black sand. Abrasive. Shipped dry. May be dusty.

CHARACTERISTICS

| | | |
|------------------------|--|---|
| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
| Not applicable | 2500 to 2700 | 0.37 to 0.40 |
| SIZE | CLASS | GROUP |
| 0.15 mm or less | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable before loading, during loading and during voyage.

This cargo shall not be loaded during precipitation. During loading of this cargo all non-working hatches of the cargo spaces to which this cargo are loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo.

Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 266

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

SALT

DESCRIPTION

Fine white grains. Moisture variable to 5.5%. This cargo is highly soluble. In the case of ingress of water into the holds, there is a risk to the loss of the stability of the ship through dissolution of this cargo (formation of a wet base and shifting of cargo).

CHARACTERISTICS

| | | |
|------------------------|--|---|
| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
| Not applicable | 893 to 1235 | 0.81 to 1.12 |
| SIZE | CLASS | GROUP |
| Grains up to 12 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

The parts of the cargo space in contact with the cargo such as tanktops, hoppers, side plating and bulkheads shall be lime-washed or coated with paint to prevent corrosion.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

After the completion of loading of this cargo, the hatches of the cargo spaces shall be sealed.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 268

SALT CAKE**DESCRIPTION**

Impure sodium sulphate. White in colour. Granular, shipped dry.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 1052 to 1124 | 0.89 to 0.95 |
| SIZE | CLASS | GROUP |
| 10 mm to 200 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

SALT ROCK

DESCRIPTION

White. Moisture content 0.02%.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 943 to 1020 | 0.98 to 1.06 |
| SIZE | CLASS | GROUP |
| Small granules | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MSC 85/26/Add.2
ANNEX 3
Page 270

SAND**DESCRIPTION**

Usually fine particles. Abrasive and dusty.
Sands included in this schedule are:

FOUNDRY SAND**POTASSIUM FELSPAR SAND****QUARTZ SAND****SILICA SAND****SODA FELSPAR SAND****CHARACTERISTICS**

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1020 to 2000 | 0.50 to 0.98 |
| SIZE | CLASS | GROUP |
| 0.1 mm to 5 mm | Not applicable | C |

HAZARD

Inhalation of silica dust can result in respiratory disease. Silica particulates are easily transported by air and inhaled.

Industrial sand may be coated with resin and will cake if exposed to heat (55°C to 60°C).

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

Industrial sand coated with resin shall be “separated from” sources of heat.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable before loading, during loading and during voyage.

This cargo shall not be loaded during precipitation. During loading of this cargo all non-working hatches of the cargo spaces to which this cargo are loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

No special requirements.

CARRIAGE

The bilge wells of the cargo spaces carrying this cargo shall be kept dry.

DISCHARGE

No special requirements.

CLEAN-UP

After discharge of this cargo, particular attention shall be paid to bilge wells of the cargo spaces.

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 272

SAWDUST**DESCRIPTION**

Fine particles of wood.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | - | - |
| SIZE | CLASS | GROUP |
| Not applicable | MHB | B |

HAZARD

Spontaneous combustion if not clean, dry and free from oil. Liable to cause oxygen depletion within the cargo space.

STOWAGE & SEGREGATION

Segregation as required for class 4.1 materials.

“Separated from” all class 5.1 liquids and all class 8 liquids.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo. Prior to loading this cargo, the shipper shall provide the master with a certificate stating that the cargo is clean, dry and free from oil.

VENTILATION

Surface ventilation only, either natural or mechanical, shall be conducted, as necessary, during the voyage for this cargo.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Nil

EMERGENCY PROCEDURES

Nil

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire-fighting installation if fitted.
Exclusion of air may be sufficient to control fire.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFA), as amended.

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 274

SCRAP METAL**DESCRIPTION**

“Scrap” iron or steel covers an enormous range of ferrous metals, principally intended for recycling.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | Varies | Varies |
| SIZE | CLASS | GROUP |
| Varies | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk except when cargo contains swarf (fine metal turnings liable to spontaneous combustion) refer to the entry for ferrous metal borings, shavings turnings or cutting in this Code.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable before loading, during loading and during voyage. This cargo shall not be loaded during precipitation. During loading of this cargo all non-working hatches of the cargo spaces to which this cargo are loaded or to be loaded shall be closed.

LOADING

Refer to the appendix to this schedule.

PRECAUTIONS

Refer to the appendix to this schedule.

VENTILATION

Surface ventilation only, either natural or mechanical, shall be conducted, as necessary, during the voyage for this cargo.

CARRIAGE

Bilges in the cargo spaces carrying this cargo shall not be pumped unless absolutely necessary. Bilgewater of this cargo may contain a certain amount of dirt and oil from old machinery. Refer to the appendix to this individual schedule.

DISCHARGE

When this cargo is discharged by magnet or spider grab:

- .1 the deck and deck machineries shall be protected from falling cargo; and
- .2 damages to the ship shall be checked, after the completion of discharge.

CLEAN-UP

Prior to cleaning up the cargo spaces for this cargo, the crew shall be informed of danger due to broken glass and sharp edges. Prior to washing out the residues of this cargo, any oil spillages shall be cleaned from the tanktops and the bilge wells of the cargo spaces for this cargo.

APPENDIX

SCRAP METAL

Handling of this cargo varies from magnets to spider grabs, depending usually on the size of material. This cargo may include articles from the size of car bodies to fine metal turnings (swarf). The weight of individual pieces will also vary greatly, ranging from heavy machinery to tin cans.

Loading

Before loading, the cargo spaces shall be prepared as per general loading practice and any areas liable to be damaged by falling cargo shall be protected with dunnage. This includes decks and coamings in way of the material's path to the cargo spaces. Removing the ship's side rails may be advisable.

A layer of this cargo shall be carefully placed over the tanktop in the square to cushion any fall out. Magnet and grab drivers shall be instructed not to release their loads too high above the pile.

The usual method of loading is to form a pile along the ship's centre line and use the slope to roll material into the ends and sides. Every effort must be made to work the wings and ends to evenly distribute the weight. If this is not done, the light high volume pieces will roll to the wings and the small heavy pieces will concentrate in the square.

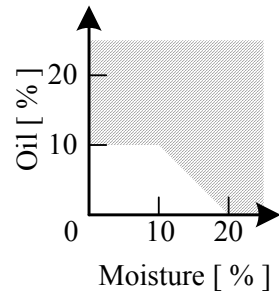
When pumping the bilge wells, the master shall be aware of that a certain amount of dirt and oil can be expected from old machinery. Broken glass and sharp jagged edges may be present and care shall be taken by personnel working near scrap.

Before hatches are closed, the cargo spaces shall be checked that no sharp projections could pierce the ship's side.

SEED CAKE, containing vegetable oil UN 1386

(a) mechanically expelled seeds, containing more than 10% of oil or more than 20% of oil and moisture combined.

The range of oil and moisture content is indicated in the figure.



To be carried in bulk only with special permission from the competent authority.

DESCRIPTION

Residue remaining after oil has been expelled mechanically from oil-bearing seeds. The cereals and cereal products included in this schedule are those derived from:

Bakery materials

Barley malt pellets

Beet

Bran pellets

Brewer's grain pellets

Citrus pulp pellets

Coconut

Copra

Corn gluten

Cotton seed

Expellers

Gluten pellets

Ground nuts, meal

Hominy chop

Linseed

Maize

Meal, oily

Mill feed pellets

Niger seed, expellers

Oil cake

Palm kernel

Peanuts

Pellets, cereal

Pollard pellets

Rape seed

Rice broken

Rice bran

Safflower seed

Seed expellers, oily

Soya bean

Strussa pellets

Sunflower seed

Toasted meals

The above may be shipped in the form of pulp, meals, cake, pellets and expellers.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 478 to 719 | 1.39 to 2.09 |
| SIZE | CLASS | GROUP |
| Not applicable | 4.2 | B |

HAZARD

May self-heat slowly and, if wet or containing an excessive proportion of unoxidized oil, ignite spontaneously. Liable to oxidize, causing subsequent reduction of oxygen in the cargo space. Carbon dioxide may be produced.

STOWAGE & SEGREGATION

No special requirements other than prescribed in section 9.3 of this Code.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

This cargo shall only be accepted for loading when the temperature of the cargo is not higher than ambient temperature plus 10°C or 55°C, whichever is lower. Before shipment, this cargo shall be properly aged; the duration of ageing required varies with the oil content. The competent authority may permit seed cakes described in this schedule to be carried under conditions governing SEED CAKE (b), when satisfied, as a result of tests, that such relaxation is justified (see following schedule). Certificates from the competent authority giving such permission shall state the oil content and moisture content. The temperature of this cargo shall be measured regularly at a number of depths in the cargo spaces and recorded during the voyage. If the temperature of the cargo reaches 55°C and continues to increase, ventilation to the cargo shall be stopped. If self-heating continues, then carbon dioxide or inert gas shall be introduced to the cargo space. Entry of personnel into cargo spaces for this cargo shall not be permitted until tests have been carried out and it has been established that the oxygen content has been restored to a normal level.

VENTILATION

The cargo spaces carrying this cargo shall not be mechanically ventilated during voyage to prevent self-heating of the cargo, except in case of emergency.

CARRIAGE

Hatches of the cargo spaces carrying this cargo shall be weathertight to prevent the ingress of water.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire-fighting installation, if fitted.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

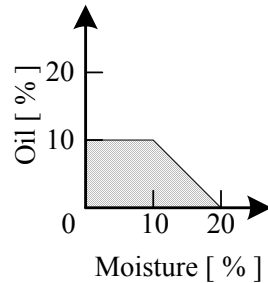
SEED CAKE, containing vegetable oil UN 1386

(b) solvent extractions and expelled seeds, containing not more than 10% of oil and when the amount of moisture is higher than 10%, not more than 20% of oil and moisture combined.

Note: This entry covers the following:

- .1 all solvent extracted and expelled seed cakes containing not more than 10% oil, and not more than 10% moisture; and
- .2 all solvent extracted and expelled seed cakes containing not more than 10% oil and moisture content higher than 10%, in which case, the oil and moisture combined must not exceed 20%.

The range of oil and moisture content is indicated in the figure.



When in solvent extracted seed cake, the oil or oil and moisture content exceeds the percentages stated above, guidance should be sought from the competent authorities.

DESCRIPTION

Residue remaining after oil has been extracted by a solvent process or expelled mechanically from oil-bearing seeds. The cereals and cereal products included in this schedule are those derived from:

Bakery materials

Barley malt pellets

Beet

Bran pellets

Brewer's grain pellets

Citrus pulp pellets

Coconut

Copra

Corn gluten

Cotton seed

Expellers

Gluten pellets

Ground nuts, meal

Hominy chop

Linseed

Maize

Meal, oily

Mill feed pellets

Niger seed, expellers

Oil cake

Palm kernel

Peanuts

Pellets, cereal

Pollard pellets

Rape seed

Rice broken

Rice bran

Safflower seed

Seed expellers, oily

Soya bean

Strussa pellets

Sunflower seed

Toasted meals

The above may be shipped in the form of pulp, meals, cake, pellets and expellers.

The provisions of this schedule should not apply to solvent extracted rape seed meal, pellets, soya bean meal, cotton seed meal and sunflower seed meal containing not more than 4% oil and 15% oil and moisture combined. A certificate from a person recognized by the competent authority of the country of shipment should be provided by the shipper, prior to loading, stating that the provisions for the exemption are met.

CHARACTERISTICS

| | | |
|------------------------|--|---|
| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
| Not applicable | 478 to 719 | 1.39 to 2.09 |
| SIZE | CLASS | GROUP |
| Not applicable | 4.2 | B |

HAZARD

May self-heat slowly and, if wet or containing an excessive proportion of unoxidized oil, ignite spontaneously. Liable to oxidize, causing subsequent reduction of oxygen in the cargo space. Carbon dioxide may also be produced.

STOWAGE & SEGREGATION

No special requirements other than prescribed in section 9.3 of this Code.

If the bulkhead between the cargo space and the engine-room is not insulated to class A-60 standard, solvent extraction seed shall be stowed "away from" the bulkhead.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

This cargo shall only be accepted for loading when the cargo is substantially free from flammable solvent and a certificate from a person recognized by the competent authority of the country of shipment specifying the oil content and moisture content is issued.

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Before shipment, this cargo shall be properly aged; the duration of ageing required varies with the oil content. The temperature of this cargo shall be measured regularly at a number of depths in the cargo spaces and recorded during the voyage. If the temperature of the cargo reaches 55°C and continues to increase, ventilation to the cargo shall be stopped. If self-heating continues, then carbon dioxide or inert gas shall be introduced to the cargo space. In the case of solvent-extracted seed cakes the use of carbon dioxide or inert gas shall be withheld until it becomes apparent that fire is not liable to take place in the cargo space, to avoid the possibility of ignition of solvent vapours. Entry of personnel into cargo spaces for this cargo shall not be permitted until tests

have been carried out and it has been established that the oxygen content has been restored to a normal level. When the planned interval between the commencement of loading and the completion of discharge of this cargo exceeds 5 days, the cargo shall not be accepted for loading unless the cargo is to be carried in a cargo space equipped with facilities for introducing carbon dioxide or inert gas into the space. Smoking and the use of naked lights shall be prohibited in the vicinity of the cargo space during loading and unloading and on entry into the cargo spaces at any other time. Electrical circuits for equipment in cargo spaces which is unsuitable for use in an explosive atmosphere shall be isolated by removal of links in the system other than fuses. Spark-arresting screens shall be fitted to ventilators to the cargo spaces containing of this cargo.

VENTILATION

Surface ventilation either natural or mechanical should be conducted, as necessary, for removing any residual solvent vapour. To prevent self-heating of the cargo, caution is required when using mechanical ventilation.

CARRIAGE

Hatches of the cargo spaces carrying this cargo shall be weathertight to prevent the ingress of water.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down. Use ship's fixed fire-fighting installation, if fitted.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

REMARKS

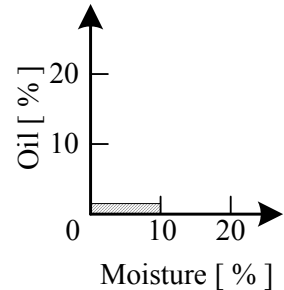
In the case of solvent-extracted seed cake, the use of CO₂ should be withheld until fire is apparent.

The use of CO₂ is limited to controlling the fire and further amounts may need to be injected from time to time during the sea passage to reduce the oxygen content in the hold. On arrival in port, the cargo will need to be dug out to reach the seat of the fire.

SEED CAKE UN 2217

**with not more than 1.5% oil
and not more than 11% moisture.**

The range of oil and moisture content is indicated in the figure.



DESCRIPTION

Residue remaining after oil has been extracted by a solvent process from oil-bearing seeds. The cereals and cereal products included in this schedule are those derived from:

- | | |
|-------------------------------|------------------------------|
| Bakery materials | Meal, oily |
| Barley malt pellets | Mill feed pellets |
| Beet | Niger seed, expellers |
| Bran pellets | Oil cake |
| Brewer's grain pellets | Palm kernel |
| Citrus pulp pellets | Peanuts |
| Coconut | Pellets, cereal |
| Copra | Pollard pellets |
| Corn gluten | Rape seed |
| Cotton seed | Rice broken |
| Expellers | Rice bran |
| Gluten pellets | Safflower seed |
| Ground nuts, meal | Seed expellers, oily |
| Hominy chop | Soyabean |
| Linseed | Strussa pellets |
| Maize | Sunflower seed |

The above may be shipped in the form of pulp, meals, cake, pellets, expellers. The provisions of this entry should not apply to solvent-extracted rape seed meal pellets, soya bean meal, cotton seed meal and sunflower seed meal containing not more than 1.5% oil and not more than 11% moisture and being substantially free from flammable solvent. A certificate from a person recognized by the competent authority of the country of shipment should be provided by the shipper, prior to loading, stating that the provisions for the exemption are met.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 478 to 719 | 1.39 to 2.09 |
| SIZE | CLASS | GROUP |
| 0.1 mm to 5 mm | 4.2 | B |

HAZARD

May self-heat slowly and, if wet or containing an excessive proportion of unoxidized oil, ignite spontaneously. Liable to oxidize, causing subsequent reduction of oxygen in the cargo space. Carbon dioxide may also be produced.

STOWAGE & SEGREGATION

No special requirements other than prescribed in section 9.3 of this Code.

If the bulkhead between the cargo space and the engine-room is not insulated to class A-60 standard, this cargo shall be stowed “away from” the bulkhead.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

This cargo shall only be accepted for loading when the cargo is substantially free from flammable solvent and a certificate from a person recognized by the competent authority of the country of shipment specifying the oil content and moisture content is issued.

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

The temperature of this cargo shall be measured regularly at a number of depths in the cargo spaces and recorded during the voyage. If the temperature of the cargo reaches 55°C and continues to increase, ventilation to the cargo shall be stopped. If self-heating continues, then carbon dioxide or inert gas shall be introduced to the cargo space. The use of carbon dioxide or inert gas shall be withheld until it becomes apparent that fire is not liable to take place in the cargo space, to avoid the possibility of ignition of solvent vapours. Entry of personnel into cargo spaces for this cargo shall not be permitted until tests have been carried out and it has been established that the oxygen content has been restored to a normal level. When the planned interval between the commencement of loading and the completion of discharge of this cargo exceeds 5 days, the cargo shall not be accepted for loading unless the cargo is to be carried in a cargo space equipped with facilities for introducing carbon dioxide or inert gas into the space. Smoking and the use of naked lights shall be prohibited in the vicinity of the cargo space during loading and unloading and on entry into the cargo spaces at any other time. Electrical circuits for equipment in cargo spaces which is unsuitable for use in an explosive atmosphere, shall be isolated by removal of links in the system other than fuses. Spark-arresting screens shall be fitted to ventilators to the cargo spaces containing of this cargo.

VENTILATION

Surface ventilation either natural or mechanical should be conducted, as necessary, for removing any residual solvent vapour. To prevent self-heating of the cargo caution is required when using mechanical ventilation.

CARRIAGE

Hatches of the cargo spaces carrying this cargo shall be weathertight to prevent the ingress of water.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

| |
|--|
| <p><u>SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED</u></p> <p>Self-contained breathing apparatus.</p> |
| <p><u>EMERGENCY PROCEDURES</u></p> <p>Wear self-contained breathing apparatus.</p> <p><u>EMERGENCY ACTION IN THE EVENT OF FIRE</u></p> <p>Batten down. Used ship's fixed fire-fighting installation, if fitted.</p> <p><u>MEDICAL FIRST AID</u></p> <p>Refer to the Medical First Aid Guide (MFAG), as amended.</p> |

REMARKS

For solvent-extracted seed cake, the use of CO₂ should be withheld until fire is apparent. The use of CO₂ is limited to controlling the fire, and further amounts may need to be injected from time to time during passage to reduce the oxygen content in the hold. On arrival in port, the cargo will need to be dug out to reach the seat of the fire.

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 286

SEED CAKE

(non-hazardous)

DESCRIPTION

The provisions of this schedule apply to solvent extracted rape seed meal, pellets, soya bean meal, cotton seed meal and sunflower seed meal, containing not more than 4% oil and 15% oil and moisture combined and being substantially free from flammable solvents.

A certificate from a person recognized by the competent authority of the country of shipment shall be provided by the shipper, prior to loading, stating that the requirements for exemption as set out either in the schedule for seed cake UN 1386 (b) or UN 2217, whichever is applicable, are met.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 478 to 719 | 1.39 to 2.09 |
| SIZE | CLASS | GROUP |
| Not applicable | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

Hatches of the cargo spaces carrying this cargo shall be weathertight to prevent the ingress of water.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

SILICOMANGANESE (low carbon)
(with known hazard profile or known to evolve gases)
(with silicon content of 25% or more)

DESCRIPTION

Silicomanganese is an extremely heavy cargo, silvery metallic material with a grey oxide coating.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-------------------------|-----------------------------------|------------------------------------|
| Not applicable | Approx. 3000 | 0.18 to 0.26 |
| SIZE | CLASS | GROUP |
| Approx. 10 mm to 100 mm | MHB | B |

HAZARD

In contact with water may evolve hydrogen, a flammable gas that may form explosive mixtures with air and may, under similar conditions produce phosphine and arsine, which are highly toxic gases.

Cargo is liable to reduce oxygen content in a cargo space.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

Segregation as required for class 4.3 materials.

“Separated from” foodstuffs and all class 8 liquids.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable before loading, during loading and during voyage.

This cargo shall not be loaded during precipitation. During loading of this cargo all non-working hatches of the cargo spaces to which this cargo are loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

The manufacturer or the shipper shall provide the master with a certificate stating that, after manufacture, the cargo was stored under cover, but exposed to open air for not less than three days prior to shipment. Smoking shall not be allowed on deck and in the cargo spaces and "NO SMOKING" signs shall be displayed on deck whenever this cargo is on board. Electrical fittings and cables shall be in good condition and properly safeguarded against short circuits and sparking. Where a bulkhead is required to be suitable for segregation purposes, cable and conduit penetrations of the decks and bulkheads shall be sealed against the passage of gas and vapour. Whenever practicable, ventilation systems for the living quarters shall be shut down or screened and air condition systems shall be placed on recirculation during loading and discharge of this cargo, in order to minimize the entry of dust into living quarters or other interior spaces of the ship. Precautions shall be taken to minimize the extent to which dust of this cargo may come in contact with moving parts of deck machinery and external navigation aids such as navigation lights.

Entry of personnel into enclosed spaces should not be permitted until tests have been carried out and it has been established that the oxygen content has been restored to a normal level throughout the space and that no toxic gas is present, unless adequate ventilation and air circulation throughout the free space above the material has been effected.

Prohibition of smoking in dangerous areas should be enforced, and clearly legible "NO SMOKING" signs should be displayed.

Electrical fittings and cables should be in good condition and properly safeguarded against short circuits and sparking. Where a bulkhead is required to be suitable for segregation purposes, cable and conduit penetrations of the decks and bulkheads should be sealed against the passage of gas and vapour.

Whenever possible, ventilation systems should be shut down or screened and air condition systems, if any, placed on recirculation during loading or discharge, in order to minimize the entry of dust into living quarters or other interior spaces of the ship.

Precautions should be taken to minimize the extent to which dust may come in contact with moving parts of deck machinery and external navigation aids (e.g., navigation lights).

VENTILATION

Mechanical surface ventilation shall be conducted during the voyage, as necessary, for the cargo spaces carrying this cargo.

CARRIAGE

For quantitative measurements of oxygen and flammable gases liable to be evolved by the cargo, a suitable detector for each gas or combination of gases shall be on board while this cargo is carried. The detector shall be suitable for use in an atmosphere without oxygen and of certified safe type for use in explosive atmosphere. The concentrations of these gases in the cargo spaces carrying this cargo shall be measured regularly, during voyage, and the results of the measurements shall be recorded and kept on board.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2
ANNEX 3
Page 290

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down and use CO₂ if available. Do not use water.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

REMARKS

Material is virtually non-combustible when dry.

SODA ASH
(Dense and light)

DESCRIPTION

Powdery; composed of white, odourless grains and dust. It is made by the combustion of salt and limestone. Soluble in water. Soda ash is ruined on contact with oil.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 599 to 1053 | 0.95 to 1.67 |
| SIZE | CLASS | GROUP |
| Powdery | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

After discharge of this cargo, the cargo spaces shall be swept clean except in cases where the cargo to be loaded has the same BCSN of the cargo to be loaded subsequent to discharge is SODA ASH. The residues of this cargo may be pumped as slurry during washing out.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 292

SODIUM NITRATE UN 1498

DESCRIPTION

Colourless, transparent, odourless crystals. Hygroscopic and soluble in water.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 508 to 719 | 1.39 to 1.97 |
| SIZE | CLASS | GROUP |
| Not applicable | 5.1 | B |

HAZARD

Although non-combustible, mixtures with combustible material are readily ignited and may burn fiercely.

This cargo is hygroscopic and will cake if wet.

STOWAGE & SEGREGATION

“Separated from” foodstuffs.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

No special requirements.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Protective clothing (gloves, boots, coveralls, headgear).
Self-contained breathing apparatus.
Spray nozzles.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Use copious quantities of water, which is best applied in the form of a spray to avoid disturbing the surface of the material. The material may fuse or melt, in which condition application may result in extensive scattering of the molten material. Exclusion of air or the use of CO₂ will not control the fire. Due consideration should be given to the effect on the stability of the ship due to accumulated water.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

REMARKS

This material is non-combustible unless contaminated.

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 294

SODIUM NITRATE AND POTASSIUM NITRATE MIXTURE UN 1499**DESCRIPTION**

A hygroscopic mixture, soluble in water.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| 30° | 1136 | 0.88 |
| SIZE | CLASS | GROUP |
| Not applicable | 5.1 | B |

HAZARD

Although non-combustible, mixtures with combustible material may readily ignite and burn fiercely.

This cargo is hygroscopic and will cake if wet.

STOWAGE & SEGREGATION

“Separated from” foodstuffs.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Due regard shall be paid to prevent contact of the cargo and combustible materials.

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

No special requirements.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES**SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED**

Protective clothing (gloves, boots, coveralls, headgear).
Self-contained breathing apparatus.
Spray nozzles.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Use copious quantities of water, which is best applied in the form of a spray to avoid disturbing the surface of the material. The material may fuse or melt, in which condition application of water may result in extensive scattering of the molten materials. Exclusion of air or the use of CO₂ will not control the fire. Due consideration should be given to the effect on the stability of the ship due to the accumulated water.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

REMARKS

Material is non-combustible unless contaminated.

MSC 85/26/Add.2

ANNEX 3

Page 296

STAINLESS STEEL GRINDING DUST**DESCRIPTION**

Brown lumps: Moisture content 1% to 3%. May give off dust.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|------------------------|-----------------------------------|------------------------------------|
| Not applicable | 2381 | 0.42 |
| SIZE | CLASS | GROUP |
| Lumps: 75 mm to 380 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

STONE CHIPPINGS

DESCRIPTION

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 1408 | 0.71 |
| SIZE | CLASS | GROUP |
| Fines to 25 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

MSC 85/26/Add.2

ANNEX 3

Page 298

SUGAR**DESCRIPTION**

Depending on type, sugar may be either brown or white granules, with a very low moisture content to the order of 0% to 0.05%.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|---------------------|-----------------------------------|------------------------------------|
| Not applicable | 625 to 1000 | 1.00 to 1.60 |
| SIZE | CLASS | GROUP |
| Granules up to 3 mm | Not applicable | C |

HAZARD

As sugar dissolves in water, ingress of water may result in the creation of air pockets in the body of the cargo with the ship's motion. The hazards are then similar to the hazards presented by cargoes which may liquefy. In case of ingress of water into the holds, the risk to the stability of the ship through dissolution of sugar (formation of a liquid base and shifting of cargo), should be recognized. This cargo is highly soluble.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

After the completion of loading of this cargo, the hatches of the cargo spaces shall be sealed to prevent water ingress, as necessary.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

SULPHATE OF POTASH AND MAGNESIUM

DESCRIPTION

Granular light brown material. Solution in water is almost neutral. May have a slight odour, depending on the process of manufacturer. Melting point: 72°C. Moisture: 0.02%.

CHARACTERISTICS

| | | |
|------------------------|--|---|
| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
| Not applicable | 1000 to 1124 | 0.89 to 1.00 |
| SIZE | CLASS | GROUP |
| Not applicable | Not applicable | C |

HAZARD

No special hazards.

This cargo is highly soluble. This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

The cargo shall be trimmed in accordance with the cargo information required by section 4 of this Code. If doubt exists, trim reasonably level to the boundaries of the cargo space so as to minimize the risk of shifting and to ensure that adequate stability will be maintained during the voyage.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

SULPHUR (formed, solid)

DESCRIPTION

A co-product recovered from sour gas processing or oil refinery operations that has been subjected to a forming process that converts sulphur from a molten state into specific solid shapes (e.g., prills, granules, pellets, pastilles or flakes); bright yellow in colour; odourless. This schedule is not applicable to crushed, lump and coarse-grained sulphur (see **SULPHUR UN 1350**), or to co-products from sour gas processing or oil refinery operations NOT subjected to the above-described forming process.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------------|-----------------------------------|------------------------------------|
| Not applicable | 900 to 1350 | 0.74 to 1.11 |
| SIZE | CLASS | GROUP |
| Approx. 1 mm to 10 mm | Not applicable | C |

HAZARD

This cargo is non-combustible or has a low fire risk. If involved in a fire, cargo may generate harmful gases.

When handled and shipped in accordance with the provisions of the schedule, this cargo poses no corrosion or dust hazards for human tissue or vessel.

STOWAGE & SEGREGATION

“Separated from” strong oxidizers, such as fluorine, chlorine, chlorates, nitrates (nitric acid), peroxides, liquid oxygen, permanganates, dichromates or the like.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo. Holds shall not be washed with seawater.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code. Appropriate precautions shall be taken to minimize impact, abrasion and crushing when handling to prevent dust from forming. Standard application of surfactants* inhibits airborne dust from forming.

* A fine water-based spray that promotes the binding of smaller particles to larger particles.

PRECAUTIONS

Protect machinery, accommodations and equipment from small particles or any dust if formed. Persons involved in cargo handling shall wear protective clothing, goggles and dust filter masks. Holds including trimming plates and tanktops shall be treated with effective, commercially available protective coating or lime-washed to avoid any potential corrosive reaction between sulphur, water and steel. Upper sections shall have a sound coating of paint. Hatches shall be sealed tightly.

VENTILATION

Surface ventilation only, either natural or mechanical, shall be conducted, as necessary, during the voyage for this cargo.

CARRIAGE

As a fine spray of fresh water or surfactant is added during loading, bilges shall be sounded and pumped out as necessary throughout the voyage.

DISCHARGE

Appropriate safety precautions shall be taken when entering the cargo spaces, particularly in the area of the bottom layers of sulphur in ships hold, taking into account the recommendations developed by the Organization.[†]

Appropriate precautions shall be taken to minimize impact, abrasion and crushing when handling to prevent dust from forming.

CLEAN-UP

Persons involved in clean-up shall wear hard hats, protective goggles, long-sleeve shirts, long pants, and impervious gloves. Use of approved respirators shall be considered. Holds shall be thoroughly washed using only fresh water following discharge.

Appropriate safety precautions shall be taken when entering the cargo spaces, taking into account the recommendations developed by the Organization.[†]

[†] Refer to Recommendations for entering enclosed spaces aboard ships, adopted by the Organization by resolution A.864(20).

**SULPHUR UN 1350
(crushed lump and coarse grained)**

Note: Fine grained sulphur (flowers of sulphur) shall not be transported in bulk.

DESCRIPTION

A mineral substance found free in volcanic countries. Yellow in colour, brittle, insoluble in water, but readily fusible by heat. Sulphur is loaded in a damp or wet condition.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|--------------------------------|-----------------------------------|------------------------------------|
| Not applicable | 1053 to 1176 | 0.85 to 0.95 |
| SIZE | CLASS | GROUP |
| Particles or lumps of any size | 4.1 | B |

HAZARD

Flammability and dust explosion especially during loading and unloading and after discharge and cleaning.

This cargo may ignite readily.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

“Separated from” foodstuffs.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

Must be thoroughly clean and washed with fresh water.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

When this cargo is involved in a fire, a toxic, very irritating and suffocating gas is evolved. This cargo forms explosive and sensitive mixtures with most oxidizing material. This cargo has a liability to dust explosion, which may occur especially after discharge and during cleaning. The hold trimming plates and tanktops of the cargo spaces for this cargo shall be lime-washed or coated with paint to prevent corrosion. Upper sections shall have a sound coating of paint. Electrical circuits for the equipment in cargo spaces for this cargo which is unsuitable for use in an explosive atmosphere shall be isolated by removal of links in the system other than fuses. Due consideration shall be paid on the isolation of electrical circuits for the equipment in the adjacent spaces of the cargo spaces which is unsuitable for use in an explosive atmosphere. Any ventilators of the cargo spaces for this cargo shall be fitted with spark-arresting screens.

Fine grained sulphur (flowers of sulphur) **shall not** be transported in bulk.

VENTILATION

Surface ventilation only, either natural or mechanical, shall be conducted, as necessary, during the voyage for this cargo.

CARRIAGE

Bilges in the cargo spaces carrying this cargo shall be pumped regularly to prevent accumulation of water/acid solution.

DISCHARGE

No special requirements.

CLEAN-UP

The cargo spaces and other structures which may have been in contact with this cargo or the dust shall not be swept. After discharge of this cargo, the cargo spaces, and other structures as necessary, shall be washed out with fresh water to remove all residues of this cargo. Then the cargo spaces shall be thoroughly dried. Wet dust or residues may form highly corrosive sulphurous acid, which is extremely dangerous to personnel and corrosive to steel. Persons involved in cleaning up shall be provided with protective clothing, goggles and facemasks to wear.

EMERGENCY PROCEDURES**SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED**

Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire-fighting installation if available. Exclusion of air may be sufficient to control the fire. **Do not use water.**

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

MSC 85/26/Add.2

ANNEX 3

Page 304

SUPERPHOSPHATE**DESCRIPTION**

Greyish-white. Moisture: 0% to 7%. Hygroscopic.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|--|-----------------------------------|------------------------------------|
| 30° to 40° | 1000 to 1190 | 0.81 to 1.00 |
| SIZE | CLASS | GROUP |
| Granular, fines and powder to 0.15 mm diameter | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk. This cargo is hygroscopic and will cake if wet.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

The hold trimming plates and tanktops of the cargo spaces for this cargo shall be lime-washed or coated with paint to prevent corrosion.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

Moisture from condensation, cargo heating or leaking hatchcovers may cause formation of phosphoric or phosphorous acid which may cause corrosion to steelwork. After the completion of loading of this cargo, the hatches of the cargo spaces shall be sealed, as necessary. This cargo will decompose burlap or canvas cloth covering bilge wells.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

After discharge of this cargo, particular attention shall be paid to bilge wells of the cargo spaces.

SUPERPHOSPHATE (triple, granular)

DESCRIPTION

Granular in form, dark grey colour and, depending on its source, can be dusty. Hygroscopic.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 813 to 909 | 1.10 to 1.23 |
| SIZE | CLASS | GROUP |
| 2 mm to 4 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk. This cargo is hygroscopic and will cake if wet.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Hold trimming plates and tanktops should be lime-washed to prevent corrosion.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

Moisture from condensation, cargo heating or leaking hatchcovers may cause formation of phosphoric or phosphorous acid which may cause corrosion to steelwork. After the completion of loading of this cargo, the hatches of the cargo spaces shall be sealed, as necessary. This cargo will decompose burlap or canvas cloth covering bilge wells.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

After discharge of this cargo, particular attention should be paid to bilge wells of the cargo spaces.

MSC 85/26/Add.2

ANNEX 3

Page 306

TACONITE PELLETS**DESCRIPTION**

Ore. Grey, round steel pellets. Moisture: 2%.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|---------------------------|-----------------------------------|------------------------------------|
| Not applicable | 599 to 654 | 1.53 to 1.67 |
| SIZE | CLASS | GROUP |
| Pellets to 15 mm diameter | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

TALC**DESCRIPTION**

Talc is an extremely soft, whitish, green or greyish natural hydrated magnesium silicate. It has a characteristic soapy or greasy feel.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-------------------------|-----------------------------------|------------------------------------|
| Not applicable | 1370 to 1563 | 0.64 to 0.73 |
| SIZE | CLASS | GROUP |
| Powdery to 100 mm lumps | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 308

TANKAGE**DESCRIPTION**

The dried sweeping of animal matter from slaughterhouse floors. Very dusty.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | - | - |
| SIZE | CLASS | GROUP |
| Not applicable | MHB | B |

HAZARD

Subject to spontaneous heating and possible ignition. Possibly infectious.

STOWAGE & SEGREGATION

Segregation as required for class 4.2 materials.

"Separated by a complete cargo space or hold from" foodstuffs.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

Do not load if the temperature is above 38°C.

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

No special requirements.

CARRIAGE

The temperature of this cargo shall be measured daily during voyage. The results of measurements shall be recorded to check possible self-heating.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire-fighting installation.

Use full protective clothing in case of fire situation.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

MSC 85/26/Add.2

ANNEX 3

Page 310

TAPIOCA**DESCRIPTION**

Dry, dusty mixture of powder and granules.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|---------------------|-----------------------------------|------------------------------------|
| 32° | 735 | 1.36 |
| SIZE | CLASS | GROUP |
| Powder and granules | Not applicable | C |

HAZARD

May heat spontaneously with oxygen depletion in the cargo space.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

UREA

DESCRIPTION

White, granular, and odourless commodity. Moisture content is less than 1%. Hygroscopic.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| 28° to 45° | 645 to 855 | 1.17 to 1.56 |
| SIZE | CLASS | GROUP |
| 1 mm to 4 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

This cargo is hygroscopic and will cake if wet.

Urea (either pure or impure) may, in the presence of moisture, damage paintwork or corrode steel.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTION

No special requirements.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

No special requirements.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

After discharge of this cargo, the cargo spaces shall be swept, washed out and dried.

MSC 85/26/Add.2

ANNEX 3

Page 312

VANADIUM ORE**DESCRIPTION****CHARACTERISTICS**

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 1786 | 0.560 |
| SIZE | CLASS | GROUP |
| Not applicable | MHB | B |

HAZARD

Dust may be toxic.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

Segregation as required for class 6.1 materials.

“Separated from” foodstuffs.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Exposure of persons to dust should be minimized.

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo.

Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire fighting installation, if fitted.
Exclusion of air may be sufficient to control fire.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 314

VERMICULITE

DESCRIPTION

A mineral of the mica group. Grey. Average moisture: 6% to 10%. May give off dust.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 730 | 1.37 |
| SIZE | CLASS | GROUP |
| 3 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

Prior to loading, a certificate based on test shall be provided by the manufacturer or shipper stating that the asbestos content is less than 1%.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

WHITE QUARTZ

DESCRIPTION

99.6% silica content.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1639 | 0.61 |
| SIZE | CLASS | GROUP |
| Lumps to 150 mm | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 316

WOODCHIPS

DESCRIPTION

Natural timber mechanically chipped into the approximate size of a business card.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 326 | 3.07 |
| SIZE | CLASS | GROUP |
| As above | MHB | B |

HAZARD

This material possesses a chemical hazard. Some shipments may be subject to oxidation leading to depletion of oxygen and increase of carbon dioxide in cargo and adjacent spaces.

With moisture content of 15% or more this cargo has a low fire-risk. As the moisture content decreases the fire risk increases. When dry, woodchips can be easily ignited by external sources; are readily combustible and can ignite by friction. A condition with complete depletion of oxygen may be present in less than 48 hours.

STOWAGE & SEGREGATION

Segregation as for class 4.1 materials.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Entry of personnel into cargo and adjacent confined spaces should not be permitted until tests have been carried out and it has been established that the oxygen level is 20.7%. If this condition is not met, additional ventilation should be applied to the cargo hold or adjacent enclosed spaces and re-measuring shall be conducted after a suitable interval.

An oxygen meter shall be worn and activated by all crew when entering cargo and adjacent enclosed spaces.

In dry weather, dust which settles on deck will dry out quickly and is easily ignited. Appropriate precautions shall be taken to prevent fire.

VENTILATION

Ventilation of enclosed spaces adjacent to a cargo hold before entry may be necessary even if these spaces are apparently sealed from the cargo hold.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Self-contained breathing apparatus and oxygen meters should be available.

EMERGENCY PROCEDURES

Nil

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire-fighting installation if fitted.
Exclusion of air may be sufficient to control fire.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

WOOD PELLETS

DESCRIPTION

The Wood Pellets are light blond to chocolate brown in colour; very hard and cannot be easily squashed. Wood Pellets have a typical specific density between 1,100 to 1,700 kg/m³ and a bulk density of 600 to 750 kg/m³. Wood Pellets are made of sawdust, planer shavings and other wood waste such as bark coming out of the lumber manufacturing processes. Normally there are no additives or binders blended into the pellet, unless specified. The raw material is fragmented, dried and extruded into pellet form. The raw material is compressed approximately 3.5 times and the finished Wood Pellets typically have a moisture content of 4 to 8%. Wood Pellets are used as a fuel in district heating and electrical power generation as well as a fuel for small space heaters such as stoves and fireplaces.

Wood Pellets are also used as animal bedding due to the absorption characteristics. Such Wood Pellets typically have a moisture content of 8 to 10%.

CHARACTERISTICS

| | | |
|---|--|---|
| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
| Approximately 30 degrees | 600 to 750 | 1.4 to 1.6 |
| SIZE | CLASS | GROUP |
| Cylindrical with 3 to 12 mm Diameter: 10 to 20 mm | MHB | B |

HAZARD

Shipments may be subject to oxidation leading to depletion of oxygen and increase of carbon monoxide and carbon dioxide in cargo and communicating spaces.

Swelling if exposed to moisture. Wood Pellets may ferment over time if moisture content is over 15% leading to generation of asphyxiating and flammable gases which may cause spontaneous combustion.

Handling of Wood Pellets may cause dust to develop. Risk of explosion at high dust concentration.

STOWAGE & SEGREGATION

Segregate as for class 4.1 materials.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed. There is a high risk of renewed oxygen depletion and carbon-monoxide formation in previously ventilated adjacent spaces after such closure.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Entry of personnel into cargo and adjacent confined spaces shall not be permitted until tests have been carried out and it has been established that the oxygen content and carbon monoxide levels have been restored to the following levels: oxygen 20.7% and carbon monoxide < 100 ppm. If these conditions are not met, additional ventilation shall be applied to the cargo hold or adjacent confined spaces and re-measuring shall be conducted after a suitable interval.

An oxygen and carbon monoxide meter shall be worn and activated by all crew when entering cargo and adjacent enclosed spaces.

VENTILATION

Ventilation of enclosed spaces adjacent to a cargo hold before entry may be necessary even if these spaces are apparently sealed from the cargo hold.

CARRIAGE

Hatches of the cargo spaces carrying this cargo shall be weathertight to prevent the ingress of water.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Self-contained breathing apparatus and combined or individual oxygen and carbon monoxide meters should be available.

EMERGENCY PROCEDURES

Nil

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire-fighting installation.
Exclusion of air may be sufficient to control fire.
Extinguish fire with carbon dioxide, foam or water.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

TSFS 2010:166*Bilaga 1*

MSC 85/26/Add.2

ANNEX 3

Page 320

WOOD PULP PELLETS**DESCRIPTION**

The pellets are brown in colour; very hard and cannot be easily squashed. They are light and are about half the size of a bottle cork. The pellets are made of compacted woodchips.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------------|-----------------------------------|------------------------------------|
| Not applicable | 326 | 3.07 |
| SIZE | CLASS | GROUP |
| Approx. 15 mm x 20 mm | MHB | B |

HAZARD

This cargo possesses a chemical hazard. Some shipments may be subject to oxidation leading to depletion of oxygen and increase of carbon dioxide in cargo and adjacent spaces.

With moisture content of 15% or more this cargo has a low fire-risk. As the moisture content decreases, the fire risk increases.

STOWAGE & SEGREGATION

Segregate as for class 4.1 materials.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

No special requirements.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Entry of personnel into the cargo spaces containing this cargo shall not be permitted until tests have been carried out and it has been established that the oxygen content has been restored to a normal level. In dry weather, dust, which settles on deck, will dry out quickly and becomes readily ignitable. Appropriate precautions shall be taken to prevent fire.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Nil

EMERGENCY PROCEDURES

Nil

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire-fighting installation if fitted.
Exclusion of air may be sufficient to control fire.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

MSC 85/26/Add.2

ANNEX 3

Page 322

ZINC ASHES UN 1435

Shipments require the approval of the competent authority of the countries of shipment and the flag State of the ship.

DESCRIPTION**CHARACTERISTICS**

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 900 | 1.11 |
| SIZE | CLASS | GROUP |
| Not applicable | 4.3 | B |

HAZARD

In contact with moisture or water liable to give off hydrogen, a flammable gas, and toxic gases. This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

“Separated from” foodstuffs and all class 8 liquids.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable before loading, during loading and during voyage. This cargo shall not be loaded during precipitation. During loading of this cargo all non-working hatches of the cargo spaces to which this cargo are loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

This cargo shall not be accepted for loading when the cargo is damp or known to have been wetted.

PRECAUTIONS

Reject any damp material or any material which is known to have been wetted. Possible ignition sources, including hotwork, burning, smoking, electrical sparking, shall be eliminated in the vicinity of the cargo spaces containing this cargo during handling and carriage of this cargo.

VENTILATION

Continuous mechanical ventilation shall be conducted during the voyage for the cargo spaces carrying this cargo. If maintaining ventilation endangers the ship or the cargo, it may be interrupted unless there is a risk of explosion or other danger due to interruption of the ventilation. In any case mechanical ventilation shall be maintained for a reasonable period prior to discharge.

CARRIAGE

For quantitative measurements of hydrogen, a suitable detector shall be on board while this cargo is carried. The detector shall be of certified safe type for use in explosive atmosphere. The concentration of hydrogen in the cargo spaces carrying this cargo shall be measured regularly, during voyage, and the results of the measurements shall be recorded and kept on board.

DISCHARGE

No special requirements.

CLEAN-UP

After discharge of this cargo, the cargo spaces shall be swept clean twice.

Water shall not be used for cleaning of the cargo space which has contained this cargo, because of danger of gas.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Protective clothing (gloves, boots, coveralls, headgear).
Self-contained breathing apparatus.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire-fighting installation if available.

Do not use water.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 324

ZIRCONSAND

DESCRIPTION

Usually fine white to yellow, very abrasive extracted from ilmenite sand. May be dusty. Shipped dry.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 2600 to 3000 | 0.33 to 0.36 |
| SIZE | CLASS | GROUP |
| 0.15 mm or less | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable before loading, during loading and during voyage. This cargo shall not be loaded during precipitation. During loading of this cargo all non-working hatches of the cargo spaces to which this cargo are loaded or to be loaded shall be closed.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop to equalize the weight distribution. Due consideration shall be paid to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo. Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

VENTILATION

No special requirements.

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

APPENDIX 2

LABORATORY TEST PROCEDURES, ASSOCIATED APPARATUS AND STANDARDS

1 Test procedures for materials which may liquefy and associated apparatus

Three methods of testing for the transportable moisture limit are currently in general use:

- .1 flow table test;
- .2 penetration test;
- .3 Proctor/Fagerberg test.

As each method has its advantages, the selection of the test method should be determined by local practices or by the appropriate authorities.

1.1 *Flow table test procedure*

1.1.1 *Scope*

The flow table is generally suitable for mineral concentrates or other fine material with a maximum grain size of 1 mm. It may also be applicable to materials with a maximum grain size up to 7 mm. It will not be suitable for materials coarser than this and may also not give satisfactory results for some materials with high clay content. If the flow table test is not suitable for the material in question, the procedures to be adopted should be those approved by the authority of the port State.

The test described below provides for determination of:

- .1 the moisture content of a sample of cargo, hereinafter referred to as the test material;
- .2 the flow moisture point (FMP) of the test material under impact or cyclic forces of the flow table apparatus; and
- .3 the transportable moisture limit of the test material.

Apparatus (see figure 1.1.2)

- .1 Standard flow table and frame (ASTM Designation (C230-68) – see 3).



Figure 1.1.2 – Flow table and accessory apparatus

- .2 Flow table mounting (ASTM Designation (C230-68) – see 3).
- .3 Mould (ASTM Designation (C230-68) – see 3).
- .4 Tamper (see figure 1.1.2.4): the required tamping pressure may be achieved by using calibrated, spring-loaded tampers (examples are included in figure 1.1.2.4) or some other suitable design of tamper that allows a controlled pressure to be applied via a 30 mm diameter tamper head.
- .5 Scales and weights (ASTM Designation (C109-73) – see 3) and suitable sample containers.
- .6 Glass graduated measuring cylinder and burette having capacities of 100-200 ml and 10 ml, respectively.
- .7 A hemispherical mixing bowl approximately 30 cm diameter, rubber gloves and drying dishes or pans. Alternatively, an automatic mixer of similar capacity can be used for the mixing operations. In this case, care should be exercised to ensure that the use of such a mechanical mixer does not reduce the particle size or consistency of the test material.
- .8 A drying oven with controlled temperature up to approximately 110°C. This oven should be without air circulation.

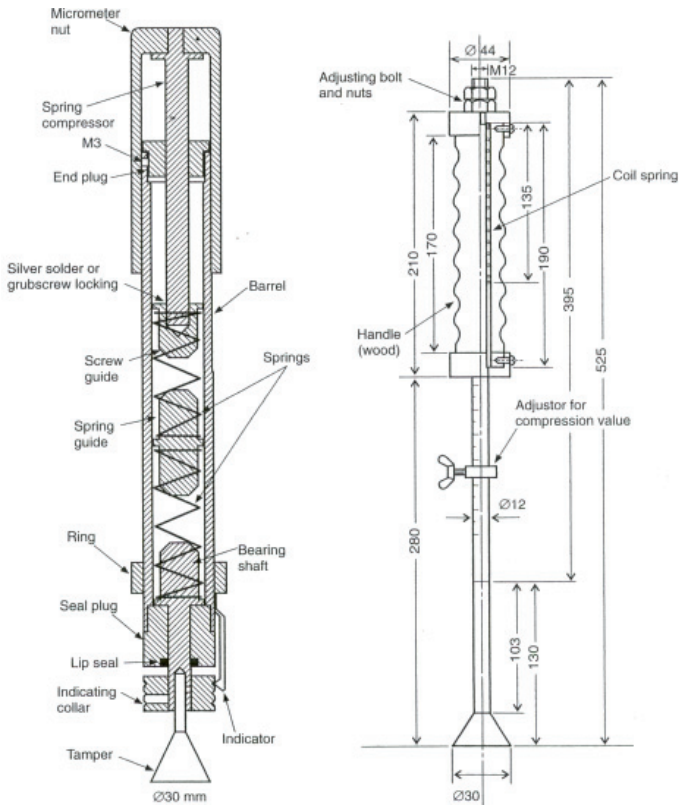


Figure 1.1.2.4 – Examples of spring-loaded tampers

1.1.3 Temperature and humidity

It is preferable to work in a room where the samples will be protected from excessive temperatures, air currents and humidity variations. All phases of the material preparation and testing procedure should be accomplished in a reasonable space of time to minimize moisture losses and, in any event, within the day of commencement. Where possible, sample containers should be covered with plastic film or other suitable cover.

1.1.4 Procedure

The quantity of material required for a flow moisture test will vary according to the specific gravity of the material to be tested. It will range from approximately 2 kg for coal to 3 kg for mineral concentrates. It should be collected as a representative sample of the cargo being shipped. Experience has shown that more accurate test results will be obtained by ensuring that the moisture content of the test sample is increased rather than decreased towards the FMP.

Consequently, it is recommended that a preliminary flow moisture test should be conducted, generally in accordance with the following, to indicate the condition of the test sample, i.e. the quantity of water and the rate at which it is to be added or whether the sample should be air-dried to reduce its moisture content before commencing the main flow moisture test.

1.1.4.1 Preparation of the test sample

The representative sample of test material is placed in the mixing bowl and thoroughly mixed. Three subsamples (A), (B) and (C) are removed from the mixing bowl as follows: about one fifth of the sample (A) should be immediately weighed and placed in the drying oven to determine the moisture content of the sample “as received”. Two further subsamples, each of about two fifths of the gross weight, should then be taken, one (B) for the preliminary FMP test and the other (C) for the main FMP determination:

- .1 *Filling the mould.* The mould is placed on the centre of the flow table and filled in three stages with the material from the mixing bowl. The first charge, after tamping, should aim to fill the mould to approximately one third of its depth. The quantity of sample required to achieve this will vary from one material to another, but can readily be established after some experience has been gained of the packing characteristics of the material being tested.

The second charge, after tamping, should fill the mould to about two thirds of its depth and the third and final charge, after tamping, should reach to just below the top of the mould (see figure 1.1.4.2).

- .2 *Tamping procedure.* The aim of tamping is to attain a degree of compaction similar to that prevailing at the bottom of a shipboard cargo of the material being tested. The correct pressure to be applied is calculated from:

$$\text{Tamping pressure (Pa)} = \text{Bulk density of cargo (kg/m}^3\text{)} \\ \times \text{Maximum depth of cargo (m)} \\ \times \text{Gravity acceleration (m/s}^2\text{)}$$

Bulk density can be measured by a single test, using the Proctor C apparatus described in ASTM Standard D-698 or JIS-A-1210, on a sample of the cargo at the proposed moisture content of loading.

When calculating the tamping pressure, if no information concerning cargo depth is available the maximum likely depth should be used.

Alternatively, the pressure may be estimated from table 1.1.4.1.

The number of tamping actions (applying the correct, steady pressure each time) should be about 35 for the bottom layer, 25 for the middle and 20 for the top layer, tamping successively over the area completely to the edges of the sample to achieve a uniformly flat surface for each layer.

- .3 *Removal of the mould.* The mould is tapped on its side until it becomes loose, leaving the sample in the shape of a truncated cone on the table.

Table 1.1.4.1

| Typical cargo | Bulk density (kg/m ³) | Maximum cargo depth | | | |
|--|-----------------------------------|---------------------------|------------|------------|-------------|
| | | 2 m | 5 m | 10 m | 20 m |
| | | ← Tamper pressure (kPa) → | | | |
| Coal | 1000 | 20 (1.4) | 50 (3.5) | 100 (7.1) | 200 (14.1) |
| | 2000 | 40 (2.8) | 100 (7.1) | 200 (14.1) | 400 (28.3) |
| Metal ore | 3000 | 60 (4.2) | 150 (10.6) | 300 (21.2) | 600 (42.4) |
| Iron ore conc. | 4000 | 80 (5.7) | 200 (14.1) | 400 (28.3) | 800 (56.5) |
| Lead ore conc. | 5000 | 100 (7.1) | 250 (17.7) | 500 (35.3) | 1000 (70.7) |
| (values in parenthesis are equivalent kgf when applied via a 30 mm diameter tamper head) | | | | | |

1.1.4.2 The preliminary flow moisture test:

- .1 Immediately after removing the mould, the flow table is raised and dropped up to 50 times through a height of 12.5 mm at a rate of 25 times per minute. If the material is below the FMP, it usually crumbles and bumps off in fragments with successive drops of the table (see figure 1.1.4-3).
- .2 At this stage, the flow table is stopped and the material returned to the mixing bowl, where 5-10 ml of water, or possibly more, is sprinkled over the surface and thoroughly mixed into the material, either with rubber-gloved fingers or an automatic mixer.

The mould is again filled and the flow table is operated as described in 1.1.4.2.1 for up to 50 drops. If a flow state is not developed, the process is repeated with further additions of water until a flow state has been reached.

- .3 *Identification of a flow state.* The impacting action of the flow table causes the grains to rearrange themselves to produce compaction of the mass. As a result, the fixed volume of moisture contained in the material at any given level increases as a percentage of the total volume. A flow state is considered to have been reached when the moisture content and compaction of the sample produce a level of saturation such that plastic deformation occurs*. At this stage, the moulded sides of the sample may deform, giving a convex or concave profile (see figure 1.1.4-4).

* In certain conditions, the diameter of the cone may increase before the flow moisture point is reached, due to low friction between the grains rather than to plastic flow. This must not be mistaken for a flow state.

With repeated action of the flow table, the sample continues to slump and to flow outwards. In certain materials, cracks may also develop on the top surface. Cracking, with the appearance of free moisture, is not, however, an indication of development of a flow state. In most cases, measurement of the deformation is helpful in deciding whether or not plastic flow has occurred. A template which, for example, will indicate an increase in diameter of up to 3 mm in any part of the cone is a useful guide for this purpose. Some additional observations may be useful. For example: when the (increasing) moisture content is approaching the FMP, the sample cone begins to show a tendency to stick to the mould. Further, when the sample is pushed off the table, the sample may leave tracks (stripes) of moisture on the table. If such stripes are seen, the moisture content may be above the FMP: the absence of tracks (stripes) is not necessarily an indication of being below the FMP.

Measuring the diameter of the cone, at the base or at half height, will always be useful. By addition of water in increments of 0.4% to 0.5% and applying 25 drops of the flow table, the first diameter increase will generally be between 1 and 5 mm and after a further increment of water the base diameter will have expanded by between 5 and 10 mm.

- .4 As an alternative to the procedure described above, for many concentrates a fast way of finding the approximate FMP is as follows:

When the moisture content is definitely beyond the FMP, measure the diameter after 25 drops, repeat the test after adding a further increment of water, measure the diameter and draw a diagram as illustrated in figure 1.1.4-1, showing increase in diameter plotted against moisture content. A straight line drawn through the two points will cross the moisture content axis close to the FMP.

Having completed the preliminary FMP test, the sample for the main test is adjusted to the required level of moisture content (about 1% to 2%) below the flow point.

1.1.4.3 Main flow moisture test

When a flow state has been reached in the preliminary test, the moisture content of sub-sample (C) is adjusted to about 1% to 2% less than the last value which did not cause flow in the preliminary test (this is suggested simply to avoid starting the main test too close to the FMP and then having to waste time air-drying it and starting again). The final test is then carried out on this adjusted sample in the same manner as for the preliminary test, but in this case with the addition of water in increments of no more than 0.5% of the mass of the test material (the lower the "preliminary" FMP, the smaller the increments should be). After each stage, the whole moulded sample should be placed in a container, weighed immediately and retained for moisture determination if required. This will be necessary if the sample flowed or if the next, slightly wetter, sample flows. If not required it may be returned to the mixing bowl.

When a flow state has been reached, the moisture content should be determined on two samples, one with moisture content just above the FMP and the other with moisture content just below the FMP. The difference between the two values should then be 0.5% or less, and the FMP is taken as the mean of these two values.

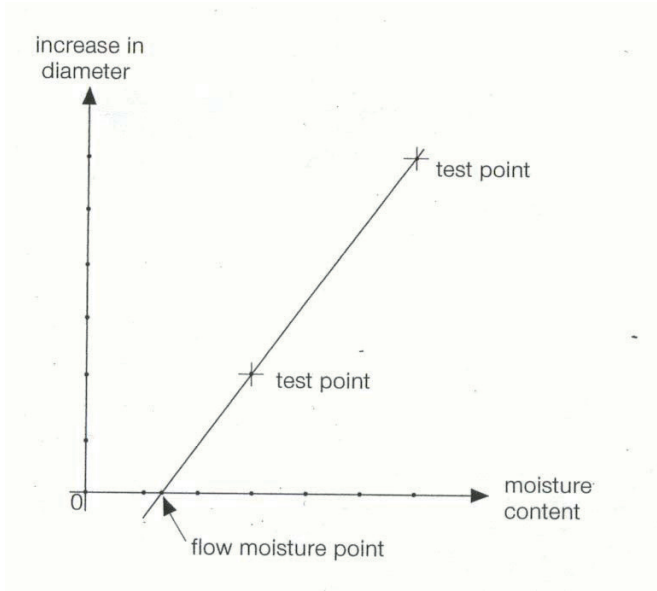


Figure 1.1.4-1



Figure 1.1.4-2

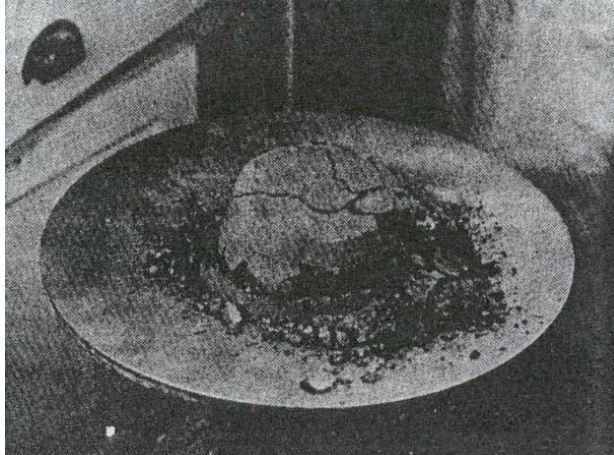


Figure 1.1.4-3

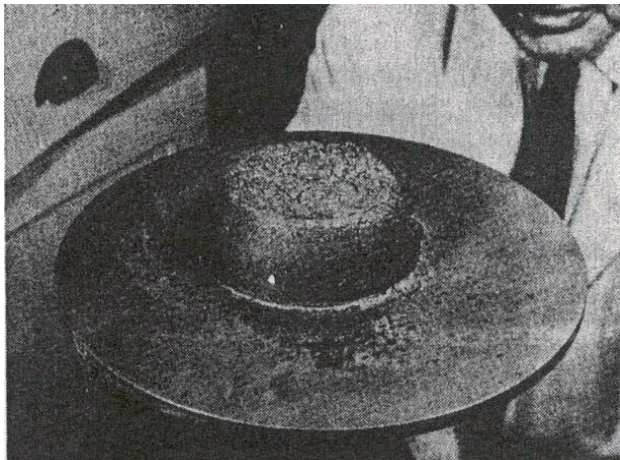


Figure 1.1.4-4

1.1.4.4 Determination of moisture content

Introduction

It should be noted that, for many materials, there are recognized international and national methods for determining moisture content. These methods, or ones that have been established to give equivalent results, should be followed.

MSC 85/26/Add.2

ANNEX 3

Page 334

Concentrates and similar materials

It is clearly important that the samples should be dried to a constant mass. In practice, this is ascertained after a suitable drying period at 105°C by weighing the sample successively with an interval of several hours elapsing. If the mass remains constant, drying has been completed, whereas if the mass is still decreasing, drying should be continued.

The length of the drying period depends upon many variables, such as the disposition of the material in the oven, the type of container used, the particle size, the rate of heat transfer, etc. It may be that a period of five hours is ample for one concentrate sample, whereas it is not sufficient for another. Sulphide concentrates tend to oxidize, and therefore the use of drying ovens with air circulation systems is not recommended for these materials, nor should the test sample be left in the drying oven for more than four hours.

Coal

The recommended methods for determination of the moisture content are those described in ISO 589-1974, "Hard Coal – Determination of Total Moisture". This method, or ones that have been established to give equivalent results, should be followed.

Calculation of moisture content, FMP and transportable moisture limit:

Taking m_1 as the exact mass of the subsample "as received" (see 1.1.4.1),

Taking m_2 as the exact mass of the "as received" subsample, after drying,

Taking m_3 as the exact mass of the sample just above the flow state (see 1.1.4.3),

Taking m_4 as the exact mass of the sample just above the flow state, after drying,

Taking m_5 as the exact mass of the sample just below the flow state (see 1.1.4.3),

Taking m_6 as the exact mass of the sample just below the flow state, after drying,

Then:

- .1 The moisture content of the concentrate "as received" is:

$$\frac{(m_1 - m_2)}{m_1} \times 100, \text{ in per cent} \quad (1.1.4.4.1)$$

- .2 The FMP of the material is:

$$\frac{\frac{(m_3 - m_4)}{m_3} + \frac{m_5 - m_6}{m_5}}{2} \times 100, \text{ in per cent} \quad (1.1.4.4.2)$$

- .3 The transportable moisture limit of the material is 90% of the FMP.

Peat Moss

For all Peat Moss, determine the bulk density, using either the ASTM or CEN (20 litres) method.

Peat should be above or below 90kg/cubic metre on a dry weight basis in order to obtain the correct TML.

As indicated in 1.1.1, the following should be determined:

- .1 the moisture content of a sample of cargo (MC);
- .2 the flow moisture point (FMP);
- .3 the transportable moisture limit (TML). The TML will be determined as follows:
 - .3.1 for peat with a bulk density of greater than 90 kg/cubic metre on a dry weight is 85% of the FMP; and
 - .3.2 for peat with a bulk density of 90 kg/cubic metre or less on a dry weight, the TML is 90% of the FMP.

1.2 Penetration test procedure

The penetration test constitutes a procedure whereby a material in a cylindrical vessel is vibrated. The flow moisture point is determined on the basis of the penetration depth of an indicator.

1.2.1 Scope

- .1 The penetration test is generally suitable for mineral concentrates, similar materials, and coals up to a top size of 25 mm.
- .2 In this procedure, the sample, in a cylindrical vessel, is subjected to vertical vibration of $2g_{rms} \pm 10\%$ (g = gravity acceleration) for 6 minutes. When the penetration depth of a bit put on the surface exceeds 50 mm, it is judged that the sample contains a moisture greater than the flow moisture point.
- .3 This procedure consists of a preliminary test to get an approximate value of the flow moisture point and a main test to determine the accurate flow moisture point. When the approximate value of the flow moisture point is known, the preliminary test can be omitted.
- .4 The room where the samples are tested should be prepared as mentioned in 1.1.3.

1.2.2 Apparatus (see figure 1.2.2)

- .1 The test apparatus consists of:
 - .1 a vibrating table;

- .2 cylindrical vessels;
 - .3 indicators (penetration bits and a holder);
 - .4 a tamper (see 1.1.2.4); and
 - .5 ancillary equipment (see 1.1.2.5 to .8).
- .2 The vibrator (see figure 1.2.2.2), with a table on which a cylindrical vessel can be clamped, should be capable of exciting a mass of 30 kg at a frequency of either 50 Hz or 60 Hz with an acceleration of 3g rms or more, and it can be controlled to adjust the acceleration level.
- .3 Dimensions of cylindrical vessels (see figures 1.2.2.3-1 and 1.2.2.3-2) are as follows:

| Cylinder size | Inner diameter | Depth | Wall thickness |
|---------------|----------------|--------|-----------------|
| small | 146 mm | 202 mm | 9.6 mm or more |
| large | 194 mm | 252 mm | 10.3 mm or more |

The vessels should be made of reasonably rigid, non-magnetic, impermeable and lightweight material such as acrylics or vinyl chloride.

The small cylindrical vessel is selected for the materials having a maximum particle size of 10 mm or less. The large cylindrical vessel is for those having a maximum particle size of 25 mm or less.

- .4 Penetration bits (see figure 1.2.2.4) are made of brass. The mass of the bit for coal should be adjusted to 88 g (5 kPa), and that for concentrates to 177 g (10 kPa). When the sample contains coarse particles, it is recommended that two bits of the same pressure are put on the surface to avoid misjudgment.
- .5 A holder (see figure 1.2.2.5) should be made to guide the rod of a bit with minimum friction to the centre of a cylindrical vessel. When two bits are used, they should be positioned in accordance with figure 1.2.2.
- .6 A cylindrical vessel and penetration indicators should be selected in accordance with the nature and condition of the test sample, *viz.* size of particles and bulk density.

1.2.3 Procedure

1.2.3.1 Preparation of the test sample and the vibrating table:

- .1 The quantity of the sample required is approximately six times or more the capacity of the selected cylindrical vessel. The amount of representative test sample with which each container is filled should be as follows: approximately 1,700 cm³ for the small container, and 4,700 cm³ for the large container.
- .2 Mix the sample well and divide into three approximately equal sub-samples, namely (A), (B) and (C). The sub-sample (A) should be immediately weighed and placed in the drying oven to determine the moisture content of the sample "as received".

The sub-samples (B) and (C) are used for the preliminary test and the main test, respectively.

- .3 The vibration level of the vibrating table should be calibrated, using an acceleration meter, prior to carrying out testing. The acceleration of the table should be adjusted to 2g rms \pm 10% with a container filled with a sample mounted on the table.

1.2.3.2 Preliminary flow moisture test

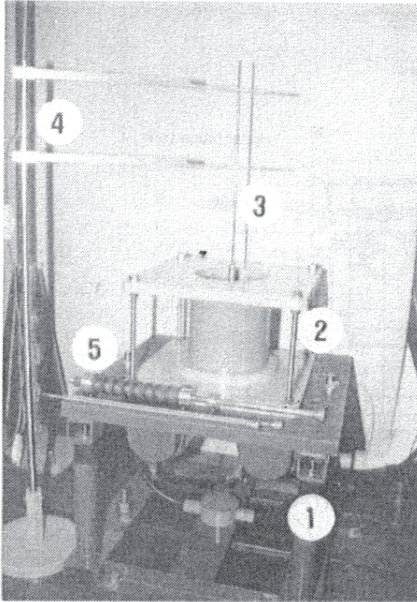
This test is intended to measure quickly the approximate flow moisture point, using sub-sample (B). Water is added in increments after every penetration test. When a flow state has been reached, the moisture content of the sample just above the flow state is measured. The moisture content of the sample just below the flow state can be calculated by deducting the increment of water last added from the gross mass of the sample.

- .1 Fill the appropriate cylindrical vessel with sub-sample (B) in four distinct stages and tamp after the addition of each layer using a specified tamper. Tamp to a pressure denoted in 1.1.4.1 for mineral concentrates or to 40 kPa for coals, and apply the pressure evenly over the whole surface area of the material until a uniformly flat surface is obtained.
- .2 Place the penetration bit on the surface of the material through the holder.
- .3 Operate the vibrator at a frequency of 50 Hz or 60 Hz with an acceleration of 2g rms \pm 10% for 6 minutes. If necessary, the acceleration level should be checked by referring to the output of the acceleration meter attached to the vibrating table.
- .4 After 6 minutes of vibration, read the depth of penetration.

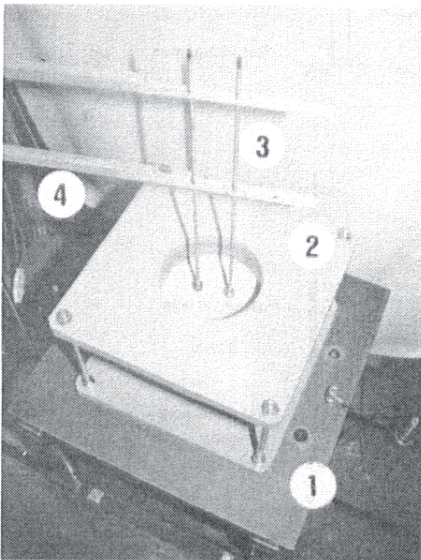
- .5 When the depth of penetration is less than 50 mm, it is judged that liquefaction did not take place. Then:
 - .1 Remove the material from the cylindrical vessel and replace in the mixing bowl with the remainder of the sample.
 - .2 Mix well and weigh the contents of the mixing bowl.
 - .3 Sprinkle an increment of water of not more than 1% of the mass of the material in the bowl and mix well.
 - .4 Repeat the procedure described in 1.2.3.2.1 to 1.2.3.2.5.
- .6 When the depth of penetration is greater than 50 mm, it is judged that liquefaction took place. Then:
 - .1 Remove the material from the cylindrical vessel and replace in the mixing bowl.
 - .2 Measure the moisture content in accordance with the procedure described in 1.1.4.4.
 - .3 Calculate the moisture content of the sample just below the flow moisture point on the basis of the amount of water added.
- .7 If the penetration depth in the first attempt exceeds 50 mm, i.e. the sample as received liquefied, mix sub-samples (B) and (C) and dry at room temperature to reduce the moisture. Then, divide the material into two sub-samples (B) and (C), and repeat the preliminary test.

1.2.3.3 The main flow moisture test

- .1 On the basis of the preliminary test, the main test should be carried out to determine the flow moisture point more accurately.
- .2 Adjust the moisture content of the sub-sample (C) to the last value, which did not cause flow in the preliminary flow moisture test.
- .3 The first test of the main flow moisture test is carried out on this adjusted sample in the same manner as described in 1.2.3.2. In this case, however, the addition of water in increments should not be more than 0.5% of the mass of the test material.
- .4 When the approximate value of the flow moisture point is known in advance, the moisture content of the sub-sample (C) is adjusted to approximately 90% of this value.
- .5 When a flow state has been reached, the flow moisture point is determined as described in 1.1.4.3.



- ① Vibration table
- ② Cylindrical vessel (150 mm diameter)
- ③ Penetration bit (10 kPa)
- ④ Bit holder
- ⑤ Tamper

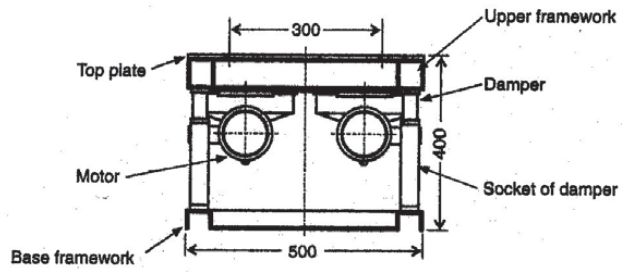


- ① Vibration table
- ② Cylindrical vessel (150 mm diameter)
- ③ Penetration bit (5 kPa)
- ④ Bit holder

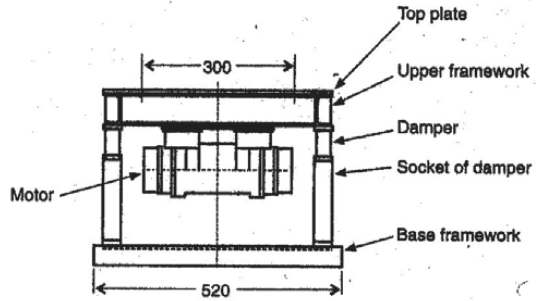
97580

Figure 1.2.2 – Test apparatus

FRONT VIEW



SIDE VIEW



VIEW FROM BASE

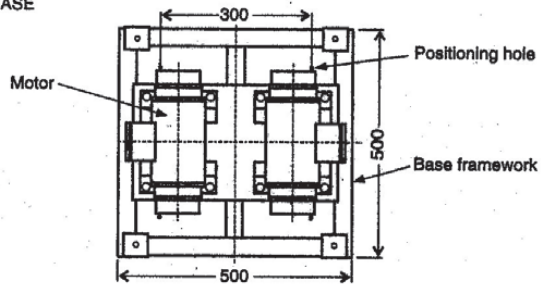


Figure 1.2.2.2 – *Vibration table*

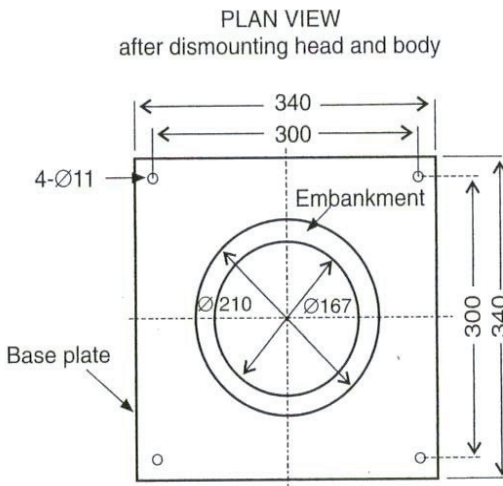
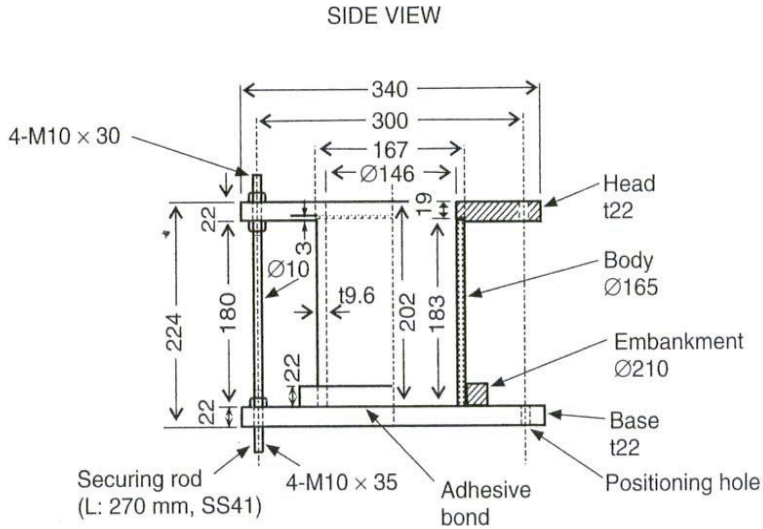


Figure 1.2.2.3-1 – Cylindrical vessel, 150 mm diameter

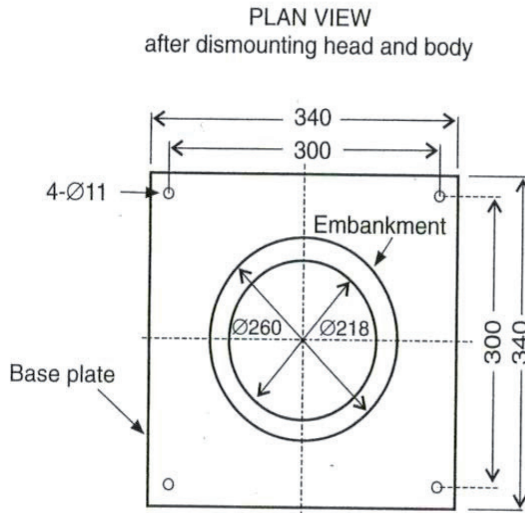
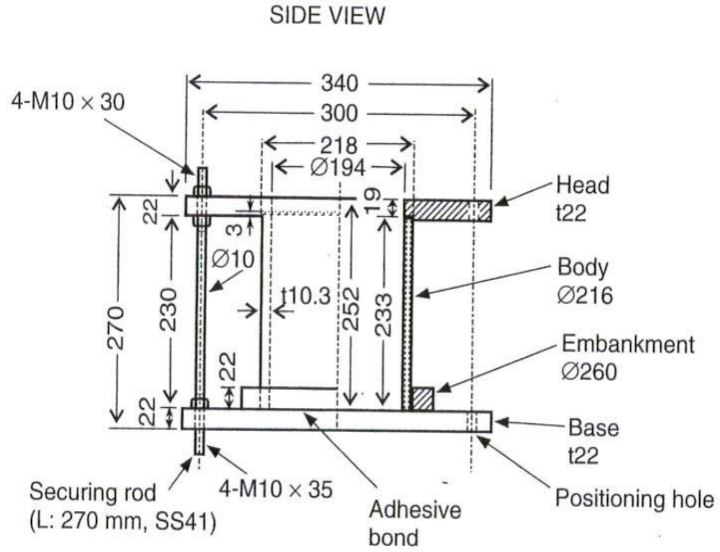
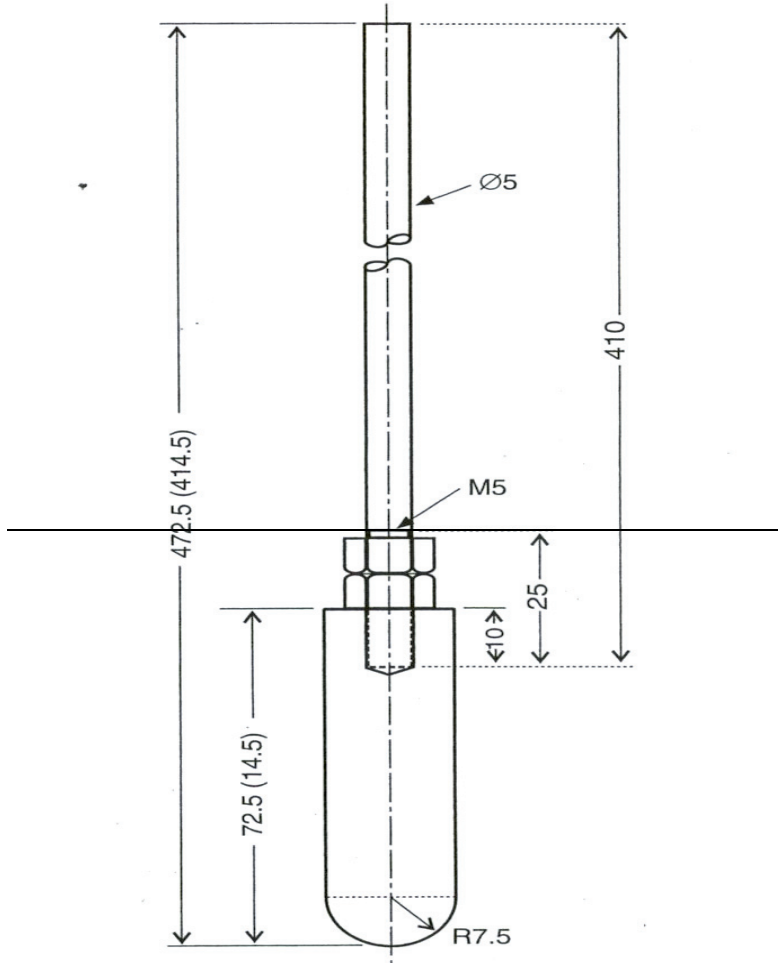


Figure 1.2.2.3-2 – Cylindrical vessel, 200 mm diameter



(Dimensions indicated in brackets are of the 5 kPa bit)
(unit: mm)

Figure 1.2.2.4 – Penetration bit

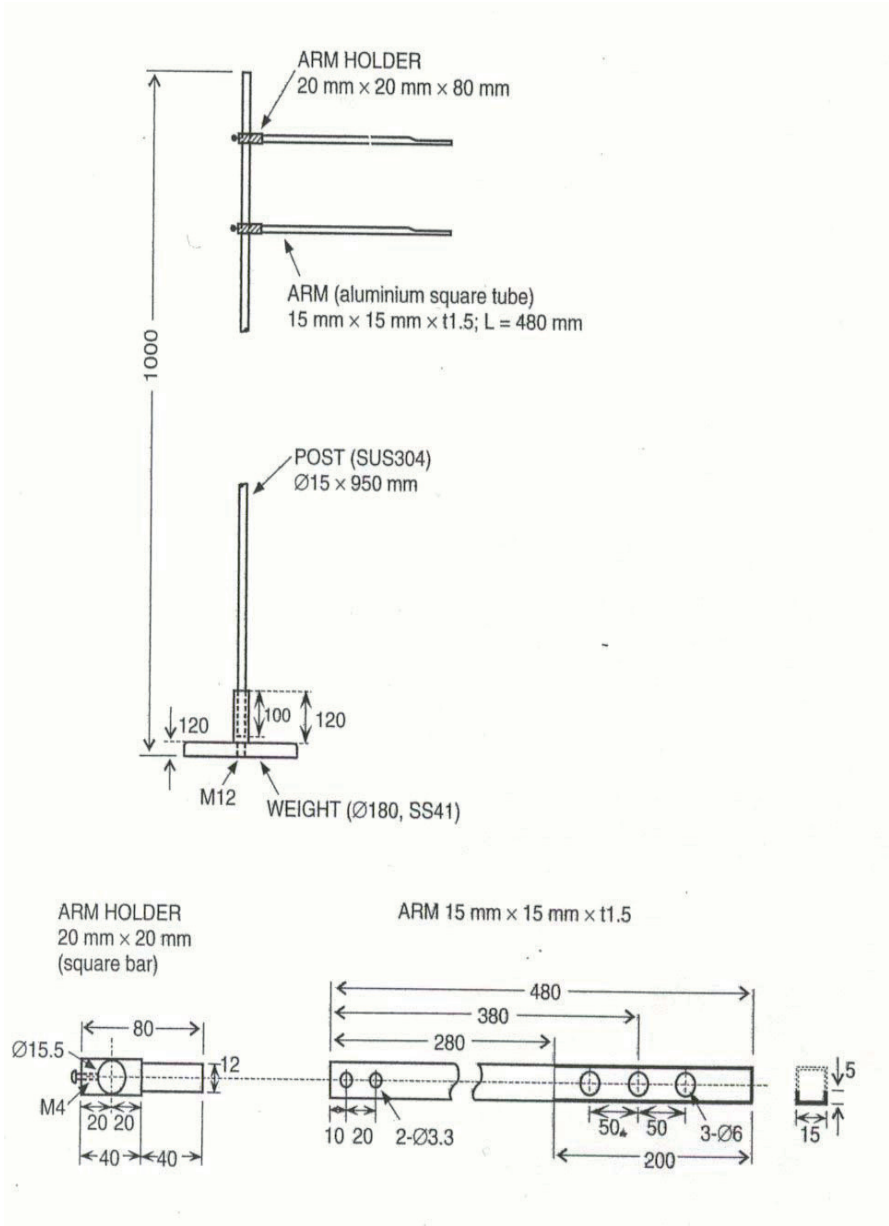


Figure 1.2.2.5 – Bit holder

1.3 Proctor/Fagerberg test procedure

1.3.1 Scope

- .1 Test method for both fine and relatively coarse-grained ore concentrates or similar materials up to a top size of 5 mm. This method should not be used for coal or other porous materials.
- .2 Before the Proctor/Fagerberg test is applied to coarser materials with a top size greater than 5 mm, an extensive investigation for adoption and improvement is required.
- .3 The transportable moisture limit (TML) of a cargo is taken as equal to the critical moisture content at 70% degree of saturation according to the Proctor/Fagerberg method test.

1.3.2 Proctor/Fagerberg test equipment

- .1 The Proctor apparatus (see figure 1.3.2) consists of a cylindrical iron mould with a removable extension piece (the compaction cylinder) and a compaction tool guided by a pipe open at its lower end (the compaction hammer).
- .2 Scales and weights (see 3.2) and suitable sample containers.
- .3 A drying oven with a controlled temperature interval from 100°C to maximum 105°C. This oven should be without air circulation.
- .4 A suitable mixer. Care should be taken to ensure that the use of the mixer does not reduce the particle size or consistency of the test material.
- .5 Equipment to determine the density of the solid material, for example a pycnometer.

1.3.3.3 Temperature and humidity (see 1.1.3)

1.3.4 Procedure

- .1 *Establishment of a complete compaction curve.* A representative sample according to a relevant standard (see section 4.7, page 20) of the test material is dried at a temperature of approximately 100°C. The total quantity of the test material should be at least three times as big as required for the complete test sequence. Compaction tests are executed for five to ten different moisture contents (five to ten separate tests). The samples are adjusted in order that dry to almost saturated (plastic) samples are obtained. The required quantity per compaction test is about 2000 cm³.

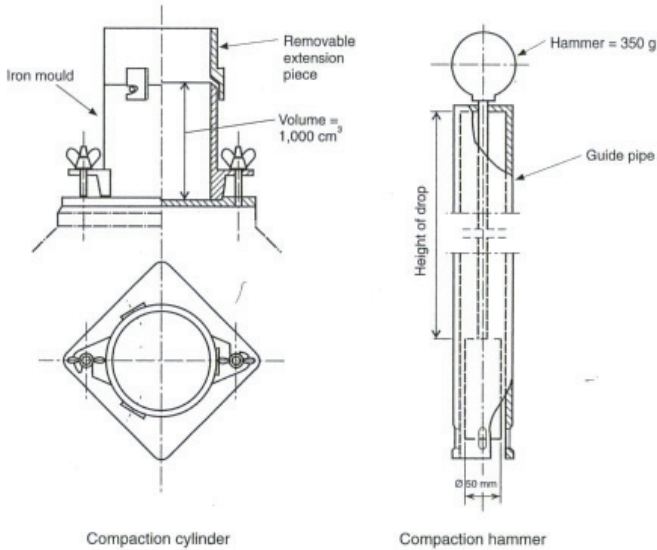


Figure 1.3.2 – Proctor apparatus

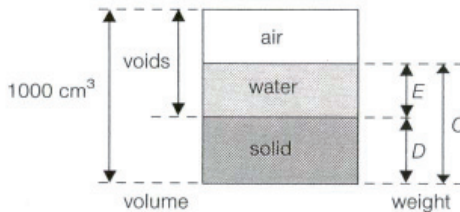


Figure 1.3.4.2

At each compaction test a suitable amount of water is added to the sample of the dried test material and mixed thoroughly for 5 minutes. Approximately one fifth of the mixed sample is filled into the mould and levelled and then the increment is tamped uniformly over the surface of the increment. Tamping is executed by dropping the hammer 25 times through the guide pipe, 0.2 m each time. The performance is repeated for all five layers. When the last layer has been tamped the extension piece is removed and the sample is levelled off along the brim of the mould. When the weight of the cylinder with the tamped sample has been determined, the cylinder is emptied, the sample is dried and the weight is determined.

The test then is repeated for the other samples with different moisture contents.

.2 *Definitions and data for calculations (see figure 1.3.4.2)*

- empty cylinder, mass in grams: A
- cylinder with tamped sample, mass in grams: B
- wet sample, mass in grams: C

$$C = B - A$$

- dry sample, mass in grams: D
- water, mass in grams (equivalent to volume in cm³): E

$$E = C - D$$

Volume of cylinder: 1000 cm³

.3 *Calculation of main characteristics*

- density of solid material, g/cm³ (t/m³): d
- dry bulk density, g/cm³ (t/m³): γ

$$\gamma = \frac{D}{1000}$$

- net water content, volume %: e_v

$$e_v = \frac{E}{D} \times 100 \times d$$

- void ratio: e (volume of voids divided by volume of solids)

$$e = \frac{1000 - D}{D} = \frac{d}{\lambda} - 1$$

- degree of saturation, percentage by volume: S

$$S = \frac{e_v}{e}$$

- gross water content, percentage by mass: W^1

$$W^1 = \frac{E}{C} \times 100$$

- net water content, percentage by mass: W

$$W = \frac{E}{D} \times 100$$

4 *Presentation of the compaction tests*

For each compaction test the calculated void ratio (e) value is plotted as the ordinate in a diagram with net water content (e_v) and degree of saturation (S) as the respective abscissa parameters.

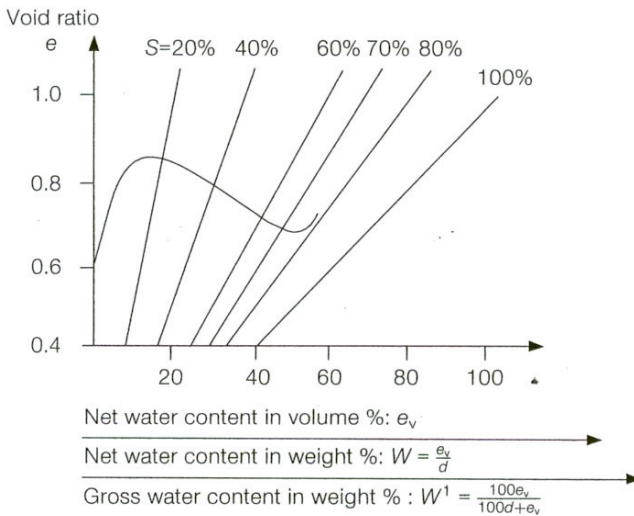


Figure 1.3.4.5

5 *Compaction curve*

The test sequence results in a specific compaction curve (see figure 1.3.4.5).

The critical moisture content is indicated by the intersection of the compaction curve and the line $S = 70\%$ degree of saturation. The transportable moisture limit (TML) is the critical moisture content.

2 Test procedures to determine the angle of repose and associated apparatus

2.1 *Determination of angle of repose of fine-grained materials (size less than 10 mm): “tilting box test”. For use in laboratory or port of loading*

2.1.1 *Scope*

The test provides for the determination of the angle of repose of fine-grained non-cohesive materials (size less than 10 mm). The results so obtained may be used when interpreting sections 5 and 6 of this Code for the materials in question.

2.1.2 *Definition*

The angle of repose obtained by this test is the angle formed between the horizontal and the top of the testbox when the material in the box just begins to slide in bulk.

2.1.3 *Principle of test*

When measuring the angle of repose by this method, the material surface should initially be level and parallel to the testbox base. The box is tilted without vibration and tilted without vibration and tilting is stopped when the product just begins to slide in bulk.

2.1.4 *Apparatus (see figure 2.1.4)*

Apparatus is as follows:

- .1 A framework, on top of which is attached an open box. Attachment of the box to the frame is by means of a shaft passing through bearings affixed to both the frame and the end of the box, enabling the box to be subjected to a controlled tilt.
- .2 The dimensions of the box are 600 mm long, 400 mm wide and 200 mm high.
- .3 To prevent sliding of the material along the bottom of the box during tilting, a tightly fitting grating (openings 30 mm x 30 mm x 25 mm) is placed on the bottom of the box before filling.
- .4 Tilting of the box is effected by a hydraulic cylinder fitted between the frame and the bottom of the box. Other means may be used to obtain the required tilting but in all cases vibration must be eliminated.
- .5 To pressurize the hydraulic cylinder, a hydropneumatic accumulator may be used, pressurized by air or gas at a pressure of about 5 kp/cm².
- .6 The rate of tilting should be approximately 0.3°/s.
- .7 Range of tilt should be at least 50°.

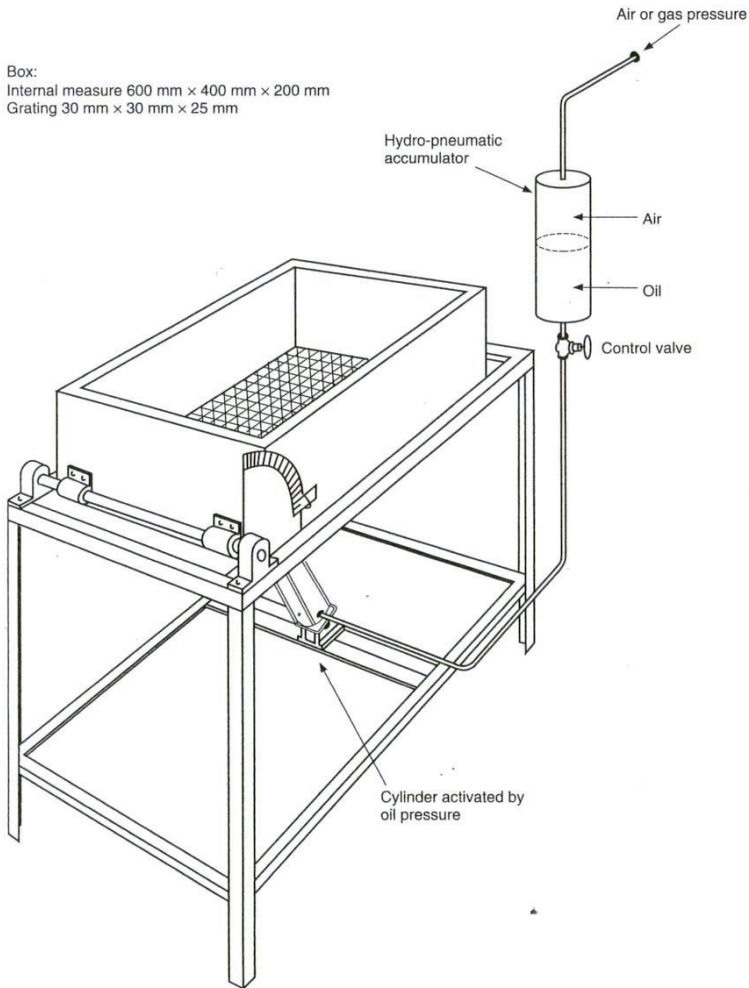


Figure 2.1.4 – Basic sketch of tilting box

- .8 A protractor is fitted to the end of the shaft. One lever of the protractor is fitted so that it may be screw-adjusted to the horizontal.
- .9 The protractor should measure the angle of the top of the box to the horizontal to within an accuracy of 0.5° .
- .10 A spirit level or some other levelling device should be available to zero the protractor.

2.1.5 Procedure

The box is filled with the material to be tested by pouring it slowly and carefully from the lowest practical height into the box in order to obtain uniformity of loading.

The excess material is scraped off with the aid of a straight edge, inclined at about 45° towards the direction of scraping.

The tilting system is then activated and stopped when the material just begins to slide in bulk.

The angle of the top of the box to the horizontal is measured by the protractor and recorded.

2.1.6 Evaluation

The angle of repose is calculated as the mean of three measurements and is reported to within half a degree.

Notes: Preferably the test should be carried out with three independent samples.

Care should be taken to ensure that the shaft is adjusted to be horizontal before testing.

2.2 *Alternative or shipboard test method to be used for the determination of the angle of repose when the tilting box is not available*

2.2.1 Definition

According to this method the angle of repose is the angle between the cone slope and the horizontal measured at half height.

2.2.2 Principle of test

To determine the angle of repose, a quantity of the material to be tested is poured very carefully out of a flask onto a sheet of rough-textured paper, in such a way that a symmetrical cone is formed.

2.2.3 Equipment

The necessary equipment to carry out this test is as follows:

- a horizontal table free from vibrations;
- a sheet of rough-textured paper onto which the material should be poured;
- a protractor; and
- a 3-litre conical flask.

MSC 85/26/Add.2

ANNEX 3

Page 352

2.2.4 Procedure

Put the sheet of paper on the table. Split 10l of the material to be tested into three sub-samples and test each in the following way:

Pour two thirds of the sub-sample (i.e. 2 l) onto the sheet, producing a starting cone. The remainder of this sub-sample is then poured very carefully from a height of a few millimetres on top of the cone. Care should be taken that the cone will be built up symmetrically. This may be achieved by revolving the flask slowly close around the top of the cone when pouring.

When measuring, care should be taken that the protractor does not touch the cone; otherwise this may result in sliding of the material and spoil the test.

The angle has to be measured at four places around the cone, about 90 degrees apart.

This test should be repeated on the other two sub-samples.

2.2.5 Calculations

The angle of repose is taken as the mean of the 12 measurements and is reported to half a degree. This figure can be converted to the tilting box value as follows:

$$a_t = a_s + 3^\circ \quad (2.2.5)$$

Where a_t = angle of repose according to the tilting box test

a_s = angle of repose according to the survey test

3 Standards used in test procedures

3.1 Standard flow table and frame*

3.1.1 Flow table and frame

3.1.1.1 The flow table apparatus shall be constructed in accordance with figure 3. The apparatus shall consist of an integrally cast rigid iron frame and a circular rigid table top, 10 inches \pm 0.1 inch (254 mm \pm 2.5 mm) in diameter, with a shaft attached perpendicular to the table top by means of a screw thread. The table top, to which the shaft with its integral contact shoulder is attached, shall be mounted on a frame in such a manner that it can be raised and dropped vertically through the specified height, with a tolerance in height of \pm 0.005 inches (0.13 mm) for new tables and \pm 0.015 inches (0.39 mm) for tables in use, by means of a rotated cam. The table top shall have a fine-machined plane surface, free of blowholes and surface defects, and shall be scribed as shown in figure 3. The table top shall be of cast brass or bronze having a Rockwell hardness number not less than HRB 25 with an edge thickness of 0.3 inches (8 mm), and shall have six integral radial stiffening ribs. The table top and attached shaft shall weigh 9 lb \pm 0.1 lb (4 kg \pm 0.05 kg) and the weight shall be symmetrical around the centre of the shaft.

* Source: "Standard Specification for Flow Table for Use in Tests of Hydraulic Cement", Designation C230-68. Reprinted by permission of American Society for Testing and Materials (ASTM), 1916 Race Street, Philadelphia, Penn., USA, copyright ASTM 1977.

3.1.1.2 The cam and vertical shaft shall be of medium-carbon machinery steel, hardened where indicated in figure 3. The shaft shall be straight and the difference between the diameter of the shaft and the diameter of the bore of the frame shall be not less than 0.002 inches (0.05) and not more than 0.003 inches (0.08 mm) for new tables and shall be maintained at from 0.002 inches to 0.010 inches (0.26 mm) for tables in use. The end of the shaft shall not fall upon the cam at the end of the drop, but shall make contact with the cam not less than 120° from the point of drop. The face of the cam shall be a smooth spiralled curve of uniformly increasing radius from ½ inch to 1¼ inches (13 mm to 32 mm) in 360° and there shall be no appreciable jar as the shaft comes into contact with the cam. The cam shall be so located and the contact faces of the cam and shaft shall be such that the table does not rotate more than one revolution in 25 drops. The surfaces of the frame and of the table which come into contact at the end of the drop shall be maintained smooth, plane, and horizontal and parallel with the upper surface of the table and shall make continuous contact over a full 360°.

3.1.1.3 The supporting frame of the flow table shall be integrally cast of fine-grained, high-grade cast iron. The frame casting shall have three integral stiffening ribs extending the full height of the frame and located 120° apart. The top of the frame shall be chilled to a depth of approximately ¼ inch (6.4 mm) and the face shall be ground and lapped square with the bore to give 360° contact with the shaft shoulder. The underside of the base of the frame shall be ground to secure a complete contact with the steel plate beneath.

3.1.1.4 The flow table may be driven by a motor,¹ connected to the camshaft through an enclosed worm gear speed reducer and flexible coupling. The speed of the camshaft shall be approximately 100 rpm. The motor drive mechanism shall not be fastened or mounted on the table base plate or frame.

The performance of a flow table shall be considered satisfactory if, in calibration tests, the table gives a flow value that does not differ by more than 5 percentage points from flow values obtained with a suitable calibration material.²

3.1.2 *Flow table mounting*

3.1.2.1 The flow table frame shall be tightly bolted to a cast iron or steel plate at least 1 inch (25 mm) thick and 10 inches (250 mm) square. The top surface of this plate shall be machined to a smooth plane surface. The plate shall be anchored to the top of a concrete pedestal by four ½ inch (13 mm) bolts that pass through the plate and are embedded at least 6 inches (150 mm) in the pedestal. The pedestal shall be cast inverted on the base plate. A positive contact between the base plate and the pedestal shall be obtained at all points. No nuts or other such levelling devices shall be used between the plate and the pedestal. Levelling shall be effected by suitable means under the base of the pedestal.

¹ A 1/20 hp (40 W) motor has been found adequate. The flow table may be driven by a hand-operated camshaft as shown in the illustration.

² Such a material may be obtained from the Cement and Concrete Reference Laboratory at the National Bureau of Standards, Washington, D.C. 20234, USA.

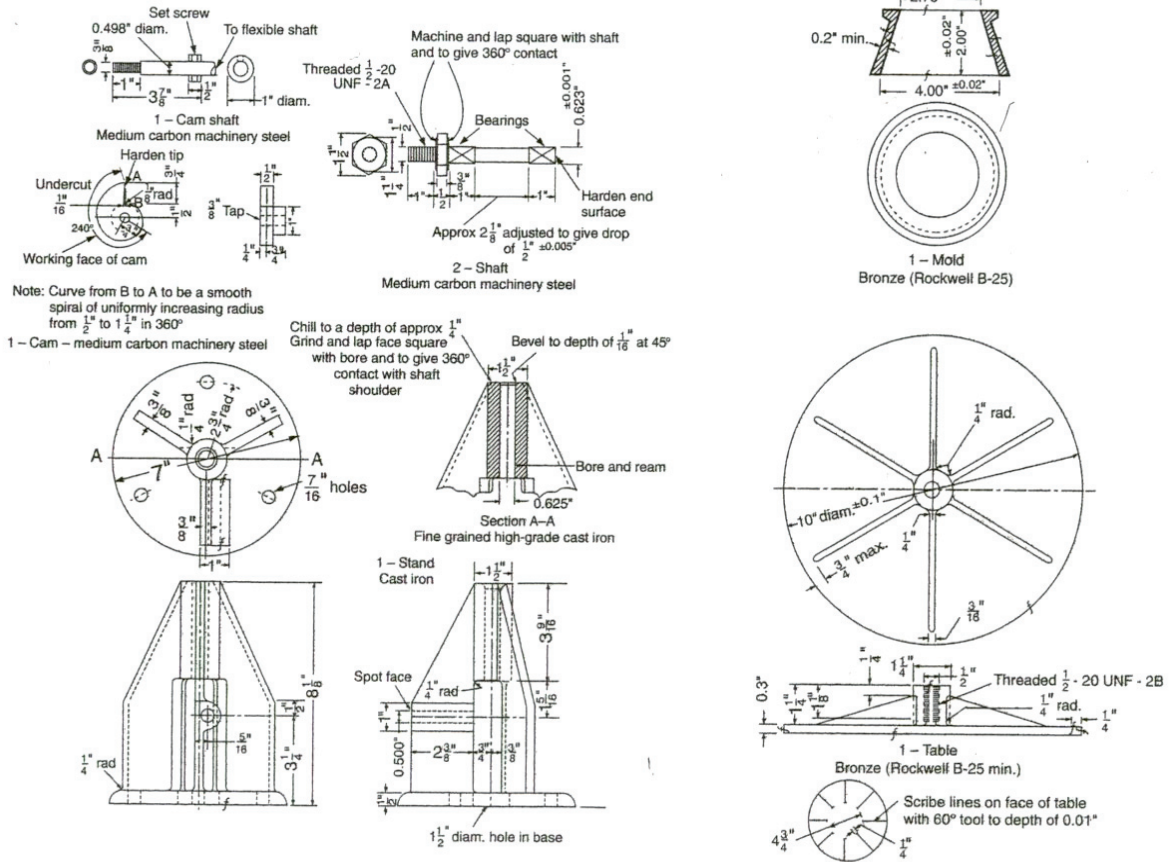


Figure 3

3.1.2.2 The pedestal shall be 10 inches to 11 inches (250 mm to 275 mm) square at the top, and 15 inches to 16 inches (375 mm to 400 mm) square at the bottom, 25 inches to 30 inches (625 mm to 750 mm) in height, and shall be of monolithic construction, cast from concrete weighing at least 140 lb/ft³ (2,240 kg/m³). A stable gasket cork pad, ½ inch (13 mm) thick and approximately 4 inches (102 mm) square, shall be inserted under each corner of the pedestal. The flow table shall be checked frequently for levelness of the table top, stability of the pedestal, and tightness of the bolts and nuts in the table base and the pedestal plate. (A torque of 20 lb ft (27 Nm) is recommended when tightening those fastenings.)

3.1.2.3 The table top, after the frame has been mounted on the pedestal, shall be level along two diameters at right angles to each other, in both the raised and lowered positions.

3.1.3 *Flow table lubrication*

3.1.3.1 The vertical shaft of the table shall be kept clean and shall be lightly lubricated with a light oil (SAE-10). Oil shall not be present between the contact faces of the table top and the supporting frame. Oil on the cam face will lessen wear and promote smoothness of operation. The table should be raised and permitted to drop a dozen or more times just prior to use if it has not been operated for some time.

3.1.4 *Mould*

3.1.4.1 The mould for casting the flow specimen shall be of cast bronze or brass, constructed as shown in figure 3. The Rockwell hardness number of the metal shall be not less than HRB 25. The diameter of the top opening shall be 2.75 inches \pm 0.02 inches (69.8 mm \pm 0.5 mm) for new moulds and 2.75 inches + 0.05 inches (+ 1.3 mm) and $-$ 0.02 inches for moulds in use. The surfaces of the base and top shall be parallel and at right angles to the vertical axis of the cone. The mould shall have a minimum wall thickness of 0.2 inches (5 mm). The outside of the top edge of the mould shall be shaped so as to provide an integral collar for convenient lifting of the mould. All surfaces shall be machined to a smooth finish. A circular shield approximately 10 inches (254 mm) in diameter, with a centre opening approximately 4 inches (102 mm) in diameter, made of non-absorbing material not attacked by the cement, shall be used with the flow mould to prevent mortar from spilling on the table top.

3.2 *Scales and weights**

3.2.1 *Scales*

3.2.1.1 The scales used shall conform to the following requirements. On scales in use, the permissible variation at a load of 2000 g shall be \pm 2.0 g. The permissible variation on new scales shall be one half of this value. The sensibility reciprocal** shall be not greater than twice the permissible variation.

* Source: "Standard Method of Test for Compressive Strength of Hydraulic Cement Mortars", Designation C109-3. Reprinted by permission of American Society for Testing and Materials (ASTM), 1916 Race Street, Philadelphia, Penn., USA, copyright ASTM 1977.

** Generally defined, the sensibility reciprocal is the change in load required to change the position of rest of the indicating element or elements of a non-automatic indicating scale a definite amount at any load. For a more complete definition, see "Specifications, Tolerances, and Regulations for Commercial Weighing and Measuring Devices", *Handbook H44*, National Bureau of Standards, Washington, D.C., USA, September 1949, pp. 92 and 93.

3.2.2 *Weights*

3.2.2.1 The permissible variations on weights shall be as prescribed in the table below. The permissible variations on news weights shall be one half of the values in the table below.

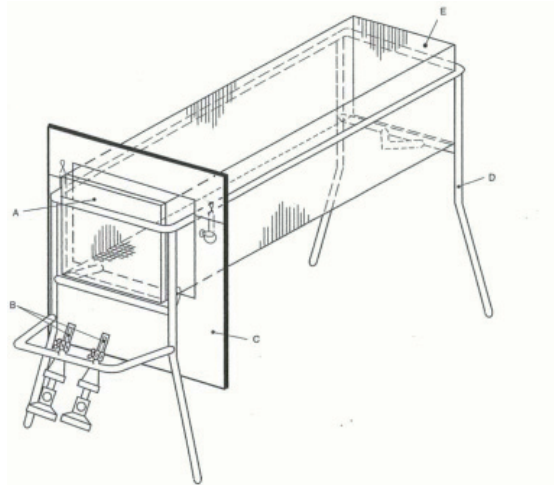
PERMISSIBLE VARIATIONS ON WEIGHTS

| Weight (g) | Permissible variations on weights in use, plus or minus (g) |
|------------|---|
| 1000 | 0.50 |
| 900 | 0.45 |
| 750 | 0.40 |
| 500 | 0.35 |
| 300 | 0.30 |
| 250 | 0.25 |
| 200 | 0.20 |
| 100 | 0.15 |
| 50 | 0.10 |
| 20 | 0.05 |
| 10 | 0.04 |
| 5 | 0.03 |
| 2 | 0.02 |
| 1 | 0.01 |

4 Trough test for determination of the self-sustaining exothermic decomposition of fertilizers containing nitrates*

4.1 Definition

A fertilizer capable of self-sustaining decomposition is defined as one in which decomposition initiated in a localized area will spread throughout the mass. The tendency of a fertilizer offered for transport to undergo this type of decomposition can be determined by means of the trough test. In this test localized decomposition is initiated in a bed of the fertilizer to be contained in a horizontally mounted trough. The amount of propagation, after removal of the initiating heat source, of decomposition through the mass is measured.



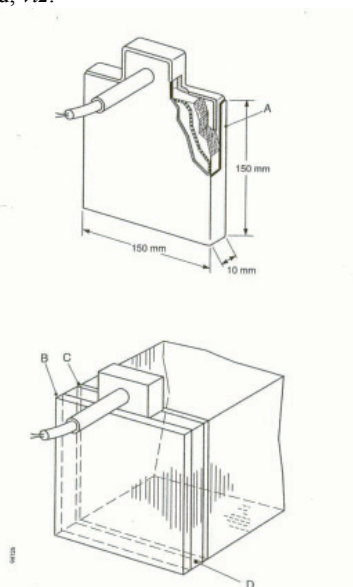
- A Steel plate (150 x 150 mm and 1 to 3 mm thick)
- B Gas burners (e.g., Teclu or Bunsen)
- C Heat shield (2 mm thick)
- D Stand (e.g., made from 15 mm wide, 2 mm thick steel bar)
- E Gauze trough (150 x 150 x 500 mm)

Figure 4-1 – Gauze trough with support and burners

* Source: Section 38 of the United Nations Recommendation on the Transport of Dangerous Goods, Manual of Tests and Criteria.

4.2 Apparatus and materials

The apparatus (figure 4-1) consists of a trough of internal dimensions 150 mm x 150 mm x 500 mm, open at the top. The trough is constructed of square-meshed gauze (preferably stainless steel) with a mesh width of about 1.5 mm and a wire thickness of 1.0 mm supported on a frame made from, for example, 15 mm wide, 2 mm thick steel bars. The gauze at each end of the trough may be replaced by 1.5 mm thick, 150 mm x 150 mm stainless steel plates. The trough should be rested on a suitable support. Fertilizers with a particle size distribution such that a significant amount falls through the mesh of the trough should be tested in a trough of smaller mesh gauze, or alternatively in a trough lined with gauze of a smaller mesh. During initiation sufficient heat should be provided and maintained to establish a uniform decomposition front. Two alternative heating methods are recommended, viz:



- A Aluminium or stainless steel sheathing (thickness 3 mm)
- B Insulating plate (thickness 5 mm)
- C Aluminium foil or stainless steel plate (thickness 3 mm)
- D Position of heating device in trough

Figure 4-2 – Electrical heating device (capacity 250 W)

4.2.1 Electrical heating

An electrical heating element (capacity 250 W) enclosed in a stainless steel box is placed inside and at one end of the trough (figure 4-2). The dimensions of the stainless steel box are 145 mm x 145 mm x 10 mm, and the wall thickness is 3 mm. The side of the box which is not in contact with the fertilizer should be protected with a heat shield (insulation plate 5 mm thick). The heating side of the box may be protected with aluminium foil or a stainless steel plate.

4.2.2 *Gas burners*

A steel plate (thickness 1 mm to 3 mm) is placed inside one end of the trough and in contact with the wire gauze (figure 4-1). The plate is heated by means of two burners which are fixed to the trough support and are capable of maintaining the plate at temperatures between 400°C and 600°C, i.e. dull red heat.

4.2.3 To prevent heat transport along the outside of the trough, a heat shield consisting of a steel plate (2 mm thick) should be installed at about 50 mm from the end of the trough where the heating takes place.

4.2.4 The life of the apparatus may be prolonged if it is constructed of stainless steel throughout. This is particularly important in the case of the gauze trough.

4.2.5 Propagation may be measured using thermocouples in the substance and recording the time at which a sudden temperature rise occurs as the reaction front reaches the thermocouple.

4.3 *Procedure*

4.3.1 The apparatus should be set up under a fume hood to remove toxic decomposition gases or in an open area where the fumes can be readily dispersed. Although there is no explosion risk, when performing the test it is advisable to have a protective shield, e.g., of suitable transparent plastics, between the observer and the apparatus.

4.3.2 The trough is filled with the fertilizer in the form to be offered for shipment and decomposition is initiated at one end, either electrically or by means of gas burners as described above. Heating should be continued until decomposition of the fertilizer is well established and propagation of the front (over approximately 30 mm to 50 mm) has been observed. In the case of products with high thermal stability, it may be necessary to continue heating for two hours. If fertilizers show a tendency to melt, the heating should be done with care, i.e. using a small flame.

4.3.3 About 20 minutes after the heating has been discontinued, the position of the decomposition front is noted. The position of the reaction front can be determined by difference in colour, e.g., brown (undecomposed fertilizer) to white (decomposed fertilizer), or by the temperature indicated by adjacent pairs of thermocouples which bracket the reaction front. The rate of propagation may be determined by observation and timing or from thermocouple records. It should be noted whether there is no propagation after heating is discontinued or whether propagation occurs throughout the substance.

4.4 *Test criteria and method of assessing results*

4.4.1 If propagation of the decomposition continues throughout the substance the fertilizer is considered capable of showing self-sustaining decomposition.

4.4.2 If propagation does not continue throughout the substance, the fertilizer is considered to be free from the hazard of self-sustaining decomposition.

5 Description of the Test of Resistance to Detonation

5.1 Principle

5.1.1 The test sample is confined in a steel tube and subjected to detonation shock from an explosive booster charge. Propagation of the detonation is determined from the degree of compression of lead cylinders on which the tube rests horizontally during the test.

5.2 Sample preparation

5.2.1 The test must be carried out on a representative sample of cargo. Before being tested for resistance to detonation, the whole mass of the sample is to be thermally cycled five times between 25°C and 50°C ($\pm 1^\circ\text{C}$) in sealed tubes. The sample shall be maintained at the extreme temperatures, measured at the centre of the sample, for at least 1 hour during each thermal cycle and at 20°C ($\pm 3^\circ\text{C}$) after complete cycling until tested.

5.3 Materials

Seamless steel tube to ISO 65-1981-Heavy or equivalent

| | |
|---------------------------|-------------|
| Tube length | 1,000 mm |
| Nominal external diameter | 114 mm |
| Nominal wall thickness | 5 to 6.5 mm |

Bottom plate (160 x 160 mm) of good weldable quality, thickness 5 to 6 mm to be butt-welded to one end of the tube around the entire circumference.

Initiation system and booster

Electrical blasting cap or detonating cord with non-metallic sleeve (10 to 13 g/m).

Compressed pellet of secondary explosive, such as hexogen/wax 95/5 or tetryl, with a central recess to take the detonator.

500 \pm 1 gramme plastic explosive containing 83 to 86 % penthrite, formed into a cylinder in a cardboard or plastic tube. Detonation velocity 7,300 to 7,700 m/s.

Six witness cylinders of refined, cast lead for detecting detonation.

50 mm diameter x 100 mm high, refined lead of at least 99.5% purity.

5.4 Procedure

Test Temperature: 15 to 20°C. Figures 1 and 2 show the test arrangement.

Fill the tube about one-third of its height with the test sample and drop it 10 cm vertically five times on the floor. Improve the compression by striking the side wall with a hammer between

drops. A further addition shall be made such that, after compaction or by raising and dropping the tube 20 times and a total of 20 intermittent hammer blows, the charge fills the tube to a distance of 70 mm from its orifice.

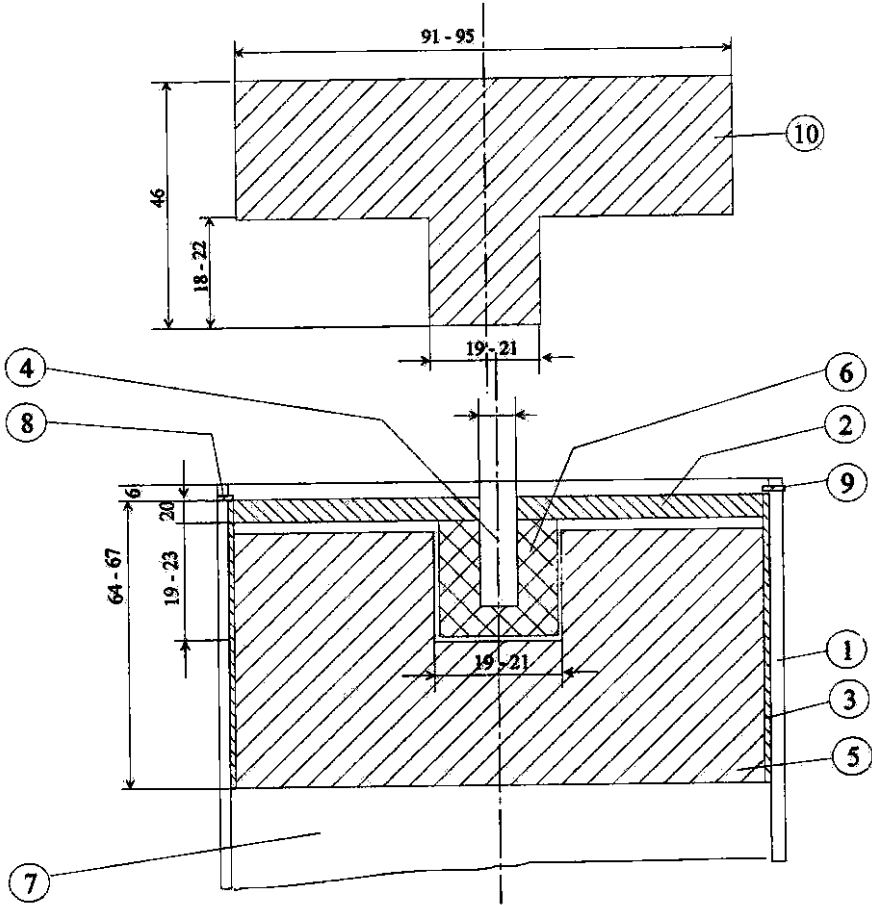
Insert the plastic explosive into the tube and press it down with a wooden die. Place the compressed pallet centrally in the recess within the plastic explosive. Close it with a wooden disc so that it remains in contact with the test sample. Lay the test tube horizontally on the 6 lead cylinders placed at 150 mm intervals (centric), with the centre of the last cylinder 75 mm from the bottom plate, on a firm, level, solid surface that is resistant to deformation or displacement. Insert the electrical blasting cap or the detonating cord.

Ensure that all necessary safety precautions are taken, connect and detonate the explosive.

Record, for each of the lead cylinders, the degree of compression expressed as a percentage of the original height of 100 mm. For oblique compression, the deformation is taken as the average of the maximum and minimum deformation.

5.5 Results

The test is to be carried out twice. If in each test one or more of the supporting lead cylinders are crushed by less than 5%, the sample is deemed to satisfy the resistance to detonation requirements.



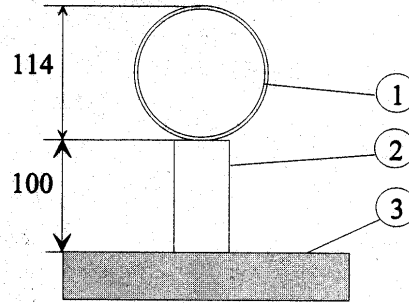
Dimensions in mm

- | | | | |
|---|-------------------------------|---|---|
| ① | Steel tube | ⑥ | Compressed pellet |
| ② | Wooden disc | ⑦ | Test sample |
| ③ | Plastic or cardboard cylinder | ⑧ | 4-mm diameter hole drilled to receive split pin (9) |
| ④ | Wooden rod | ⑨ | Split pin |
| ⑤ | Plastic explosive | ⑩ | Wooden die for (5) diameter as for detonator |

Figure 1: *Booster charge*

- ① Steel tube
- ② Lead cylinders
- ③ Steel block
- ④ Bottom plate
- ⑤ Booster charge

① to ⑥ numbers of lead cylinders



dimensions in mm

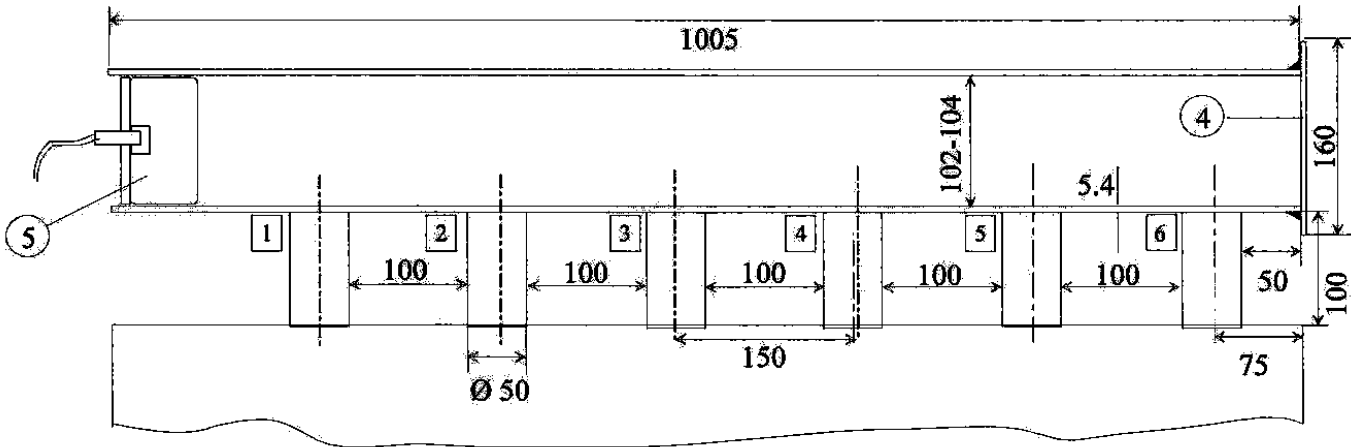


Figure 2: Positioning of the steel tube on the firing site

6 Self-heating test for charcoal

6.1 Apparatus

6.1.1 *Oven.* A laboratory oven fitted with internal air circulation and capable of being controlled at $140^{\circ}\text{C} \pm 2^{\circ}\text{C}$.

6.1.2 *Wire mesh cube.* Construct an open-top cube, 100 mm side, from phosphor bronze gauze 18,000 mesh per square centimetre (350 x 350 mesh). Insert it inside a slightly larger, well-fitting cube, made of phosphor bronze gauze 11 mesh per square centimetre (8 x 8 mesh). Fit the outer cube with a handle or hooks so that it can be suspended from above.

6.1.3 *Temperature measurement.* A suitable system to measure and record the temperature of the oven and in the centre of the cube. "Chromel-alumel" thermocouples, made from 0.27 mm diameter wire, are suitable for measuring the temperature range expected.

6.2 Procedure

6.2.1 Fill the cube with carbon and tap down gently, adding carbon until the cube is full. Suspend the sample in the centre of the oven which has been preheated to $140^{\circ}\text{C} \pm 2^{\circ}\text{C}$. Insert one of the thermocouples in the centre of the sample and the other between the cube and the oven wall. Maintain the temperature of the oven at $140^{\circ}\text{C} \pm 2^{\circ}\text{C}$ for 12 hours and record the oven temperature and the sample temperature.

6.3 Results

6.3.1 Non-activated carbon, non-activated charcoal, carbon black and lamp black fail the test if the temperature at any time during the 12 hours exceeded 200°C .

6.3.2 Activated carbon and activated charcoal fail the test if the temperature at any time during the 12 hours exceeded 400°C .

APPENDIX 3

PROPERTIES OF SOLID BULK CARGOES

1 Non-cohesive cargoes

1.1 The following cargoes are non-cohesive when dry:

AMMONIUM NITRATE
 AMMONIUM NITRATE BASED FERTILIZERS (TYPE A, TYPE B and
 NON-HAZARDOUS)
 AMMONIUM SULPHATE
 BORAX, anhydrous
 CALCIUM NITRATE FERTILIZER
 CASTOR BEANS
 DIAMMONIUM PHOSPHATE
 MONOAMMONIUM PHOSPHATE
 POTASSIUM CHLORIDE
 POTASH
 POTASSIUM NITRATE
 POTASSIUM SULPHATE
 SODIUM NITRATE
 SODIUM NITRATE AND POTASSIUM NITRATE MIXTURE
 SUPERPHOSPHATE
 UREA

1.2 Prior to completion of loading, the angle of repose of the materials to be loaded should be determined (see section 6) so as to determine which provisions of this Code relating to trimming apply (see section 5).

1.3 All cargoes, other than those listed in this appendix, are cohesive and the use of the angle of repose is, therefore, not appropriate. Cargoes not listed should be treated as cohesive until otherwise shown.

2 Cargoes which may liquefy

2.1 Many fine-particled cargoes if possessing a sufficiently high moisture content are liable to flow. Thus any damp or wet cargo containing a proportion of fine particles should be tested for flow characteristics prior to loading.

3 Precautions for the cargoes which may possess a chemical hazard

3.1 In circumstances where consultation with the competent authority is required prior to shipment of dry bulk cargoes, it is equally important to consult authorities at the port of loading and discharge concerning requirements which may be in force.

3.2 Where required, the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) should be consulted prior to loading.

APPENDIX 4

INDEX

| MATERIAL | GROUP | REFERENCES |
|--|--------|---|
| ALFALFA | C | |
| ALUMINA | C | |
| ALUMINA, CALCINED | C | |
| ALUMINA SILICA | C | |
| ALUMINA SILICA, pellets | C | |
| ALUMINIUM DROSS | B | see ALUMINIUM SMELTING BY-PRODUCTS or ALUMINIUM REMELTING BY-PRODUCTS UN 3170 |
| ALUMINIUM FERROSILICON POWDER UN 1395 | B | |
| ALUMINIUM NITRATE UN 1438 | B | |
| ALUMINIUM REMELTING BY-PRODUCTS UN 3170 | B | |
| ALUMINIUM SALT SLAGS | B | see ALUMINIUM SMELTING BY-PRODUCTS or ALUMINIUM REMELTING BY-PRODUCTS UN 3170 |
| ALUMINIUM SILICON POWDER, UNCOATED UN 1398 | B | |
| ALUMINIUM SKIMMINGS | B | see ALUMINIUM SMELTING BY-PRODUCTS or ALUMINIUM REMELTING BY-PRODUCTS UN 3170 |
| ALUMINIUM SMELTING BY-PRODUCTS UN 3170 | B | |
| AMMONIUM NITRATE UN 1942 | B | |
| AMMONIUM NITRATE BASED FERTILIZER UN 2067 | B | |
| AMMONIUM NITRATE BASED FERTILIZER UN 2071 | B | |
| AMMONIUM NITRATE, BASED FERTILIZER (non-hazardous) | C | |
| AMMONIUM SULPHATE | C | |
| ANTIMONY ORE AND RESIDUE | C | |
| Antimony ore residue | C | see ANTIMONY ORE AND RESIDUE |
| Bakery materials | B or C | see SEED CAKE |
| BARIUM NITRATE UN 1446 | B | |
| Barley malt pellets | B or C | see SEED CAKE |
| BARYTES | C | |
| BAUXITE | C | |
| Beet, expelled | B or C | see SEED CAKE |
| Beet, extracted | B or C | see SEED CAKE |
| BIOSLUDGE | C | |
| Blende (zinc sulphide) | A | see ZINC CONCENTRATE |
| BORAX (PENTAHYDRATE CRUDE) | C | |
| BORAX, ANHYDROUS, crude | C | |
| BORAX, ANHYDROUS, refined | C | |

| MATERIAL | GROUP | REFERENCES |
|---------------------------------------|-----------|--|
| Bran pellets | B or C | see SEED CAKE |
| Brewer's grain pellets | B or C | see SEED CAKE |
| BROWN COAL BRIQUETTES | B | |
| Calcined clay | C | see ALUMINA, CALCINED |
| Calcined pyrites | A and B | see PYRITES, CALCINED |
| Calcium fluoride | B | see FLUORSPAR |
| CALCIUM NITRATE UN 1454 | B | |
| CALCIUM NITRATE FERTILIZER | C | |
| Calcium oxide | B | see LIME (UNSLAKED) |
| Canola Pellets | B or C | see SEED CAKE |
| CARBORUNDUM | C | |
| CASTOR BEANS UN 2969 | B | |
| CASTOR FLAKE UN 2969 | B | |
| CASTOR MEAL UN 2969 | B | |
| CASTOR POMACE UN 2969 | B | |
| CEMENT | C | |
| CEMENT CLINKERS | C | |
| CEMENT COPPER | A | see Mineral Concentrates schedule |
| Chalcopyrite | A | see COPPER CONCENTRATE |
| CHAMOTTE | C | |
| CHARCOAL | B | |
| CHOPPED RUBBER AND PLASTIC INSULATION | C | |
| Chile saltpetre | B | see SODIUM NITRATE |
| Chilean natural nitrate | B | see SODIUM NITRATE |
| Chilean natural potassic nitrate | B | see SODIUM NITRATE AND POTASSIUM NITRATE MIXTURE |
| Chrome ore | C | see CHROMITE ORE |
| CHROME PELLETS | C | |
| CHROMITE ORE | C | |
| Chromium ore | C | see CHROMITE ORE |
| Citrus pulp pellets | B or C | see SEED CAKE |
| CLAY | C | |
| COAL | B (and A) | |
| COAL SLURRY | A | |
| COARSE CHOPPED TYRES | C | |
| Coconut | B or C | see SEED CAKE |
| COKE | C | |
| COKE BREEZE | A | |
| COLEMANITE | C | |
| COPPER CONCENTRATE | A | see Mineral Concentrates schedule |
| COPPER GRANULES | C | |
| COPPER MATTE | C | |
| Copper nickel | A | see NICKEL CONCENTRATE |
| Copper ore concentrate | A | see COPPER CONCENTRATE |
| Copper precipitate | A | see CEMENT COPPER |
| COPRA (dry) UN 1363 | B | |
| Copra, expelled | B or C | see SEED CAKE |
| Copra, extracted | B or C | see SEED CAKE |
| Corn gluten | B or C | see SEED CAKE |
| Cotton seed | B or C | see SEED CAKE |
| CRYOLITE | C | |

TSFS 2010:166

Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 368

| MATERIAL | GROUP | REFERENCES |
|--|--------------|--|
| Deadburned magnesite | C | see MAGNESIA (DEADBURNED) |
| DIAMMONIUM PHOSPHATE | C | |
| DIRECT REDUCED IRON (A) Briquettes, hot-moulded | B | |
| DIRECT REDUCED IRON (B) Lumps, pellets, cold-moulded briquettes | B | |
| DIRECT REDUCED IRON (C) By-product fines | B | |
| DOLOMITE | C | |
| Dolomitic quicklime | B | see LIME (UNSLAKED) |
| D.R.I. | B | see DIRECT REDUCED IRON A or B or C |
| Expellers | B | see SEED CAKE |
| FELSPAR LUMP | C | |
| FERROCHROME | C | |
| FERROCHROME, exothermic | C | |
| FERROMANGANESE | C | |
| Ferromanganese, exothermic | C | see FERROMANGANESE |
| FERRONICKEL | C | |
| FERROPHOSPHORUS | B | |
| Ferrophosphorus briquettes | B | see FERROPHOSPHORUS |
| FERROSILICON UN 1408 | B | |
| FERROSILICON | B | |
| FERROUS METAL BORINGS UN 2793 | B | |
| FERROUS METAL CUTTINGS UN 2793 | B | |
| FERROUS METAL SHAVINGS UN 2793 | B | |
| FERROUS METAL TURNINGS UN 2793 | B | |
| FERTILIZERS WITHOUT NITRATES | C | |
| FISH (IN BULK) | A | |
| FISHMEAL, STABILIZED UN 2216 | B | |
| FISHSCRAP, STABILIZED UN 2216 | B | |
| FLUORSPAR | A and B | |
| FLY ASH | C | |
| Galena (lead sulphide) | A | see LEAD CONCENTRATE |
| Garbage tankage | B | see TANKAGE |
| Gluten pellets | B or C | see SEED CAKE |
| GRANULATED SLAG | C | |
| GRANULATED TYRE RUBBER | C | |
| Ground nuts, meal | B or C | see SEED CAKE |
| GYPSUM | C | |
| Hominy chop | B or C | see SEED CAKE |
| ILMENITE CLAY | A | |
| ILMENITE SAND | A or C | |
| IRON CONCENTRATE | A | see Mineral Concentrates schedule |
| IRON CONCENTRATE (pellet feed) | A | see Mineral Concentrates schedule |
| IRON CONCENTRATE (sinter feed) | A | see Mineral Concentrates schedule |
| Iron disulphide | C | see PYRITE |
| IRON ORE | C | |
| Iron ore (concentrate, pellet feed, sinter feed) | A | see IRON CONCENTRATE (pellet feed or sinter feed) |
| IRON ORE PELLETS | C | |
| IRON OXIDE, SPENT UN 1376 | B | |

| MATERIAL | GROUP | REFERENCES |
|--------------------------------|---------|---|
| Iron swarf | B | see FERROUS METAL BORINGS, SHAVINGS, TURNINGS OR CUTTINGS UN 2793 |
| IRON SPONGE, SPENT UN 1376 | B | |
| IRONSTONE | C | |
| LABRADORITE | C | |
| LEAD AND ZINC CALCINES (mixed) | A | see Mineral Concentrates schedule |
| LEAD AND ZINC MIDDINGS | A | see Mineral Concentrates schedule |
| LEAD CONCENTRATE | A | see Mineral Concentrates schedule |
| LEAD NITRATE UN 1469 | B | |
| LEAD ORE | C | |
| Lead ore concentrate | A | see LEAD CONCENTRATE |
| LEAD ORE RESIDUE | A | see Mineral Concentrates schedule |
| LEAD SILVER CONCENTRATE | A | see Mineral Concentrates schedule |
| Lead silver ore | A | see LEAD SILVER CONCENTRATE |
| Lead sulphide | A | see LEAD CONCENTRATE |
| Lead sulphide (galena) | A | see LEAD CONCENTRATE |
| Lignite | B | see BROWN COAL BRIQUETTES |
| LIME (UNSLAKED) | B | |
| LIMESTONE | C | |
| LINTED COTTON SEED | B | |
| Linseed, expelled | B or C | see SEED CAKE |
| Linseed, extracted | B or C | see SEED CAKE |
| MAGNESIA (DEADBURNED) | C | |
| MAGNESIA (UNSLAKED) | B | |
| Magnesia, clinker | C | see MAGNESIA (DEADBURNED) |
| Magnesia, electro-fused | C | see MAGNESIA (DEADBURNED) |
| Magnesia lightburned | B | see MAGNESIA (UNSLAKED) |
| Magnesia calcined | B | see MAGNESIA (UNSLAKED) |
| Magnesia caustic calcined | B | see MAGNESIA (UNSLAKED) |
| Magnesite clinker | C | see MAGNESIA (DEADBURNED) |
| MAGNESITE, natural | C | |
| Magnesium carbonate | C | see MAGNESITE, natural |
| MAGNESIUM NITRATE UN 1474 | B | |
| Maize, expelled | B or C | see SEED CAKE |
| Maize, extracted | B or C | see SEED CAKE |
| MANGANESE CONCENTRATE | A | see Mineral Concentrates schedule |
| MANGANESE ORE | C | |
| M.A.P. | C | see MONOAMMONIUM PHOSPHATE |
| MARBLE CHIPS | C | |
| Meal, oily | B or C | see SEED CAKE |
| METAL SULPHIDE CONCENTRATES | A and B | |
| Mill feed pellets | B or C | see SEED CAKE |
| Milorganite | C | see BIOSLUDGE |
| Mineral Concentrates | A | |
| MONOAMMONIUM PHOSPHATE | C | |
| Muriate of potash | C | see POTASSIUM CHLORIDE |
| NEFELINE SYENITE (mineral) | A | see Mineral Concentrates schedule |
| NICKEL CONCENTRATE | A | see Mineral Concentrates schedule |
| Nickel ore concentrate | A | see NICKEL CONCENTRATE |

MSC 85/26/Add.2

ANNEX 3

Page 370

| MATERIAL | GROUP | REFERENCES |
|--|---------|--|
| Niger seed, expelled | B or C | see SEED CAKE |
| Niger seed, extracted | B or C | see SEED CAKE |
| Oil cake | B or C | see SEED CAKE |
| Palm kernel, expelled | B or C | see SEED CAKE |
| Palm kernel, extracted | B or C | see SEED CAKE |
| Peanuts, expelled | B or C | see SEED CAKE |
| Peanuts, extracted | B or C | see SEED CAKE |
| PEANUTS (in shell) | C | |
| PEAT MOSS | A and B | |
| PEBBLES (sea) | C | |
| PELLETS (concentrates) | C | |
| Pellets, cereal | B or C | see SEED CAKE |
| Pellets, wood pulp | B | see WOOD PULP PELLETS |
| Pencil pitch | B | see PITCH PRILL |
| PENTAHYDRATE CRUDE | A | see Mineral Concentrates schedule |
| PERLITE ROCK | C | |
| PETROLEUM COKE (calcined) | B | |
| PETROLEUM COKE (uncalcined) | B | |
| PHOSPHATE ROCK (calcined) | C | |
| PHOSPHATE ROCK (uncalcined) | C | |
| PHOSPHATE (defluorinated) | C | |
| PIG IRON | C | |
| PITCH PRILL | B | |
| Pollard pellets | B or C | see SEED CAKE |
| POTASH | C | |
| Potash muriate | C | see POTASSIUM CHLORIDE |
| POTASSIUM CHLORIDE | C | |
| POTASSIUM NITRATE UN 1486 | B | |
| Potassium nitrate/sodium nitrate (mixture) | B | see SODIUM NITRATE AND POTASSIUM NITRATE MIXTURE UN 1499 |
| POTASSIUM SULPHATE | C | |
| Prilled coal tar | B | see PITCH PRILL |
| PUMICE | C | |
| PYRITE (containing copper and iron) | C | |
| PYRITES, CALCINED | A and B | |
| PYRITES | A | see Mineral Concentrates schedule |
| Pyrites (cupreous, fine, flotation or sulphur) | A | see PYRITES |
| Pyritic ash | A and B | see PYRITES, CALCINED |
| PYRITIC ASHES (iron) | A | see Mineral Concentrates schedule |
| PYRITIC CINDERS | A | see Mineral Concentrates schedule |
| PYROPHYLLITE | C | |
| QUARTZ | C | |
| QUARTZITE | C | |
| Quicklime | B | see LIME (UNSLAKED) |
| RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-1) UN 2912 | B | |
| RADIOACTIVE MATERIAL, SURFACE CONTAMINATED OBJECTS (SCO-1) UN 2913 | B | |
| Rape seed, expelled | B or C | see SEED CAKE |
| Rape seed, extracted | B or C | see SEED CAKE |
| RASORITE (ANHYDROUS) | C | |

| MATERIAL | GROUP | REFERENCES |
|--|--------|---|
| Rice bran | B or C | see SEED CAKE |
| Rice broken | B or C | see SEED CAKE |
| Rough ammonia tankage | B | see TANKAGE |
| RUTILE SAND | C | |
| Safflower seed, expelled | B or C | see SEED CAKE |
| Safflower seed, extracted | B or C | see SEED CAKE |
| SALT | C | |
| SALT CAKE | C | |
| SALT ROCK | C | |
| Saltpetre | B | see POTASSIUM NITRATE |
| SAND | C | |
| Sand, ilmenite | C | see ILMENITE SAND |
| Sand, zircon | C | see ZIRCON SAND |
| SAWDUST | B | |
| SCRAP METAL | C | |
| SEED CAKE, containing vegetable oil UN 1386 (a) mechanically expelled seeds, containing more than 10% of oil or more than 20% of oil and moisture combined | B | |
| SEED CAKE, containing vegetable oil UN 1386 (b) solvent extraction and expelled seeds, containing not more than 10% of oil and when the amount of moisture is higher than 10%, not more than 20% of oil and moisture combined | B | |
| SEED CAKE UN 2217 | B | |
| SEED CAKE (non-hazardous) | C | |
| Seed expellers, oily | B or C | see SEED CAKE |
| SILICOMANGANESE | B | |
| SILVER LEAD CONCENTRATE | A | see Mineral Concentrates schedule |
| Silver lead ore concentrate | A | see SILVER LEAD CONCENTRATE |
| Sinter | | see ZINC AND LEAD CALCINES (mixed) |
| Slag, granulated | C | see GRANULATED SLAG |
| SLIG (iron ore) | A | see Mineral Concentrates schedule |
| SODA ASH | C | |
| SODIUM NITRATE UN 1498 | B | |
| SODIUM NITRATE AND POTASSIUM NITRATE MIXTURE UN 1499 | B | |
| Soyabean, expelled | B or C | see SEED CAKE |
| Soyabean, extracted | B or C | see SEED CAKE |
| SPENT CATHODES | B | see ALUMINIUM SMELTING BY-PRODUCTS or ALUMINIUM REMELTING BY-PRODUCTS UN 3170 |
| SPENT POTLINER | B | see ALUMINIUM SMELTING BY-PRODUCTS or ALUMINIUM REMELTING BY-PRODUCTS UN 3170 |
| STAINLESS STEEL GRINDING DUST | C | |
| Steel swarf | B | see FERROUS METAL BORINGS, SHAVINGS, TURNINGS OR CUTTINGS |

TSFS 2010:166
Bilaga 1

MSC 85/26/Add.2

ANNEX 3

Page 372

| MATERIAL | GROUP | REFERENCES |
|---|--------|---|
| Stibnite | C | see ANTIMONY ORE AND RESIDUE |
| STONE CHIPPINGS | C | |
| Strussa pellets | B or C | see SEED CAKE |
| SUGAR | C | |
| SULPHATE OF POTASH AND MAGNESIUM | C | |
| Sulphide concentrates | B | see METAL SULPHIDE CONCENTRATES |
| SULPHUR UN 1350 (crushed lump and coarse grained) | B | |
| SULPHUR (formed, solid) | C | |
| Sunflower seed, expelled | B or C | see SEED CAKE |
| Sunflower seed, extracted | B or C | see SEED CAKE |
| SUPERPHOSPHATE | C | |
| SUPERPHOSPHATE (triple, granular) | C | |
| Swarf | B | see FERROUS METAL BORINGS, SHAVINGS, TURNINGS OR CUTTINGS |
| TACONITE PELLETS | C | |
| TALC | C | |
| TANKAGE | B | |
| Tankage fertilizer | B | see TANKAGE |
| TAPIOCA | C | |
| Toasted meals | B or C | see SEED CAKE |
| Triple superphosphate | C | see SUPERPHOSPHATE (triple, granular) |
| UREA | C | |
| VANADIUM ORE | B | |
| VERMICULITE | C | |
| WHITE QUARTZ | C | |
| WOODCHIPS | B | |
| WOOD PELLETS | B | |
| WOOD PULP PELLETS | B | |
| ZINC AND LEAD CALCINES (mixed) | A | see Mineral Concentrates schedule |
| ZINC AND LEAD MIDDLEINGS | A | see Mineral Concentrates schedule |
| ZINC ASHES UN 1435 | B | |
| ZINC CONCENTRATE | A | see Mineral Concentrates schedule |
| Zinc, dross, residue or skimmings | B | see ZINC ASHES UN 1435 |
| Zinc ore, burnt | A | see ZINC CONCENTRATE |
| Zinc ore, calamine | A | see ZINC CONCENTRATE |
| Zinc ore, concentrates | A | see ZINC CONCENTRATE |
| Zinc ore, crude | A | see ZINC CONCENTRATE |
| ZINC SINTER | A | see Mineral Concentrates schedule |
| ZINC SLUDGE | A | see Mineral Concentrates schedule |
| Zinc sulphide | A | see ZINC CONCENTRATE |
| Zinc sulphide (blende) | A | see ZINC CONCENTRATE |
| ZIRCONSAND | C | |

Bilaga 2. Förteckning över läkemedel och medicinsk utrustning¹

1. Läkemedel och utrustning som redan finns tillgänglig i fartygets skepps-
apotek får inräknas i nedanstående kvantiteter.
2. I några fall är alternativ angivna. Det betyder att ett av de angivna läke-
medlen ska finnas ombord.
3. Nedanstående förteckning gäller för svenska fartyg.
4. Transportstyrelsen kan meddela att likvärdigt läkemedel som ska finnas
ombord enligt Sjöfartsverkets föreskrifter och allmänna råd
(SJÖFS 2000:21) om sjukvård och apotek på fartyg, får ersätta läkemedel i
nedanstående förteckning.
5. Den fastställda minimikvantiteten är baserad på den uppskattade risken
för personer ombord och tiden inom vilken fullvärdig behandling i land kan
fås.
6. Transportstyrelsen kan medge undantag för fartyg att ha nedanstående
läkemedel ombord under förutsättning att fartyget är sysselsatt i reguljär
trafik där närmaste hamn nås inom 10 minuter.

Etikettering, förvaring och fördelning

Etikettering, förvaring och fördelning av läkemedel ska i allmänhet vara i
enlighet med IMGS (International Medical Guide for Ships). Innehållet och
förvaringsförhållanden ska kontrolleras minst en gång per år med beaktande
av tillverkarens angivna utgångsdatum och förvaringsinstruktioner.
Förbrukade läkemedel ska ersättas så snart som möjligt.

Förteckning över läkemedel

- I nedanstående tabell framgår de fastställda minimikraven för fartyg
- med mer än 24 timmar till anlöpbar hamn där fullvärdig behandling
kan ges (A),
 - som kan nå anlöpbar hamn där fullvärdig behandling kan ges inom
24 timmar (B), eller
 - som kan nå anlöpbar hamn där fullvärdig behandling kan ges inom
2 timmar (C).

¹ De förtecknade läkemedlen ska användas efter anvisning från Radio Medical.
Allmänna råd om medicinsk behandling finns i MFAG.

| Läkemedel | Beredningsform | Exempel ² | Fastställd minimikvantitet | | |
|--|--|---|----------------------------|--------------------|--------------------|
| | | | A | B | C |
| Amoxicillin | kapslar 500 mg | Amoxicillin Scand Pharm | 30 kapslar | Inga | Inga |
| Antibiotisk ögonsalva | Ögonsalva | Chloromycetin, ögonsalva 1% | 5 tuber | 5 tuber | Inga |
| Atropin | Injektionsvätska 0,5 mg/ml (1 ml ampull) | Atropin NM Pharma | 30×1 ml | 30×1 ml | Inga |
| Beclometason inkl. andningsbehållare, typ Volumatic eller Budesonid inkl. andningsbehållare, typ Volumatic | Inhalationsspray 50 µg/dos (200 doser) eller 250 µg/dos (200 doser) eller Inhalationspulver 200 µg/dos (100 doser) | Becotide | 5 × 200 doser | 5 × 200 doser | Inga |
| | | Pulmicort Turbuhaler | 5 × 100 doser | 5 × 100 doser | Inga |
| Bedövande ögondroppar | Ögondroppar, endospipetter 0.5 ml (20×0.5 ml) | Tetrakain, ögondroppar 1 % | 1 förpack- ning | 1 förpack- ning | 1 förpack- ning |
| Cefuroxim | Injektionssubstans 750 mg (injektionsflaskor 750 mg) | Cefuroxim Norcox | 10 × 750 mg | Inga | Inga |
| Diazepam | Klysma eller rektalvätska 10 mg | Diazepam Desitin, klysma 10 mg eller Stesolid, Rektalvätska 10 mg | 5 × 10 mg | 5 × 10 mg | Inga |
| Erytromycin | Tabletter 500 mg | Abbotcin Novum | 30 × 500 mg | Inga | Inga |
| Etylalkohol | Lösning 99.5 % | | 3 × 500 ml | 1 × 500 ml | Inga |
| Fluorescein | Ögondroppar, lösning 2%. Endospipetter (20 × 0.5 ml) | Fluoresceinnatrium | 1 förpack- ning | Inga | Inga |
| Furosemid | Injektionslösning 10 mg/ml (4 ml ampull) | Furix, Injektionslösning 10 mg/ml eller Furosemid NM Pharma | 5 × 4 ml | Inga | Inga |

² Angivna läkemedel är endast exempel. Det kan finnas motsvarande läkemedel från andra tillverkare med andra handelsnamn.

| Läkemedel | Beredningsform | Exempel ² | Fastställd minimikvantitet | | |
|---|--|--|--|--|--|
| | | | A | B | C |
| Fytomenadion | Injektionsvätska 10mg/ml (1 ml ampull) | Konaktion Novum | 10 × 1 ml | Inga | Inga |
| Kalciumglukonat | Brustabletter 1 g | Calcium-Sandoz | 20 tabletter | 20 tabletter | Inga |
| Kalciumglukonat gel | Gel 2.5 % (25 g tub) | HF Antidote Gel | 5 tuber | 5 tuber | 5 tuber |
| Kol, medicinskt alternativt aktivt | Pulver (50 g flaska) eller brusgranulat (5 g portionspåse) | Carbomix eller Medikol | 2 × 50 g eller 10 × 5 g | 2 × 50 g eller 10 × 5 g | Inga |
| Metoklopramid | Injektionsvätska 5 mg/ml (2 mg ampull) | Primperan | 30 × 2 ml | 10 × 2 ml | 5 × 2 ml |
| Metronidazol | Suppositorier 1 g | Elyzol eller Flagyl | 10 × 1 g | Inga | Inga |
| Morfin | Injektionsvätska 10 mg/ml (1ml ampull) | Morfin | 40 × 1 ml | 10 × 1 ml | 5 × 1 ml |
| Naloxon | Injektionsvätska 0.4 mg/ml (1 ml ampull) | Narcanti | 10 × 1 ml | 10 × 1 ml | 10 × 1 ml |
| Natriumklorid, isoton | Spolvätska 9 mg/ml (0.9%) (flaska 1 liter) | | 5 × 1 liter | 3 × 1 liter | 1 × 1 liter |
| Oral vätskeersättning | Dospåsar eller tabletter som löses i vatten | Resorb eller Semper vätskeersättning | För 18 liter lösning | För 6 liter lösning | Inga |
| Paracetamol | Tabletter 500 mg | Alvedon, Panodil | 200 tabletter | 100 tabletter | 20 tabletter |
| Plasmaersättningsmedel på gelatinbas | Infusionsvätska (flaska 500 ml) | Haemaccel | 3 × 500 ml | 3 × 500 ml | Inga |
| Salbutamol inkl. andningsbehållare, typ Volumatic eller Terbutalin inkl. andningsbehållare, typ Volumatic | Inhalationsareosol 100 µg/dos (200 doser) eller Inhalationspulver 500 µg/dos (200 doser) | Salbutamol NM Pharma Bricanyl Turbuhaler | 5 × 200 doser 5 × 200 doser | 5 × 200 doser 5 × 200 doser | 1 × 200 doser 1 × 200 doser |
| Sterilt vatten | För beredning av injektionslösning (ampull 10 ml) | Sterilt vatten | 20 × 10 ml | Inga | Inga |

Förteckning över medicinsk utrustning

I nedanstående tabell framgår de fastställda minimikraven för fartyg

- med mer än 24 timmar till anlöpbar hamn där fullvärdig behandling kan ges (A),
- som kan nå anlöpbar hamn där fullvärdig behandling kan ges inom 24 timmar (B), eller
- som kan nå anlöpbar hamn där fullvärdig behandling kan ges inom 2 timmar (C).

| Utrustning | Fastställd minimikvantitet | | |
|---|----------------------------|-------------------------|------|
| | A | B | C |
| Svalgtub | | | |
| storlek 2 | 2 | 2 | 2 |
| storlek 3 | 2 | 2 | 2 |
| storlek 4 | 2 | 2 | 2 |
| Infusionskanyl, typ Venflon, 1.2 mm (grön) | 10 | 10 | Inga |
| Infusionsaggregat | 10 | 10 | Inga |
| Kanyl 0,8 mm, engångs med Luerfattning | 100 | 50 | 10 |
| Engångsmask för syrgasadministration med kapacitet upp till 60% syrgas | 10 | 10 | 2 |
| Andningsballong (typ Rubens) | 2 | 2 | 2 |
| Syragascylinder | 40 liter/200 bar* | 40 liter/200 bar* | Inga |
| Portabel utrustning för syrgasbehandling avsedd för omedelbart bruk | 1* (2 liter/200 bar) | 1* (2 liter/200 bar) | 1 |
| Extra syrgascylinder i reserv | 1* (2 liter/200 bar) | 1* (2 liter/200 bar) | 1 |
| Injektionsspruta, engångs med Luerfattning | | | |
| 2 ml | 100 | 50 | 10 |
| 5 ml | 10 | 10 | Inga |

* Minst 44 liter/200 bar andningsoxygen (syrgas) som ska bestå av minst:

1. en komplett portabel utrustning med cylinder 2 liter/200 bar syrgas klar för omedelbar användning samt en cylinder med 2 liter/200 bar i reserv, och
2. en syrgascylinder med 40 liter/200 bar andningsoxygen (syrgas) (i fartygets sjukhytt monterad för omedelbart bruk) med en regulator som kan förse två personer samtidigt med syrgas.

Om mer än en icke-flyttbar syrgascylinder används så måste det finnas två regulatorer som kan förse två personer samtidigt med syrgas.

ANNEX 2

RESOLUTION MSC.318(89)
(adopted on 20 May 2011)

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL MARITIME
SOLID BULK CARGOES (IMSBC) CODE**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.268(85) by which it adopted the International Maritime Solid Bulk Cargoes Code (hereinafter referred to as "the IMSBC Code"), which has become mandatory under chapters VI and VII of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as "the Convention"),

NOTING ALSO article VIII(b) and regulation VI/1-1.1 of the Convention concerning the amendment procedure for amending the IMSBC Code,

HAVING CONSIDERED, at its eighty-ninth session, amendments to the IMSBC Code, proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the IMSBC Code, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 July 2012, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
3. INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2013 upon their acceptance in accordance with paragraph 2 above;
4. AGREES that Contracting Governments to the Convention may apply the aforementioned amendments in whole or in part on a voluntary basis as from 1 January 2012;
5. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
6. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

**AMENDMENT 01-11 TO THE INTERNATIONAL MARITIME
SOLID BULK CARGOES (IMSBC) CODE**

APPENDIX 1

INDIVIDUAL SCHEDULES OF SOLID BULK CARGOES

ALUMINIUM FERROSILICON POWDER, UN 1395

PRECAUTIONS

1 In the second sentence, the words "competent Authority" are replaced by the word "Administration".

ALUMINIUM NITRATE, UN 1438

PRECAUTIONS

2 At the end of the paragraph, the following sentence is added:

"The master and officers are to note that the ship's fixed gas fire-fighting installation will be ineffective on fires involving this cargo and that applying copious amounts of water may be necessary."

ALUMINIUM SILICON POWDER, UNCOATED UN 1398

PRECAUTIONS

3 In the second sentence, the words "competent Authority" are replaced by the word "Administration".

AMMONIUM NITRATE UN 1942

with not more than 0.2% total combustible substances including any organic substance calculated as carbon, to the exclusion of any other added substance

DESCRIPTION

4 The words "Supporter of combustion. Hygroscopic." are deleted.

5 A new note after Description is added, as follows:

"Note:

This schedule should only be used for substances that do not exhibit properties of class 1 when tested in accordance to Test Series 1 and 2 of class 1 (see UN Manual of Tests and Criteria, part 1)."

HAZARD

6 At the beginning of the first paragraph, the words "Oxidizer, supports combustion." are added.

7 In the existing first sentence, the words "these materials" are replaced by the words "this cargo".

STOWAGE & SEGREGATION

8 In the first sentence, the word "should" is replaced by the word "shall".

LOADING

9 In the first sentence, the references "4 and 5" are replaced by the references "4, 5 and 6".

During loading, the following provisions shall be complied with:

10 The first bullet related to smoking is deleted.

PRECAUTIONS

11 In the first paragraph, the existing third sentence is replaced by the following text:

"The master and officers are to note that the ship's fixed gas fire-extinguishing installation will be ineffective on the fire involving this cargo and that applying copious amount of water may be necessary."

12 In the first paragraph, the last sentence is deleted.

CARRIAGE

13 A new second sentence is added, as follows:

"The temperature of this cargo shall be monitored and recorded daily during the voyage to detect decomposition, which may result in heating and oxygen depletion."

DISCHARGE

14 The second sentence is replaced by the following text:

"Bunkering of fuel oil shall not be allowed. Pumping of fuel oil in spaces adjacent to the cargo spaces for this cargo, other than the engine-room, shall not be allowed."

EMERGENCY PROCEDURES

15 In the provisions regarding Fire in cargo space containing this material, the word "installation" is inserted after the words "Ship's fixed gas fire-extinguishing".

16 In the provisions regarding Fire in cargo space containing this material, the words "Use copious quantities of water" are replaced by the words "Use copious amount of water and isolate the source of heat, if any".

AMMONIUM NITRATE BASED FERTILIZER UN 2067

DESCRIPTION

17 In subparagraph .2, after the word "dolomite", the words "and/or mineral calcium sulphate" are inserted.

NOTES:

18 In note 3, the word "explosive" is deleted.

STOWAGE & SEGREGATION

19 In the fourth sentence, the words "any tank or double bottom" are replaced by the words "any tank, double bottom or pipe".

LOADING

20 In the first sentence, the references "4 and 5" are replaced by the references "4, 5 and 6".

PRECAUTIONS

21 After the first sentence, the following sentence is added:

"The master and officers are to note that the ship's fixed gas fire-extinguishing installation will be ineffective on fires involving this cargo and that applying copious amount of water may be necessary."

CARRIAGE

22 In the second sentence, the words "resulting in spontaneous" are replaced by the words "which may result in".

DISCHARGE

23 The first sentence is replaced by the following text:

"Bunkering of fuel oil shall not be allowed. Pumping of fuel oil in spaces adjacent to the cargo spaces for this cargo, other than the engine-room, shall not be allowed."

24 After the second new sentence, the following text is added:

"Ammonium nitrate based fertilizers are hygroscopic and may cake in overhangs, impairing safety during discharge."

EMERGENCY PROCEDURES

25 In the provisions regarding Fire in cargo space containing this material, the words "Ship's fixed fire-fighting installation" are replaced by the words "Ship's fixed gas fire-extinguishing installation".

26 In the provisions regarding Fire in cargo space containing this material, in the third sentence, after the word "water", the words "and isolate the source of heat, if any" are inserted.

AMMONIUM NITRATE BASED FERTILIZER UN 2071

DESCRIPTION

27 In the second paragraph, a footnote associated with "(see UN Manual of Tests and Criteria, part III, subsection 38.2)" is inserted, as follows:

" See also section 5 of Appendix 2 to this Code."

HAZARD

28 In the first paragraph, the word "mixtures" is replaced by the word "cargoes" in the first sentence, and in the last sentence the words "mixtures is subject to the" are replaced by the words "cargoes are subject to an".

STOWAGE & SEGREGATION

29 In the last sentence, after the word "standard,", the words "this cargo shall be stowed" are inserted.

LOADING

30 In the first paragraph, first sentence, the references "4 and 5" are replaced by the references "4, 5 and 6".

During loading, the following provisions shall be complied with:

31 A new bullet is added, as follows:

- "• As far as reasonably practicable, combustible securing and protecting materials shall not be used. When wooden dunnage is necessary, only a minimum amount shall be used."

PRECAUTIONS

32 After the first sentence, the following text is added:

"The master and officers are to note that the ship's fixed gas fire-fighting installation will be ineffective on fires involving this cargo and that applying copious amount of water may be necessary."

DISCHARGE

33 The first sentence is replaced by the following text:

"Bunkering of fuel oil shall not be allowed. Pumping of fuel oil in spaces adjacent to the cargo spaces for this cargo, other than the engine-room, shall not be allowed."

34 After the second new sentence, the following sentence is added:

"Ammonium nitrate based fertilizers are hygroscopic and may cake in overhangs, impairing safety during discharge."

EMERGENCY PROCEDURES

35 In the provisions regarding Fire in cargo space containing this material, the words "Ship's fixed fire-fighting installation" are replaced by the words "Ship's fixed gas fire-extinguishing installation".

AMMONIUM NITRATE BASED FERTILIZER (non-hazardous)

DESCRIPTION

36 In subparagraph .2, after the word "dolomite", the words "and/or mineral calcium sulphate" are inserted.

37 In subparagraph .4, a footnote associated with "(see UN Manual of Tests and Criteria, part III, subsection 38.2)" is inserted, as follows:

" See also section 5 of Appendix 2 to this Code."

HAZARD

38 The entire text under this heading is replaced by the following text:

"This cargo is non combustible or has a low fire risk. Even though this cargo is classified as non-hazardous, some of the properties of the ammonium nitrate based fertilizer classified in class 9 under UN 2071 are exhibited when heated strongly. When this cargo is heated strongly, it will decompose and give off toxic gases with the risk of toxic fumes in the cargo space, adjacent spaces and on deck. Monitoring of the cargo temperature may give an early indication of decomposition. Fertilizer dust might be irritating to skin and mucous membranes. It is hygroscopic cargo and will cake if wet."

STOWAGE & SEGREGATION

39 In the third sentence, the words "any tank or double bottom" are replaced by the words "any tank, double bottom or pipe".

40 In the fourth sentence, after the words "this type", the word "should" is replaced by the word "shall".

41 In the fifth sentence, the word "barrier" is replaced by the word "arrangement".

42 In the last paragraph, the last sentence is replaced by the following text:

"This requirement need not apply if the bulkhead is class A-60 or to short international voyages."

LOADING

43 In the first paragraph, first sentence, the references "4 and 5" are replaced by the references "4, 5 and 6".

PRECAUTIONS

44 After the first sentence, the following text is added:

"The master and officers are to note that the ship's fixed gas fire-fighting installation will be ineffective on fires involving this cargo and that applying copious amount of water may be necessary."

CARRIAGE

45 The second sentence is deleted.

DISCHARGE

46 The first sentence is replaced by the following text:

"Bunkering of fuel oil shall not be allowed. Pumping of fuel oil in spaces adjacent to the cargo spaces for this cargo, other than the engine-room, shall not be allowed. Ammonium nitrate based fertilizers are hygroscopic and may cake in overhangs, impairing safety during discharge."

EMERGENCY PROCEDURES

47 In the provisions regarding Fire in cargo space containing this material, the words "Ship's fixed fire-fighting installation" are replaced by the words "Ship's fixed gas fire-extinguishing installation".

48 In the provisions regarding Fire in cargo space containing this material, in the third sentence, after the word "water", the words "and isolate the source of heat, if any" are inserted.

AMMONIUM SULPHATE**HAZARD**

49 At the end of the paragraph, the following text is added:

"This cargo is hygroscopic and will cake if wet."

LOADING

50 In the last sentence, the references " 4 and 5" are replaced by the references "4, 5 and 6".

DISCHARGE

51 At the beginning of the paragraph, the following text is added:

"Ammonium sulphate is hygroscopic and may cake in overhangs, impairing safety during discharge."

BARIUM NITRATE, UN 1446

PRECAUTIONS

52 At the end of the paragraph, the following text is added:

"The master and officers are to note that the ship's fixed gas fire-fighting installation will be ineffective on fires involving this cargo and that applying copious amount of water may be necessary."

BORAX (PENTAHYDRATE CRUDE)

DISCHARGE

53 At the beginning of the paragraph, the following text is added:

"Borax (pentahydrate crude) is hygroscopic and may cake in overhangs, impairing safety during discharge."

BORAX, ANHYDROUS (crude or refined)

LOADING

54 The references "4 and 5" are replaced by the references "4, 5 and 6".

DISCHARGE

55 At the beginning of the paragraph, the following text is added:

"Borax anhydrous (crude or refined) is hygroscopic and may cake in overhangs, impairing safety during discharge."

BROWN COAL BRIQUETTES

HAZARD

56 The text is replaced by the following text:

"This cargo is easily ignited, is liable to heat spontaneously, may ignite spontaneously and may deplete oxygen in the cargo space."

APPENDIX

57 In paragraph 1.1, in the section for Precautions, the words "and opening cargo space enclosures" are deleted.

CALCIUM NITRATE, UN 1454

PRECAUTIONS

58 At the end of the paragraph, the following text is added:

"The master and officers are to note that the ship's fixed gas fire-fighting installation will be ineffective on fires involving this cargo and that applying copious amount of water may be necessary."

DISCHARGE

59 At the beginning of the paragraph, the following text is added:

"Calcium nitrate is hygroscopic and may cake in overhangs, impairing safety during discharge."

CALCIUM NITRATE FERTILIZER

LOADING

60 The references "4 and 5" are replaced by the references "4, 5 and 6".

CLAY

CLEAN-UP

61 The text is replaced by "After discharge of this cargo, particular attention shall be given to the bilge wells of the cargo spaces".

DIAMMONIUM PHOSPHATE (D.A.P.)

LOADING

62 The references "4 and 5" are replaced by the references "4, 5 and 6".

DISCHARGE

63 At the beginning of the paragraph, the following text is added:

"Diammonium phosphate is hygroscopic and may cake in overhangs, impairing safety during discharge."

DISTILLERS DRIED GRAINS WITH SOLUBLES

64 After existing schedule on DIRECT REDUCED IRON (C), the new schedule on DISTILLERS DRIED GRAINS WITH SOLUBLES is added, as follows:

"DISTILLERS DRIED GRAINS WITH SOLUBLES**DESCRIPTION**

A dried blend of coarse grains and condensed distillers solubles that remain after the fermentation of the starch fraction of corn with yeasts and enzymes to produce ethanol and carbon dioxide. Yellowish brown in colour with a cooked corn odour. Moisture content not more than 13% and oil content not more than 11%. This schedule is not applicable to wet distillers grain (WDG) and distillers dried grain (DDG), which are not transported in bulk.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 450 to 520 | 1.92 to 2.22 |
| SIZE | CLASS | GROUP |
| Not applicable | Not applicable | C |

HAZARD

No special hazards.

This cargo is non-combustible or has a low fire risk.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded shall be closed.

LOADING

Load in open unconfined areas. Trim in accordance with the relevant provision required under sections 4 and 5 of the Code.

PRECAUTIONS

No special requirements.

VENTILATION

No special requirements.

CARRIAGE

Hatches of the cargo spaces carrying this cargo shall be weathertight to prevent the ingress of water.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhanging faces, as necessary.

CLEAN-UP

No special requirements."

FERROPHOSPHORUS (including briquettes)

CARRIAGE

65 The text is replaced by the following text:

"For quantitative measurement of flammable and toxic gases such as Phosphine, which may be evolved from this cargo in accordance with the cargo information, suitable detectors for each gas or combination of gases shall be on board while this cargo is carried. The detectors shall be of certified safe type for use in explosive atmosphere. The concentrations of these gases in the cargo spaces carrying this cargo shall be measured regularly, during the voyage, and the results of the measurements shall be recorded and kept on board."

FERROSILICON UN 1408

APPENDIX – DETAILED REQUIREMENTS

66 In the first sentence, the words "competent Authority" are replaced by the word "Administration", in all cases.

FERROSILICON with 25% to 30% silicon, or 90% or more silicon

LOADING

67 The second sentence is replaced by the following text:

"As the density of the cargo is extremely high, the tanktop may be overstressed unless the cargo is evenly spread across the tanktop for homogenous weight distribution. Due consideration shall be paid to ensure that the tanktop is not overstressed during voyage and during loading by a pile of the cargo. Refer to the appendix to this schedule."

APPENDIX – DETAILED REQUIREMENTS

68 In the first and second sentences, the words "competent Authority" are replaced by the word "Administration".

FERROUS SULPHATE HEPTAHYDRATE

69 After existing schedule on FERROUS METAL BORINGS, SHAVINGS, TURNINGS or CUTTINGS UN 2793, a new schedule on FERROUS SULPHATE HEPTAHYDRATE is added, as follows:

MSC 89/25/Add.1
Annex 2, page 12

"FERROUS SULPHATE HEPTAHYDRATE**DESCRIPTION**

Pale green crystals. Highly soluble in water. Product commonly referred to as "Copperas".

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 750 to 1250 | 0.8 to 1.3 |
| SIZE | CLASS | GROUP |
| Crystals | Not applicable | C |

HAZARD

Harmful if swallowed. Causes serious eye irritation. Causes skin irritation.
This cargo is non-combustible or has a low fire-risk.
Tends to caking when damp.
This cargo is highly soluble and will be acidic when wet.
Excessive levels spilt into water systems may result in oxygen depletion from the water.

STOWAGE & SEGREGATION

"Separated from" Oxidizing substances.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. It shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded shall be closed.

LOADING

Trim in accordance with the relevant provision required under sections 4 and 5 of the Code.

PRECAUTIONS

Avoid contact with eyes and skin. Persons who may be in contact with the product shall wear protective clothing, gloves and eye protection. Typically, this is a non-dusty product, however, in particularly dry conditions, if dust is generated a filter mask shall also be worn. Bilge wells shall be clean, dry and covered, as appropriate, to prevent ingress of the cargo.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

Hatches of the cargo spaces shall be weathertight to prevent water ingress.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

After discharge of this cargo, the cargo spaces and the bilge wells shall be swept clean and then thoroughly washed out."

FERTILIZERS WITHOUT NITRATES (non-hazardous)

DISCHARGE

70 At the beginning of the paragraph, the following text is added:

"Fertilizers without nitrates are hygroscopic and may cake in overhangs, impairing safety during discharge."

FLY ASH

71 In the title of the schedule of FLY ASH, the word ", DRY" is added.

FLY ASH, WET

72 After existing schedule on FLY ASH, a new schedule on FLY ASH, WET is added, as follows:

"FLY ASH, WET

DESCRIPTION

Greyish powder. This cargo is a mixture of the light, finely divided dusty fine powder residue from coal and oil fired power stations and water (not less than 10% of water). Ammonia odour.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m³) | STOWAGE FACTOR (m³/t) |
|------------------------|--|---|
| Not applicable | 900 to 1300 | 0.77 – 1.11 |
| SIZE | CLASS | GROUP |
| Under 1 mm | Not applicable | A |

HAZARD

Wet fly ash is liable to flow if it has sufficiently high moisture content.
It is non-combustible or has a low fire-risk.

STOWAGE & SEGREGATION

"Separated from" foodstuffs.

HOLD CLEANLINESS

No special requirements.

WEATHER PRECAUTIONS

When a cargo is carried in a ship other than specially constructed or fitted cargo ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 The moisture content of the cargo shall be kept less than its TML during voyage.
- .2 Unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation.

TSFS 2010:166

Bilaga 3

MSC 89/25/Add.1

Annex 2, page 14

- .3 Unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed.
- .4 The cargo may be handled during precipitation provided that the actual moisture content of the cargo is sufficiently less than its TML so that the actual moisture content is not liable to be increased beyond the TML by the precipitation.
- .5 The cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

LOADING

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

PRECAUTIONS

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsize of the ship, and give consideration to seeking emergency entry into a place of refuge.

DISCHARGE

No special requirements.

CLEAN-UP

After discharge of this cargo, the bilge wells and the scuppers of the cargo spaces shall be checked and any blockage in the bilge wells and the scuppers shall be removed."

GRANULAR FERROUS SULPHATE

73 After the new schedule on FLY ASH, WET, a new schedule on GRANULAR FERROUS SULPHATE is added, as follows:

"GRANULAR FERROUS SULPHATE

DESCRIPTION

Grey to brown granules. Absorbs moisture and is highly soluble in water.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| 30° to 45° | 1100 to 1600 | 0.63 – 0.9 |
| SIZE | CLASS | GROUP |
| Up to 15 mm | Not applicable | C |

HAZARD

Harmful if swallowed. Causes serious eye irritation. Causes skin irritation.

This cargo is non-combustible or has a low fire-risk.

Tends to caking when damp.

It is highly soluble and will be acidic when wet.

Excessive levels spilt into water systems may result in oxygen depletion from the water.

STOWAGE & SEGREGATION

"Separated from" oxidizing substances.

HOLD AND CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. It shall not be handled during precipitation.

During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded shall be closed.

LOADING

Trim in accordance with the relevant provision required under sections 4, 5 and 6 of the Code.

PRECAUTIONS

Avoid contact with eyes and skin. Persons who may be in contact with the product shall wear protective clothing, gloves and eye protection. Minimize dust generation when loading.

If dust is generated a filter mask shall also be worn.

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

Hatches of the cargo spaces shall be weathertight to prevent water ingress.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

After discharge of this cargo, the cargo spaces and the bilge wells shall be swept clean and then thoroughly washed out."

GYPSUM

WEATHER PRECAUTIONS

74 In the second and third sentences, the words "handled" and "handling" are replaced by the words "loaded" and "loading", respectively.

LEAD NITRATE, UN 1469

PRECAUTIONS

75 At the end of the paragraph, the following text is added:

"The master and officers are to note that the ship's fixed gas fire-fighting installation will be ineffective on fires involving this cargo and that applying copious amount of water may be necessary."

MAGNESIUM NITRATE, UN 1474

PRECAUTIONS

76 The sentence is replaced by the following text:

"The master and officers are to note that the ship's fixed gas fire-fighting installation will be ineffective on fires involving this cargo and that applying copious amount of water may be necessary."

DISCHARGE

77 At the beginning of the paragraph, the following text is added:

"Magnesium nitrate is hygroscopic and may cake in overhangs, impairing safety during discharge."

MAGNESIUM SULPHATE FERTILIZERS

78 After existing schedule on MAGNESIUM NITRATE, UN 1474, a new schedule on MAGNESIUM SULPHATE FERTILIZERS is added, as follows:

"MAGNESIUM SULPHATE FERTILIZERS

DESCRIPTION

Powdered fertilizers or fertilizer components containing magnesium sulphate. Grey to brown powder. Partially soluble in water and may be dusty.

CHARACTERISTICS

| ANGLE OF REPOSE | BULK DENSITY (kg/m ³) | STOWAGE FACTOR (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| 30° to 35° | 850 to 1150 | 0.87 – 1.18 |
| SIZE | CLASS | GROUP |
| Powder | Not applicable | C |

HAZARD

May be harmful if swallowed. May cause skin or eye irritation.

This cargo is non-combustible or has a low fire-risk.

It is partially soluble.

Dusty but may cake if wetted.

STOWAGE & SEGREGATION

No special requirements.

HOLD CLEANLINESS

Clean and dry as relevant to the hazards of the cargo.

WEATHER PRECAUTIONS

This cargo shall be kept as dry as practicable. It shall not be handled during precipitation.

During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded shall be closed.

LOADING

Trim in accordance with the relevant provision required under sections 4, 5 and 6 of the Code.

PRECAUTIONS

Avoid contact with eyes and skin. Minimize dust generation when loading. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye protection and dust filter mask. Those persons shall wear protective clothing, as necessary. Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

VENTILATION

The cargo spaces carrying this cargo shall not be ventilated during voyage.

CARRIAGE

Hatches of the cargo spaces shall be weathertight to prevent water ingress.

DISCHARGE

If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

CLEAN-UP

After discharge of this cargo, the cargo spaces and the bilge wells shall be swept clean and then thoroughly washed out."

METAL SULPHIDE CONCENTRATES

LOADING

79 The text ", in particular on smaller ships, i.e. 100 m long or less." is deleted.

MINERAL CONCENTRATES

BULK CARGO SHIPPING NAMES

80 The sentence "All known Bulk Cargo Shipping Names (BCSN) of mineral concentrates are listed above but the list is not exhaustive" after the list of Bulk Cargo Shipping Names is deleted.

LOADING

81 The text ", in particular on smaller ships, i.e. 100 m long or less." is deleted.

MONOAMMONIUM PHOSPHATE (M.A.P.)

LOADING

82 The references "4 and 5" are replaced by the references "4, 5 and 6".

DISCHARGE

83 At the beginning of the paragraph, the following text is added:

"Monoammonium phosphate is hygroscopic and may cake in overhangs, impairing safety during discharge."

PHOSPHATE ROCK (calcined)

DISCHARGE

84 At the beginning of the paragraph, the following text is added:

"Phosphate rock (calcined) is hygroscopic and may cake in overhangs, impairing safety during discharge."

POTASH

LOADING

85 The references "4 and 5" are replaced by the references "4, 5 and 6".

DISCHARGE

86 At the beginning of the paragraph, the following text is added:

"Potash is hygroscopic and may cake in overhangs, impairing safety during discharge."

POTASSIUM CHLORIDE

LOADING

87 The references "4 and 5" are replaced by the references "4, 5 and 6".

DISCHARGE

88 At the beginning of the paragraph, the following text is added:

"Potassium chloride is hygroscopic and may cake in overhangs, impairing safety during discharge."

POTASSIUM NITRATE UN 1486

LOADING

89 The references "4 and 5" are replaced by the references "4, 5 and 6".

PRECAUTIONS

90 At the end of the paragraph, the following text is added:

"The master and officers are to note that the ship's fixed gas fire-fighting installation will be ineffective on fires involving this cargo and that applying copious amount of water may be necessary."

DISCHARGE

91 At the beginning of the paragraph, the following text is added:

"Potassium nitrate is hygroscopic and may cake in overhangs, impairing safety during discharge."

POTASSIUM SULPHATE

LOADING

92 The references "4 and 5" are replaced by the references "4, 5 and 6".

PYRITES, CALCINED (Calcined Pyrites)

PRECAUTIONS

93 In the third sentence, the words "lime before loading" are replaced by the words "protective coating such as lime-wash before loading to avoid any potential corrosive reaction between the cargo, water and steel."

RASORITE (ANHYDROUS)

DISCHARGE

94 At the beginning of the paragraph, the following sentence is added:

"Rasorite (anhydrous) is hygroscopic and may cake in overhangs, impairing safety during discharge."

SALT

WEATHER PRECAUTIONS

95 In the second and third sentences, the words "handled" and "handling" are replaced by the words "loaded" and "loading", respectively.

SEED CAKE, containing vegetable oil UN 1386 (b)

DESCRIPTION

96 In the last paragraph, after the first sentence, the following text is added:

"The provisions of this schedule should also not apply to mechanically expelled citrus pulp pellets containing not more than 2.5% oil and 14% oil and moisture combined."

PRECAUTIONS

97 In the fifth sentence the words "it becomes apparent that fire is not liable to take place in the cargo space, to avoid the possibility of ignition of solvent vapours" are replaced by the words "fire is apparent".

REMARKS

98 The first sentence is deleted.

SEED CAKE UN 2217

PRECAUTIONS

99 In the existing fourth sentence, the words "it becomes apparent that fire is not liable to take place in the cargo space, to avoid the possibility of ignition of solvent vapours" are replaced by the words "fire is apparent".

REMARKS

100 The first sentence is deleted.

SEED CAKE (non-hazardous)

DESCRIPTION

101 At the end of the first paragraph, the following sentence is added:

"The provisions of this schedule also apply to mechanically expelled citrus pulp pellets containing not more than 2.5% oil and 14% oil and moisture combined."

SODIUM NITRATE, UN 1498

PRECAUTIONS

102 At the end of the paragraph, the following text is added:

"The master and officers are to note that the ship's fixed gas fire-fighting installation will be ineffective on fires involving this cargo and that applying copious amount of water may be necessary."

DISCHARGE

103 At the beginning of the paragraph, the following text is added:

"Sodium nitrate is hygroscopic and may cake in overhangs, impairing safety during discharge."

SODIUM NITRATE AND POTASSIUM NITRATE MIXTURE UN 1499

LOADING

104 The references "4 and 5" are replaced by the references "4, 5 and 6".

PRECAUTIONS

105 At the end of the paragraph, the following text is added:

"The master and officers are to note that the ship's fixed gas fire-fighting installation will be ineffective on fires involving this cargo and that applying copious amount of water may be necessary."

DISCHARGE

106 At the beginning of the paragraph, the following text is added:

"Sodium nitrate and potassium nitrate mixture is hygroscopic and may cake in overhangs, impairing safety during discharge."

SULPHUR (formed, solid)

PRECAUTIONS

107 The third sentence "Holds including trimming plates and tanktops shall be treated with effective, commercially available protective coating or lime-washed to avoid any potential corrosive reaction between sulphur, water and steel" is replaced by the sentence "Holds including trimming plates and tanktops shall be treated with protective coating such as lime-wash to avoid any potential corrosive reaction between sulphur, water and steel."

SUPERPHOSPHATE

LOADING

108 The references "4 and 5" are replaced by the references "4, 5 and 6".

DISCHARGE

109 At the beginning of the paragraph, the following text is added:

"Superphosphate is hygroscopic and may cake in overhangs, impairing safety during discharge."

TAPIOCA

LOADING

110 The references "4 and 5" are replaced by the references "4, 5 and 6".

UREA

LOADING

111 The references "4 and 5" are replaced by the references "4, 5 and 6".

DISCHARGE

112 At the beginning of the paragraph, the following text is added:

"Urea is hygroscopic and may cake in overhangs, impairing safety during discharge."

WOOD PELLETS

LOADING

113 The references "4 and 5" are replaced by the references "4, 5 and 6".

MSC 89/25/Add.1
Annex 2, page 24

CARRIAGE

No special requirements.

DISCHARGE

No special requirements.

CLEAN-UP

No special requirements.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Self-contained breathing apparatus and an oxygen meter should be available.

EMERGENCY PROCEDURES

Nil

EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire-fighting installation if fitted. Exclusion of air may be sufficient to control fire.

MEDICAL FIRST AID

Refer to Medical First Aid Guide (MFAG), as amended.

WOOD PULP PELLETS

115 The existing schedule on WOOD PULP PELLETS is deleted in its entirety.

APPENDIX 3

Properties of solid bulk cargoes

116 In subsection 1.1, the following bulk cargo shipping names are deleted:

CASTOR BEANS
SODIUM NITRATE

117 In subsection 1.1, the following bulk cargo shipping names are added:

GRANULAR FERROUS SULPHATE
MAGNESIUM SULPHATE FERTILIZERS
TAPIOCA
WOOD PELLETS

APPENDIX 4

Index

118 The BCSN "FLY ASH" is replaced by "FLY ASH, DRY".

119 The following rows are added in the table:

| MATERIAL | GROUP | REFERENCES |
|---------------------------------------|-------|--------------------------------------|
| DISTILLERS DRIED GRAINS WITH SOLUBLES | C | |
| FERROUS SULPHATE HEPTAHYDRATE | C | |
| FLY ASH, WET | A | |
| GRANULAR FERROUS SULPHATE | C | |
| LOGS | B | see Wood Products – General schedule |
| MAGNESIUM SULPHATE FERTILIZERS | C | |
| PULP WOOD | B | see Wood Products – General schedule |
| ROUNDWOOD | B | see Wood Products – General schedule |
| SAW LOGS | B | see Wood Products – General schedule |
| TIMBER | B | see Wood Products – General schedule |
| Wood Products – General | B | |

120 The words "WOOD PULP PELLETS" and "Pellets, wood pulp" are deleted.

ANNEX 6**RESOLUTION MSC.354(92)
(Adopted on 21 June 2013)****AMENDMENTS TO THE INTERNATIONAL MARITIME
SOLID BULK CARGOES (IMSBC) CODE**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.268(85) by which it adopted the *International Maritime Solid Bulk Cargoes Code* (hereinafter referred to as "the IMSBC Code"), which has become mandatory under chapters VI and VII of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as "the Convention"),

NOTING ALSO article VIII(b) and regulation VI/1-1.1 of the Convention concerning the amendment procedure for amending the IMSBC Code,

HAVING CONSIDERED, at its ninety-second session, amendments to the IMSBC Code, proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the IMSBC Code, the text of which is set out in the annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 July 2014, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
3. INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2015 upon their acceptance in accordance with paragraph 2 above;
4. AGREES that Contracting Governments to the Convention may apply the aforementioned amendments in whole or in part on a voluntary basis as from 1 January 2014;
5. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;
6. ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

**AMENDMENTS TO THE INTERNATIONAL MARITIME
SOLID BULK CARGOES (IMSBC) CODE**

Section 1 – General provisions

1.3 Cargoes not listed in this Code

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

1 At the end of the title, insert a footnote "**" with the following:

** Refer to MSC.1/Circ.1453 on *Guidelines for the submission of information and completion of the format for the properties of cargoes not listed in the International Maritime Solid Bulk Cargoes (IMSBC) Code and their conditions of carriage*, according to subsection 1.3.3 of the IMSBC Code."

1.4 Application and implementation of this Code

2 Replace the last sentence of paragraph 1.4.2 with the following:

"The texts in the sections for "Description", "Characteristics (other than CLASS and GROUP)", "Hazard" and "Emergency procedures" of individual schedules of solid bulk cargoes in appendix 1."

1.7 Definitions

3 Insert the following new definitions in alphabetical order:

"*GHS* means the fourth revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals, published by the United Nations as document ST/SG/AC.10/30/Rev.4."

"*Manual of Tests and Criteria* means the fifth revised edition of the United Nations publication entitled "Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria" (ST/SG/AC.10/11/Rev.5/Amendment 1)"

"*Potential sources of ignition* means, but is not limited to, open fires, machinery exhausts, galley uptakes, electrical outlets and electrical equipment unless they are of certified safe type."

* For cargo spaces, refer to SOLAS II-2/19.3.2."

"*Sources of heat* means heated ship structures, where the surface temperature is liable to exceed 55°C. Examples of such heated structures are steam pipes, heating coils, top or side walls of heated fuel and cargo tanks, and bulkheads of machinery spaces."

and all numerical references to definitions are deleted, keeping them in alphabetical order only.

- 4 Insert a new sentence at end of definition of *Competent authority* as follows:

"The competent authority shall operate independently from the shipper."

Section 3 – Safety of personnel and ship

3.6 Cargo under in-transit fumigation

- 5 The existing text under 3.6 is renumbered as 3.6.1.

- 6 Insert new paragraphs 3.6.2 and 3.6.3 as follows:

"3.6.2 When a fumigant is used, such as phosphine gas, for fumigation-in-transit, due consideration shall be given to the severe toxicity of fumigants, taking into account that fumigants may enter into occupied spaces despite many precautions taken. In particular, in the case that fumigant leaks from a cargo hold under fumigation, the possibility should be kept in mind that it may enter the engine-room via pipe tunnels, ducts, and piping of any kind, including wiring ducts on or below deck, or dehumidifier systems that may be connected to parts of the cargo hold or compartments of the engine-room. Attention shall be given to potential problem areas such as bilge and cargo line systems and valves*. In all cases, ventilation procedures on board the ship during the voyage, should be scrutinized with regard to the possibility of drawing in the fumigant gas such as by incorrect ventilation procedures and settings, vacuum creation due to incorrect closing devices or flap settings, air conditioning and closed loop ventilation of the accommodation. Prior to commencement of fumigation procedures, it should be verified that ventilation flaps and closing devices are set correctly and that means of closing and sealing of all the bulkhead openings (such as doors and manholes) leading from the engine-room to piping tunnels/duct keels and other spaces that in case of leaks could become unsafe to enter during the fumigation are effective, confirmed closed and have warning signs posted."

* Refer to subsection 3.3.2.10 of MSC.1/Circ.1264 as amended by MSC.1/Circ.1396.

3.6.3 Gas concentration safety checks shall also be made at all appropriate locations, which shall at least include: accommodation; engine-rooms; areas designated for use in navigation of the ship; and frequently visited working areas and stores, such as the forecastle head spaces, adjacent to cargo holds being subject to fumigation in transit, shall be continued throughout the voyage at least at eight-hour intervals or more frequently if so advised by the fumigator-in-charge. Special attention shall also be paid to potential problem areas such as bilge and cargo line systems. These readings shall be recorded in the ship's logbook."

Section 4 – Assessment of acceptability of consignments for safe shipment

4.3 Certificates of test

- 7 Replace the first sentence of paragraph 4.3.2 with the following:

"When a concentrate or other cargo which may liquefy is carried, the shipper shall provide the ship's master or his representative with a signed certificate of the TML, and a signed certificate or declaration of the moisture content, each issued by an entity recognized by the Competent Authority of the port of loading."

8 Insert new paragraph 4.3.3 with the accompanying footnote as follows:

"4.3.3 When a concentrate or other cargo which may liquefy is carried, procedures for sampling, testing and controlling moisture content to ensure the moisture content is less than the TML when it is on board the ship shall be established by the shipper, taking account of the provisions of this Code. Such procedures shall be approved and their implementation checked by the competent authority of the port of loading*. The document issued by the competent authority stating that the procedures have been approved shall be provided to the master or his representative.

* Refer to MSC.1/Circ.1454 on *Guidelines for developing and approving procedures for sampling, testing and controlling the moisture content for solid bulk cargoes which may liquefy.*"

9 Insert new paragraph 4.3.4 as follows:

"4.3.4 If the cargo is loaded on to the ship from barges, in developing the procedures under 4.3.3 the shipper shall include procedures to protect the cargo on the barges from any precipitation and water ingress."

and renumber the existing paragraphs 4.3.3 and 4.3.4 as 4.3.5 and 4.3.6, respectively.

10 A new sentence is inserted to the end of the new paragraph 4.3.6 as follows:

"However, it is important to ensure that the samples taken are representative of the whole depth of the stockpile."

4.4 Sampling procedures

11 Insert new paragraph 4.4.3 as follows:

"4.4.3 For a concentrate or other cargo which may liquefy, the shipper shall facilitate access to stockpiles for the purpose of inspection, sampling and subsequent testing by the ship's nominated representative."

12 Renumber the existing paragraphs 4.4.3, 4.4.4, 4.4.5 and 4.4.6 as 4.4.4, 4.4.5, 4.4.6 and 4.4.7, respectively.

13 In the renumbered paragraph 4.4.6, replace the sentence "Samples shall be immediately placed in suitable sealed containers which are properly marked" with the sentence "Samples for moisture testing shall be immediately placed in suitable airtight, non-absorbent containers with a minimum of free air space to minimize any change in moisture content, such containers being properly marked".

14 Insert a new paragraph 4.4.8 as follows:

"4.4.8 For unprocessed mineral ores the sampling of stationary stockpiles shall be carried out only when access to the full depth of the stockpile is available and samples from the full depth of the stockpile can be extracted."

- 15 In subsection 4.7, the existing reference "ISO 3082:1998" is replaced with the following:
"ISO 3082:2009 – Iron ores – Sampling and sample preparation procedures.
(Note: Under this Standard the in situ sampling of ships and stockpiles is not permitted)."
- 16 A new reference in subsection 4.7 is inserted after "ISO 3082:2009" as follows:
"IS1405:2010 – Iron Ores – Sampling & Sample Preparation – Manual Method.
(Note: This Indian Standard covers the in situ sampling of stockpiles up to a height of 3 m)."

Section 7 – Cargoes that may liquefy

7.2 Conditions for hazards

- 17 The existing paragraph 7.2.2 is replaced with the following:
"7.2.2 Liquefaction does not occur when the cargo consists of large particles or lumps and water passes through the spaces between the particles and there is no increase in the water pressure."

Section 8 – Test procedures for cargoes that may liquefy

8.4 Complementary test procedure for determining the possibility of liquefaction

- 18 The existing paragraph under subsection 8.4 is numbered as 8.4.1.
- 19 Insert a new paragraph 8.4.2 as follows:
"8.4.2 If samples remain dry following a can test, the moisture content of the material may still exceed the Transportable Moisture Limit (TML)."

Section 9 – Materials possessing chemical hazards

9.2 Hazard classification

9.2.3 *Materials hazardous only in bulk (MHB)*

- 20 In paragraph 9.2.3, replace the existing text under the heading with the following:

"9.2.3.1 General

9.2.3.1.1 These are materials which possess chemical hazards when transported in bulk other than materials classified as packaged dangerous goods in the IMDG Code. These materials present a significant risk when carried in bulk and require special precautions.

9.2.3.1.2 A material shall be classified as MHB if the material possesses one or more of the chemical hazards as defined below. When a test method is prescribed, representative samples of the cargo to be carried shall be used for testing. Samples shall be taken 200 to 360 mm inward from the surface at 3 m intervals over the length of a stockpile.

9.2.3.1.3 A material may also be classified as MHB by analogy with similar cargoes with known hazardous properties or by records of accidents.

9.2.3.2 Combustible solids

9.2.3.2.1 These are materials which are readily combustible or easily ignitable when transported in bulk and do not meet the established criteria for inclusion in class 4.1 (see 9.2.2.1 of the IMSBC Code).

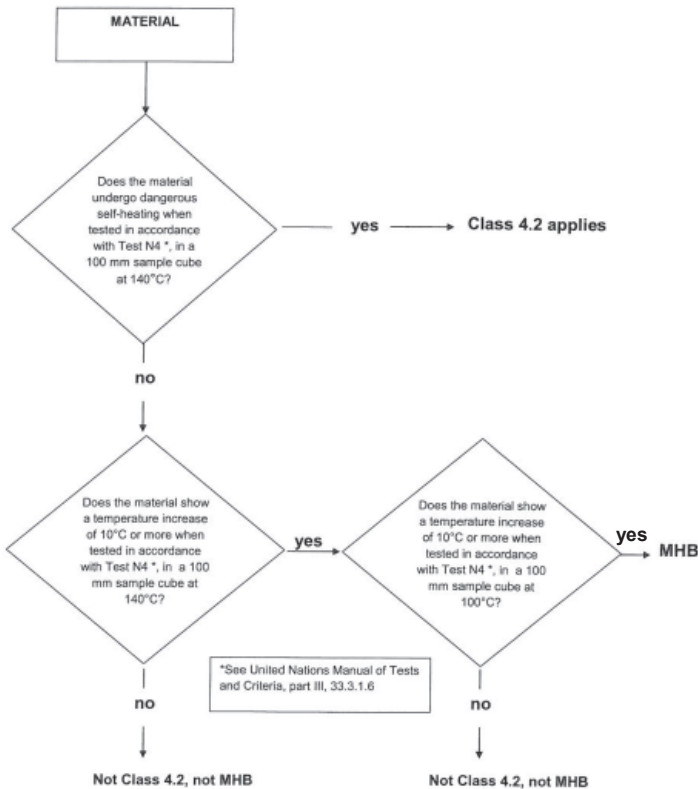
9.2.3.2.2 Powdered, granular or pasty materials shall be classified as MHB when the time of burning of one or more of the test runs, performed in accordance with the preliminary screening test method described in the United Nations Manual of Tests and Criteria, part III, 33.2.1.4.3.1, is less than 2 minutes. Powders of metals or metal alloys shall be classified as MHB when they can be ignited and the reaction spreads over the whole length of the sample in 20 minutes or less. The test sample in the preliminary screening test is 200 mm in length. A summary of this approach is presented in the table below:

| Solid Cargo | Hazard Class 4.1, PG III Burn time, Burn distance | MHB Burn time, Burn distance |
|--------------------|--|---|
| Powdered Metal | more than 5 minutes but not more than 10 minutes, 250 mm | ≤20 minutes, 200 mm |
| Solid Material | <45 seconds, 100 mm | ≤2 minutes, 200 mm |

9.2.3.3 Self-heating solids

9.2.3.3.1 These are materials that self-heat when transported in bulk and do not meet the established criteria for inclusion in class 4.2 (see 9.2.2.2).

9.2.3.3.2 A material shall be classified as MHB if, in the tests performed in accordance with the test method given in the United Nations Manual of Tests and Criteria, part III, 33.3.1.6, the temperature of the test sample rises by more than 10°C when using a 100 mm cube sample at 140°C and at 100°C. The flow chart below illustrates the test procedure.



9.2.3.3.3 In addition, a material shall be classified as MHB if a temperature rise of 10°C or more over ambient temperature is observed during any portion of the test performed in accordance with the test method described in United Nations Manual of Tests and Criteria, part III, 33.4.1.4.3.5. When performing this test, the temperature of the sample should be measured continuously over 48 hours. If, at the end of the 48-hour period the temperature is increasing, the test period shall be extended in accordance with the test method.

9.2.3.4 Solids that evolve into flammable gas when wet

9.2.3.4.1 These are materials that emit flammable gases when in contact with water when transported in bulk and do not meet established criteria for inclusion in class 4.3 (see 9.2.2.3).

9.2.3.4.2 A material shall be classified as MHB if, in tests performed in accordance with the test method given in the United Nations Manual of Tests and Criteria, part III, 33.4.1, the flammable gas evolution rate is greater than zero. When performing this test, the rate of evolution of gas shall be calculated over 48 hours at one-hour intervals. If at the end of the 48-hour period the rate of evolution is increasing, the test period shall be extended in accordance with the test method.

9.2.3.5 Solids that evolve toxic gas when wet

9.2.3.5.1 These are materials that emit toxic gases when in contact with water when transported in bulk.

9.2.3.5.2 A material shall be classified as MHB if, in tests performed in accordance with the test method given in the United Nations Manual of Tests and Criteria, part III, 33.4.1, the toxic gas evolution rate is greater than zero. Toxic gas evolution shall be measured using the same test procedure for flammable gas evolution as prescribed in the test method. When performing this test, the rate of evolution of gas shall be calculated over 48 hours at 1-hour intervals. If at the end of the 48-hour period the rate of evolution is increasing, the test period shall be extended in accordance with the test method.

9.2.3.5.3 The gas shall be collected over the test period prescribed above. The gas shall be chemically analysed and tested for toxicity if the gas is unknown and no acute inhalation toxicity data is available. If the gas is known, inhalation toxicity shall be assessed based on all information available, using testing as a last resort option for concluding this hazard. Toxic gases in this respect are gases showing acute inhalation toxicity (LC₅₀) of or below 20,000 ppmV or 20 mg/l by 4 hours' testing (GHS Acute Toxicity Gases/Vapours Category 4).

9.2.3.6 Toxic solids

9.2.3.6.1 These are materials that have toxic hazards to humans if inhaled or with contact with skin when loaded, unloaded, or transported in bulk and do not meet the established criteria for inclusion in class 6.1 (see 9.2.2.5).

9.2.3.6.2 A material shall be classified as MHB in accordance with the criteria laid down within part 3 of the GHS:

- .1 cargoes developing cargo dust with an acute inhalation toxicity (LC₅₀) of 1-5 mg/l by 4 hours testing (GHS Acute Toxicity Dusts Category 4);
- .2 cargoes developing cargo dust exhibiting an inhalation toxicity of equal to or less than 1 mg/litre/4h (GHS Specific Target Organ Toxicity Single Exposure Inhalation Dust Category 1) or below 0.02 mg/litre/6h/d (GHS Specific Target Organ Toxicity Repeated Dose Inhalation Dust Category 1);
- .3 cargoes exhibiting an acute dermal toxicity (LD₅₀) of 1,000-2,000 mg/kg (GHS Acute Toxicity Dermal Category 4);
- .4 cargoes exhibiting a dermal toxicity of or below 1000 mg (GHS Specific Target Organ Toxicity Single Exposure Dermal Category 1) or below 20 mg/kg bw/d by 90 days testing (GHS Specific Target Organ Toxicity Repeated Dose Dermal Category 1);
- .5 cargoes exhibiting carcinogenicity (GHS Category 1A and 1B), mutagenicity (GHS Category 1A and 1B) or reprotoxicity (GHS Category 1A and 1B).

9.2.3.7 Corrosive solids

9.2.3.7.1 These are materials that are corrosive to skin, eye or to metal or are respiratory sensitizers and do not meet the established criteria for inclusion in class 8 (see 9.2.2.7).

9.2.3.7.2 A material shall be classified as MHB in accordance with the criteria laid down within part 3 of the GHS:

- .1 cargoes which are known to be a respiratory sensitizer (GHS Respiratory Sensitization Category 1);
- .2 cargoes exhibiting skin irritation with a mean value of or higher than 2.3 for erythema/eschar or oedema (GHS Skin Corrosion/Irritation Category 2);
- .3 cargoes exhibiting eye irritation with a mean value of or higher than 1 for corneal opacity/irititis or 2 for conjunctival redness/oedema (GHS Serious Eye Damage Category 1 or Eye Irritation Category 2A).

9.2.3.7.3 A material shall be classified as MHB when the corrosion rate on either steel or aluminium surfaces is between 4 mm and 6.25 mm a year at a test temperature of 55°C when tested on both materials. For the purposes of testing steel, type S235JR+CR (1.0037 resp. St 37-2), S275J2G3+CR (1.0144 resp. St 44-3), ISO 3574:199, Unified Numbering Systems (UNS) G10200 or SAE 1020, and for testing aluminium, non-clad, types 7075-T6 or AZ5GU T6 shall be used. An acceptable test is prescribed in the United Nations Manual of Tests and Criteria, part III, section 37. When this test is performed the sample shall contain at least 10% moisture by mass. If the representative sample of the cargo to be shipped does not contain more than 10% moisture by mass, water shall be added to the sample."

Appendix 1 – Individual schedules of solid bulk cargoes**AMMONIUM NITRATE UN 1942**

with not more than 0.2% total combustible material, including any organic substance, calculated as carbon to the exclusion of any other added substance

21 In the section for Stowage and Segregation replace the sentence "There shall be no sources of heat or ignition in the cargo space." with the sentence "Separated from" sources of heat or ignition (see *a/so* **Loading**)."

22 In the section for Loading, insert as the first sentence the following:

"This cargo shall not be loaded in cargo spaces adjacent to fuel oil tank(s), unless heating arrangements for the tank(s) are disconnected and remain disconnected during the entire voyage."

AMMONIUM NITRATE-BASED FERTILIZER UN 2067

23 The following text contained in the section for Description, is moved under the Bulk Cargo Shipping Name:

"Ammonium nitrate-based fertilizers classified as UN 2067 are uniform mixtures containing ammonium nitrate as the main ingredient within the following composition limits:

- .1 not less than 90% ammonium nitrate with not more than 0.2% total combustible/organic material calculated as carbon and with added matter, if any, which is inorganic and inert towards ammonium nitrate; or
- .2 less than 90% but more than 70% ammonium nitrate with other inorganic materials or more than 80% but less than 90% ammonium nitrate mixed with calcium carbonate and/or dolomite and/or mineral calcium sulphate and not more than 0.4% total combustible/organic material calculated as carbon; or
- .3 ammonium nitrate-based fertilizers containing mixtures of ammonium nitrate and ammonium sulphate with more than 45% but less than 70% ammonium nitrate and not more than 0.4% total combustible organic material calculated as carbon such that the sum of the percentage compositions of ammonium nitrate and ammonium sulphate exceeds 70%."

24 In the section for Stowage and Segregation, the text "Not to be stowed immediately adjacent to any tank, double bottom or pipe containing fuel oil heated to more than 50°C" is replaced with the following:

"Not to be stowed immediately adjacent to any tank, double bottom or pipe containing heated fuel oil unless there are means to monitor and control the temperature so that it does not exceed 50°C."

AMMONIUM NITRATE-BASED FERTILIZER UN 2071

25 The following text contained in the section for Description, is moved under the Bulk Cargo Shipping Name:

"Ammonium nitrate-based fertilizers classified as UN 2071 are uniform ammonium nitrate based fertilizer mixtures of the nitrogen, phosphate or potash, containing not more than 70% ammonium nitrate and not more than 0.4% total combustible organic material calculated as carbon or with not more than 45% ammonium nitrate and unrestricted combustible material. Fertilizers within these composition limits are not subject to the provisions of this schedule when shown by a trough test* that they are not liable to self-sustaining decomposition.

* See UN Manual of Tests and Criteria, part III, subsection 38.2."

26 In the section for Stowage and Segregation, the text "Not to be stowed immediately adjacent to any tank or double bottom containing fuel oil heated to more than 50°C" is replaced with the following:

"Not to be stowed immediately adjacent to any tank, double bottom or pipe containing heated fuel oil unless there are means to monitor and control the temperature so that it does not exceed 50°C."

AMMONIUM NITRATE-BASED FERTILIZER (non-hazardous)

27 The following text contained in the section for Description, is moved under the Bulk Cargo Shipping Name:

"Ammonium nitrate based fertilizers transported in conditions mentioned in this schedule are uniform mixtures containing ammonium nitrate as the main ingredient within the following composition limits:

- .1 not more than 70% ammonium nitrate with other inorganic materials;
- .2 not more than 80% ammonium nitrate mixed with calcium carbonate and/or dolomite and/or mineral calcium sulphate and not more than 0.4% total combustible organic material calculated as carbon;
- .3 nitrogen type ammonium nitrate based fertilizers containing mixtures of ammonium nitrate and ammonium sulphate with not more than 45% ammonium nitrate and not more than 0.4% total combustible organic material calculated as carbon; and
- .4 uniform ammonium nitrate based fertilizer mixtures of nitrogen, phosphate or potash, containing not more than 70 % ammonium nitrate and not more than 0.4% total combustible organic material calculated as carbon or with not more than 45% ammonium nitrate and unrestricted combustible material. Fertilizers within these composition limits are not subject to the provisions of this schedule when shown by a trough test* that they are liable to self-sustaining decomposition or if they contain an excess of nitrate greater than 10% by mass."

and its corresponding footnote is amended as follows:

* See UN Manual of Tests and Criteria, part III, subsection 38.2."

28 In the section Stowage and Segregation the text "Not to be stowed immediately adjacent to any tank, double bottom or pipe containing fuel oil heated to more than 50°C" is replaced with the following:

"Not to be stowed immediately adjacent to any tank, double bottom or pipe containing heated fuel oil unless there are means to monitor and control the temperature so that it does not exceed 50°C."

CALCIUM NITRATE UN 1454

29 The following text contained in the section for Description, is moved under the Bulk Cargo Shipping Name:

"The provisions of this Code shall not apply to the commercial grades of calcium nitrate fertilizers consisting mainly of a double salt (calcium nitrate and ammonium nitrate) and containing not more than 10% ammonium nitrate and at least 12% water of crystallization."

CALCIUM NITRATE FERTILIZER

30 The following text is inserted under the Bulk Cargo Shipping Name:

"The provisions of this schedule shall apply only for cargoes containing not more than 15.5% total nitrogen and at least 12% water."

31 The following text is deleted from the section for Description:

"and containing not more than 15.5% total nitrogen and at least 12% water".

CHARCOAL

32 The following text contained in the section for Hazard, is moved at the end in the section for Loading:

"Hot charcoal screenings in excess of 55°C shall not be loaded."

FERROUS METAL BORINGS, SHAVINGS, TURNINGS or CUTTINGS UN 2793

33 The following text contained in the section for Description is moved under the Bulk Cargo Shipping Name:

"This schedule shall not apply to consignments of materials which are accompanied by a declaration submitted prior to loading by the shipper and stating that they have no self-heating properties when transported in bulk."

METAL SULPHIDE CONCENTRATES

34 The following text contained in the section for Hazard, is moved at the end in the section for Precautions:

"When a Metal Sulphide Concentrate is considered as presenting a low fire-risk, the carriage of such cargo on a ship not fitted with a fixed gas fire extinguishing system shall be subject to the Administration's authorization as provided by SOLAS regulation II-2/10.7.1.4."

PEAT MOSS

35 The following text contained in the section for Hazard, is moved at the end in the section for Loading:

"Peat Moss having a moisture content of more than 80% by weight shall only be carried on specially fitted or constructed ships (see paragraph 7.3.2 of this Code)."

SAND

36 The following text is inserted under the Bulk Cargo Shipping Name:

"Sands included in this schedule are:

| | |
|------------------------|--------------------|
| Foundry sand | Silica sand |
| Potassium felspar sand | Soda felspar sand" |
| Quartz sand | |

37 The following text in the section for Description is deleted:

"Sands included in this schedule are:

| | |
|------------------------|--------------------|
| FOUNDRY SAND | SILICA SAND |
| POTASSIUM FELSPAR SAND | SODA FELSPAR SAND" |
| QUARTZ SAND | |

SEED CAKE

containing vegetable oil UN 1386(b) solvent extractions and expelled seeds, containing not more than 10% of oil and when the amount of moisture is higher than 10%, not more than 20% of oil and moisture combined.

38 The following text is inserted under the Bulk Cargo Shipping Name:

"The provisions of this schedule shall not apply to:

- .1 solvent extracted rape seed meal, soya bean meal, cotton seed meal and sunflower seed meal, containing not more than 4% oil and 15% oil and moisture combined and being substantially free from flammable solvents;
- .2 mechanically expelled citrus pulp pellets containing not more than 2.5% oil and 14% oil and moisture combined;
- .3 mechanically expelled corn gluten meal containing not more than 11.0% oil and 23.6% oil and moisture combined;
- .4 mechanically expelled corn gluten feed pellets containing not more than 5.2% oil and 17.8% oil and moisture combined; and
- .5 mechanically expelled beet pulp pellets containing not more than 2.8% oil and 15.0% oil and moisture combined.

A certificate from a person recognized by the competent authority of the country of shipment shall be provided by the shipper, prior to loading, stating that the provisions of the exemption are met."

39 In the section for Description, the following paragraph is deleted:

"The provisions of this schedule should not apply to solvent extracted rape seed meal, pellets, soya bean meal, cotton seed meal and sunflower seed meal, containing not more than 4% oil and 15% oil and moisture combined and being substantially free from flammable solvents. The provisions of this schedule also apply to mechanically expelled citrus pulp pellets containing not more than 2.5% oil and 14% oil and moisture combined. A certificate from a person recognized by the competent authority of the country of shipment should be provided by the shipper, prior to loading, stating that the provisions of the exemption are met."

SEED CAKE (non-hazardous)

40 The following text is inserted under the Bulk Cargo Shipping Name:

"The provisions of this schedule shall only apply to:

- .1 solvent extracted rape seed meal, soya bean meal, cotton seed meal and sunflower seed meal, containing not more than 4% oil and 15% oil and moisture combined and being substantially free from flammable solvents;
- .2 mechanically expelled citrus pulp pellets containing not more than 2.5% oil and 14% oil and moisture combined;
- .3 mechanically expelled corn gluten meal containing not more than 11.0% oil and 23.6% oil and moisture combined;
- .4 mechanically expelled corn gluten feed pellets containing not more than 5.2% oil and 17.8% oil and moisture combined; and
- .5 mechanically expelled beet pulp pellets containing not more than 2.8% oil and 15.0% oil and moisture combined."

41 In the section for Description, the following text is deleted:

"The provisions of this schedule apply to solvent extracted rape seed meal, pellets, soya bean meal, cotton seed meal and sunflower seed meal, containing not more than 4% oil and 15% oil and moisture combined and being substantially free from flammable solvents. The provisions of this schedule also apply to mechanically expelled citrus pulp pellets containing not more than 2.5% oil and 14% oil and moisture combined."

and the following text contained in the section for Description, is moved at the end of the section for Loading:

"A certificate from a person recognized by the competent authority of the country of shipment shall be provided by the shipper, prior to loading, stating that the requirements for exemption as set out either in the schedule for seed cake UN 1386 (b) or UN 2217, whichever is applicable, are met."

SILICOMANGANESE (low carbon)

with known hazard profile or known to evolve gases with silicon content of 25% or more

42 In the Bulk Cargo Shipping Name, delete the words "**with known hazard profile or known to evolve gases with silicon content of 25% or more**".

43 Replace the existing text under the section for Description, with the following:

"A ferroalloy comprising principally manganese and silicon, mainly used as a deoxidizer and alloying element in the steel-making process. Particle or lump of blackish brown, silver white metal."

44 The existing table of Characteristics is replaced with the following:

| | | |
|------------------------|--|---|
| Angle of repose | Bulk density (kg/m³) | Stowage factor (m³/t) |
| Not applicable | 3,000 to 3,300 | 0.30 to 0.33 |
| Size | Class | Group |
| 10 mm to 150 mm | MHB | B |

45 Replace the existing text under the section for Hazard, with the following:

"This cargo is non-combustible and has a low fire-risk. However, in contact with water this cargo may evolve hydrogen, a flammable gas that may form explosive mixtures with air and may, under similar conditions, produce phosphine and arsine, which are highly-toxic gases. This cargo is liable to reduce oxygen content in a cargo space. May cause long-term health effect."

46 In the section for Precautions, the following text is deleted:

"Prohibition of smoking in dangerous areas shall be enforced, and clearly legible "NO SMOKING" signs shall be displayed. Electrical fittings and cables shall be in good condition and properly safeguarded against short circuits and sparking. Where a bulkhead is required to be suitable for segregation purposes, cable and conduit penetrations of the decks and bulkheads shall be sealed against the passage of gas and vapour. Ventilation systems shall be shut down or screened and air condition systems, if any, placed on recirculation during loading or discharge, in order to minimize the entry of dust into living quarters or other interior spaces of the ship. Precautions shall be taken to minimize the extent to which dust may come in contact with moving parts of deck machinery and external navigation aids (e.g. navigation lights)."

SULPHUR (formed, solid)

47 The following text contained in the section for Description, is moved under the Bulk Cargo Shipping Name:

"This schedule shall not apply to crushed, lump and coarse-grained sulphur (see SULPHUR UN 1350), or to co-products from sour gas processing or oil refinery operations NOT subjected to the above-described forming process."

48 Insert the following new individual schedules accordingly in alphabetical order:

"ALUMINA HYDRATE

Description

Alumina hydrate is a fine, moist, white (light coloured), odourless powder. Insoluble in water and organic liquids.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 500 to 1,500 | 0.67 to 2.0 |
| Size | Class | Group |
| Fine powder | MHB | A and B |

Hazard

This cargo may liquefy if shipped at moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of the Code. Alumina Hydrate dust is very abrasive and penetrating. Irritating to eyes, skin and mucous membranes. This cargo is non-combustible or has low fire-risks.

Stowage and segregation

Separated from oxidizing materials.

Hold cleanliness

Clean and dry as relevant to the hazards of the cargo.

Weather precautions

When a cargo is carried in a ship other than a specially constructed or fitted cargo ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

Precautions

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo. Bilge system of a cargo space to which this cargo is to be loaded shall be tested to ensure it is working. Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

Ventilation

No special requirements.

Carriage

The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsize of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements.

Clean-up

The water used for the cleaning of the cargo spaces, after discharge of this cargo, shall not be pumped by the fixed bilge pumps. A portable pump shall be used, as necessary, to clear the cargo spaces of the water.

Emergency procedures

Special emergency equipment to be carried

Protective clothing (gloves, boots, coveralls, headgear).
Self-contained breathing apparatus.

Emergency procedures

Wear protective clothing and self-contained breathing apparatus

Emergency action in the event of fire

Nil (non-combustible)

Medical First Aid

Refer to the Medical First Aid Guide (MFAG), as amended.

11

"ALUMINIUM SMELTING / REMELTING BY-PRODUCTS, PROCESSED

The provisions of this schedule shall not apply to ALUMINIUM SMELTING BY-PRODUCTS or ALUMINIUM REMELTING BY-PRODUCTS UN 3170.

Description

Product obtained by treating the by-products of merging/recasting of aluminium with water and/or alkalis solutions to render the material less reactive with water. A damp powder with a slight smell of ammonia.

Characteristics

| Angle of repose | Bulk density (kg/ m ³) | Stowage factor (m ³ /t) |
|-----------------|------------------------------------|------------------------------------|
| Not applicable | 1,080 to 1,750 | 0.57 to 0.93 |
| Size | Class | Group |
| Less than 1 mm | MHB | A and B |

Hazard

This cargo may develop small amount of hydrogen, a flammable gas which may form explosive mixtures with air, and of ammonia, which is a highly toxic gas. This cargo may liquefy if shipped at moisture content in excess of its transportable moisture limit (TML). See sections 7 and 8 of the Code. Corrosive to eyes.

Stowage and segregation

"Separated from" foodstuffs and all Class 8 liquids. Segregation as for Class 4.3 materials.

Hold cleanliness

Clean and dry as relevant to the hazards of the cargo.

Weather precautions

This cargo shall be kept as dry as practicable and the moisture content shall be kept less than its TML during loading operations and the voyage. This cargo shall not be handled during precipitation. During handling of this cargo, all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

Loading

Trim in accordance with the relevant provisions of sections 4 and 5 of this Code.

Precautions

Persons who may be exposed to the cargo shall wear personal protective equipment, including goggles and/or skin protection as necessary. Prior to loading this cargo, a weathering certificate shall be provided by the manufacturer or shipper stating that, after manufacture, the material was stored under cover, but exposed to the weather in the particle size to be shipped, for not less than four weeks prior to shipment. Whilst the ship is alongside and the hatches of the cargo spaces containing this cargo are closed, the mechanical ventilation shall be operated continuously as weather permits. During handling of this cargo, "NO SMOKING" signs shall be posted on decks and in areas adjacent to cargo spaces and no naked lights shall be permitted in these areas. Bulkheads between the cargo spaces and the engine-room shall be gastight. Inadvertent pumping through machinery spaces shall be avoided. Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

Ventilation

Continuous mechanical ventilation shall be conducted during the voyage for the cargo spaces carrying this cargo. If maintaining ventilation endangers the ship or the cargo, it may be interrupted unless there is a risk of explosion or other danger due to interruption of the ventilation. In any case, mechanical ventilation shall be maintained for a reasonable period prior to discharge. Ventilation shall be arranged such that any escaping gases are minimized from reaching living quarters on or under the deck.

Carriage

For quantitative measurements of hydrogen, ammonia and acetylene, suitable detectors for each gas or combination of gases shall be on board while this cargo is carried. The detectors shall be of certified safe type for use in explosive atmosphere. The concentrations of these gases in the cargo spaces carrying this cargo shall be measured regularly, during voyage, and the results of the measurements shall be recorded and kept on board. The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge. Hatches of the cargo spaces carrying this cargo shall be weathertight to prevent the ingress of water.

Discharge

No special requirements.

Clean-up

Persons who may be exposed to the cargo shall wear personal protective equipment including goggles and/or skin protection as necessary. After discharge of this cargo, the bilge wells and scuppers of the cargo spaces shall be checked and any blockage shall be removed.

Prior to using water for hold cleaning, holds should be swept to remove as much cargo residues as practicable.

Emergency procedures

| |
|---|
| <p>Special emergency equipment to be carried</p> <p>Nil</p> |
| <p>Emergency procedures</p> <p>Nil</p> |
| <p>Emergency action in the event of fire</p> <p>Batten down and use CO₂ if fitted</p> |
| <p>Medical first aid</p> <p>Refer to the Medical First Aid Guide (MFAG), as amended</p> |

"CLINKER ASH, WET

Description

Coal ash discharged from coal-fired power stations. Grey-coloured, possibly ranging from near-white to near-black, and odourless substance collected from the bottom of boilers, and resembles sand. Moisture content is about 15% to 23%. Insoluble in water.

Characteristics

| Angle of repose | Bulk density (kg/m³) | Stowage factor (m³/t) |
|------------------------|--|---|
| Not applicable | 600 to 1,700 | 0.6 to 1.7 |
| Size | Class | Group |
| Up to 90 mm | MHB | A and B |

Hazard

The material may liquefy if shipped at a moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of the Code. May cause long-term health effects. This cargo is non-combustible or has a low fire-risk.

Stowage and Segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

This cargo shall be kept as dry as practicable before loading, during loading and while on the voyage. When a cargo is carried in a ship other than a specially constructed or fitted cargo ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

Precautions

Persons who may be exposed to the dust of the cargo shall wear gloves, goggles or other equivalent dust eye-protection and dust filter masks.

Ventilation

No special requirements.

Carriage

No special requirements.

Discharge

No special requirements.

Clean-Up

No special requirements.

Emergency procedures

| |
|---|
| <p>Special emergency equipment to be carried Protective clothing (goggles, dust filter masks, gloves, coveralls).</p> |
| <p>Emergency procedures Wear protective clothing.</p> <p>Emergency action in the event of fire Nil (non-combustible)</p> <p>Medical First Aid Refer to the Medical First Aid Guide (MFAG), as amended.</p> |

"COAL TAR PITCH

Description

A coarse distilled residue of Coal Tar, a by-product of Cokes production. Mostly comprises many kinds of polycyclic aromatic hydrocarbon. A black solid at ambient temperature. It is insoluble in water. A raw material in use for electrodes and materials covering pitch bound on metallurgy coke. The moisture content is up to 6%.

Characteristics

| Angle of repose | Bulk density (kg/m³) | Stowage factor (m³/t) |
|---|--|---|
| Not applicable | 600 to 1,100 | 0.9 to 1.7 |
| Size | Class | Group |
| Up to 100mm 0 to 10% of fine particles: less than 1 mm | MHB | B |

Hazard

This cargo is non-combustible or has a low fire-risk. When heated, it melts and turns into inflammable liquid. It softens between 70°C and 120°C. Corrosive to eyes. May cause long-term health effects.

Stowage and segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

No special requirements.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

Precautions

Persons who may be in contact with this cargo shall be supplied with protective gloves, dust masks, protective clothing and goggles.

Ventilation

No special requirements.

Carriage

No special requirements.

Discharge

No special requirements.

Clean-up

No special requirements.

Emergency procedures

| |
|--|
| <p><u>Special emergency equipment to be carried</u></p> <p>Protective clothing (gloves, boots, overalls, headgear, dust masks and goggles).</p> |
| <p><u>Emergency procedures</u></p> <p>Wear protective clothing, protective gloves, dust masks and goggles.</p> <p><u>Emergency action in the event of fire</u></p> <p>Batten down: use ship's fixed fire-fighting installation if fitted. Exclusion of air may be sufficient to control fire.</p> <p><u>Medical first aid</u></p> <p>Refer to the Medical First Aid Guide (MFAG), as amended.</p> |

"COARSE IRON AND STEEL SLAG AND ITS MIXTURE

Description

A coarse slag arising from iron and steel manufacture, and a coarse slag mixed with one of the following substances or a combination thereof: concrete debris, fly-ash, firebricks, dust collected from iron/steel-making processes, refractory material debris and fine raw materials of iron making.

This cargo includes shaped blocks made of iron and steel slag with one of the additives or a combination of additives: cement, ground granulated blast furnace slag and fly-ash, and its debris, and their mixture with iron and steel slag.

The colour is in the range from greyish-white to dark grey, and the appearance is in the range from granulated, pebble to block shaped.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|--|-----------------------------------|------------------------------------|
| Not applicable | 1,200 to 3,000 | 0.33 to 0.83 |
| Size | Class | Group |
| 90 to 100% of lumps: up to 300 mm 0 to 10% fine particles: less than 1 mm | Not applicable | C |

Hazard

No special requirements.
This cargo is non-combustible or has a low fire-risk.

Stowage and segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

No special requirements.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

When the stowage factor of this cargo is equal or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.

Precautions

Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

Ventilation

No special requirements.

Carriage

No special requirements.

Discharge

No special requirements.

Clean-up

No special requirements."

"CRUSHED CARBON ANODES

Description

Crushed Carbon Anodes are spent carbon anodes that are crushed into smaller pieces to permit their shipment for recycling. Carbon anodes are used to introduce electricity into the aluminium smelter pots. This cargo is mainly composed of black crushed lumps and pieces principally containing carbon and other impurities. The material is odourless.

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|---------------------------------------|-----------------------------------|------------------------------------|
| Not applicable | 800 to 1,000 | 1.00 to 1.25 |
| Size | Class | Group |
| Mainly coarse pieces up to 60 cm + | Not applicable | C |

Hazard

This cargo may generate dust. This cargo is non-combustible or has a low fire-risk.

Stowage and segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

No special requirements.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

Precautions

Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection, dust filter mask and barrier creams as necessary.

Ventilation

No special requirements.

Carriage

No special requirements.

Discharge

No special requirements.

Clean-up

No special requirements."

"GRAIN SCREENING PELLETS

The provision of this schedule shall apply only to Grain Screening Pellets material containing not more than 6.2% oil content and not more than 17.5% oil and moisture content combined.

Description

Grain Screening Pellets are animal feed products, pelletized animal feed derived from dockage removed from grains. Screenings means dockage that has been removed from grain that does not qualify for any other grain grades. Depending

upon their quality, screenings vary in level of parent and volunteer grain material, broken or shrunken kernels, hulls, weed seeds, chaff, dust and other plant material. The colour ranges from brown to yellow.

Characteristics

| Angle of repose | Bulk density (kg/m³) | Stowage factor (m³/t) |
|--|--|---|
| less than 30° | 478 to 719 | 1.39 to 2.09 |
| Size | Class | Group |
| Length: 12 to 38 mm Diameter: 4 to 7 mm | Not applicable | C |

Hazard

This cargo flows freely like grain. This cargo is non-combustible or has a low fire-risk.

Stowage and segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed.

Loading

Trim in accordance with the relevant provisions required under sections 4, 5 and 6 of the Code in accordance with the shipper's declaration of the angle of repose.

A certificate from a person recognized by the competent authority of the country of shipment shall be provided by the shipper to the master, prior to loading, confirming that the oil and the moisture contents as described in the schedule have been met.

Precautions

Persons who may be exposed to the dust of the cargo shall wear a dust filter mask, protective eyewear, and protective clothing as necessary.

Carriage

Hatches of the cargo spaces shall be weather tight to prevent water ingress.

Discharge

No special requirements.

Ventilation

No special requirements.

Clean-up

No special requirements.

Emergency Procedures

No special requirements."

"GRANULATED NICKEL MATTE (LESS THAN 2% MOISTURE CONTENT)**Description**

Crude dark grey nickel product composed of about 55% nickel, 20% copper and 25% other mineral impurities. The material is odourless.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 2,800 to 4,000 | 0.25 to 0.36 |
| Size | Class | Group |
| Up to 3 mm | MHB | B |

Hazard

Contact with the skin may give rise to irritation.
This cargo is non-combustible or has a low fire-risk.
This cargo is moderately toxic by inhalation.

Stowage and segregation

Separated from foodstuffs.

Hold cleanliness

No special requirements.

Weather precautions

No special requirements.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code. As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during voyage and during loading process by a pile of the cargo.

Precautions

Persons who may be exposed to the dust component of the cargo shall wear personal protective equipment including goggles or other equivalent dust eye-protection, respiratory protection, and/or skin protection as necessary. Due consideration shall be paid to prevent dust entering living quarters and enclosed working area. Eating and drinking is prohibited in the cargo work areas. Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo.

Carriage

No special requirements.

Discharge

No special requirements.

Ventilation

No special requirements.

Clean-up

No special requirements.

Emergency procedures

| |
|---|
| <p>Special emergency equipment to be carried Protective clothing (gloves, boots, coveralls) Self-contained breathing apparatus</p> |
| <p>Emergency procedures Wear protective clothing and self-contained breathing apparatus.</p> <p>Emergency action in the event of fire Nil (non-combustible)</p> <p>Medical First Aid Refer to the <i>Medical First Aid Guide (MFAG)</i>, as amended.</p> |

"GYPSUM GRANULATED

Description

Gypsum Granulated made from calcium sulphate hydrate which is produced artificially or industrial by-product. It is produced by granulating and processing such calcium sulphate hydrate until its grain size becomes 10 mm diameter or more. Insoluble in water.

Characteristics

| Angle of repose | Bulk density (kg/m³) | Stowage factor (m³/t) |
|------------------------|--|---|
| Not applicable | 310 to 1,200 | 0.83 to 3.23 |
| Size | Class | Group |
| Greater than 10 mm | Not applicable | C |

Hazard

No special hazards.

This cargo is non-combustible or has a low fire-risk.

Stowage and segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

No special requirements.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

Precautions

No special requirements.

Ventilation

No special requirements.

Carriage

No special requirements.

Discharge

No special requirements.

Clean-up

No special requirements."

"ILMENITE (ROCK)

Description

Ilmenite (Rock) is obtained from mine blasting followed by crushing. It has a black colour. It may be smelted in electric arc furnaces or can be used in blast furnaces.

Characteristics

| Angle of repose | Bulk density (kg/m³) | Stowage factor (m³/t) |
|------------------------|--|---|
| Not applicable | 2,400 to 3,200 | 0.31 to 0.42 |
| Size | Class | Group |
| Up to 100 mm | Not applicable | C |

Hazard

This cargo has no special hazards.
This cargo is non-combustible or has a low fire-risk.

Stowage and segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

No special requirements.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code. As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during voyage and during loading by a pile of the cargo.

Precautions

Avoid breathing dust. Persons who may be exposed to the dust of the cargo shall wear a dust filter mask, protective eyewear and clothing as necessary.

Ventilation

No special requirements.

Carriage

No special requirements.

Discharge

No special requirements.

Clean-up

No special requirements."

"ILMENITE (UPGRADED)

Description

Ilmenite (upgraded), is obtained from the smelting of rock or sand Ilmenite into electric arc furnaces. Ilmenite (upgraded) has a granular form and its colour varies from black (normal grades) to brown-orange for its purified grade.

Ilmenite (upgraded) is also known as Titanium slag, Titanium Ore Concentrate, Chloride Slag, Sulphate Slag, High Grade Sulphate Slag, Slag fines, Slag ilmenite electro thermal smelting or TiO₂ slag.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1,860 to 2,400 | 0.41 to 0.54 |
| Size | Class | Group |
| Up to 12 mm | Not applicable | A |

Hazard

This material may liquefy if shipped at moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code.

This cargo is non-combustible or has a low fire-risk.

Stowage and segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

This cargo shall be kept as dry as practicable before loading, during loading and while on the voyage. When a cargo is carried in a ship other than a specially constructed or fitted cargo ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code. As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during voyage and during loading by a pile of the cargo.

Precautions

Bilge wells shall be clean, dry and covered as appropriate to prevent ingress of the cargo. Avoid breathing dust. Persons who may be exposed to the dust component of the cargo shall wear personal protective equipment including goggles or other equivalent dust eye-protection and respiratory protection as necessary. Wash hands and face before eating, drinking or smoking.

Ventilation

No special requirements.

Carriage

The appearance of the cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements.

Clean-up

No special requirements."

"NICKEL ORE

Description

Nickel ore varies in colour. There are several types of ore of variable particle size and moisture content. Some may contain clay-like ores. For concentrates, see NICKEL CONCENTRATE.

Characteristics

| Angle of repose | Bulk density (kg/m³) | Stowage factor (m³/t) |
|------------------------|--|---|
| Not applicable | 1,400 to 1,800 | 0.55 to 0.71 |
| Size | Class | Group |
| Various | Not applicable | A |

Hazard

This material may liquefy if shipped at a moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code. This cargo is non-combustible or has a low fire-risk.

Stowage and segregation

No special requirements.

Hold cleanliness

Cargo spaces must be clean and dry.

Weather precautions

When a cargo is carried in a ship other than a specially constructed or fitted cargo ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 all measures shall be taken during loading operations and the voyage to avoid an increase in the moisture content of the cargo;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

When the stowage factor of this cargo is equal or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.

Precautions

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo. The bilge system of a cargo space to which this cargo is to be loaded shall be tested to ensure that it is working.

Ventilation

The cargo spaces carrying this cargo shall not be ventilated during voyage.

Carriage

The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements.

Clean-up

No special requirements."

"SAND, HEAVY MINERAL**Description**

The cargo is generally a blend of two or more heavy mineral sands. Such sands are characterized by their heavy bulk density and relatively fine grain size. Abrasive. May be dusty.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 2,380 to 3,225 | 0.31 to 0.42 |
| Size | Class | Group |
| Up to 5 mm | Not applicable | A |

Hazard

This cargo may liquefy if shipped at a moisture content in excess of its TML. See sections 7 and 8 of this Code.

This cargo is non-combustible or has a low fire-risk.

Stowage and segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

When a cargo is carried in a ship other than a specially constructed or fitted cargo ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that tank top is not overstressed during voyage and during loading by a pile of the cargo.

Precautions

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

Ventilation

No special requirements.

Carriage

The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements.

Clean-up

No special requirements."

"SILICON SLAG

Description

Silicon slag is an odourless greyish metallic material mainly in lump. It is composed of silicon and silicon dioxide in variable proportions.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 2,300 to 3,000 | 0.33 to 0.43 |
| Size | Class | Group |
| Up to 150 mm | Not applicable | C |

Hazard

The dust may cause irritation of eyes, skin and upper respiratory tract.
This cargo is non-combustible or has a low fire-risk.

Stowage and segregation

"Separated from" acids or base materials.

Hold cleanliness

No special requirements.

Weather precautions

No special requirements.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code. As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during the voyage and during the loading process by a pile of the cargo.

Precautions

Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter mask as necessary.

Ventilation

No special requirements.

Carriage

No special requirements.

Discharge

No special requirements.

Clean-up

No special requirements."

"SOLIDIFIED FUELS RECYCLED FROM PAPER AND PLASTICS

This schedule shall not apply to material classified as dangerous goods (Class 4.2).

Description

Solidified fuels comprising papers and plastics by compressing or extruding in moulds. The main raw materials of this cargo are waste paper and plastic. Moisture content is 5% or less. Ash content is 10% or less. Total chlorine is 0.3% or less.

Characteristics

| Angle of repose | Bulk density (kg/m³) | Stowage factor (m³/t) |
|---|--|---|
| Not applicable | 400 to 500 | 2.0 to 2.5 |
| Size | Class | Group |
| Length: 30 to 100 mm Diameter: 15 to 30 mm | MHB | B |

Hazard

Spontaneous ignition is not liable to occur up to 200°C. When ignited, it burns violently. When melted, it generates flammable and toxic gases. Spontaneous-heating may take place and may deplete oxygen in the cargo spaces.

Stowage and segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

No special requirements.

Loading

Prior to loading, the manufacturer or shipper shall give the master a certificate stating that the cargo is not class 4.2. Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

Precautions

During handling and carriage, no hot work, burning and smoking shall be permitted in the vicinity of the cargo spaces containing this cargo. After discharging this cargo, entry into cargo spaces shall not be permitted unless they have been sufficiently ventilated.

Ventilation

The hatches of the cargo spaces shall be closed and the spaces shall not be ventilated during voyage.

Carriage

Entry into the cargo spaces shall not be permitted during voyage.

Discharge

The hatches of the cargo spaces shall be opened and sufficiently ventilated prior to entry.

Clean-up

No special requirements.

Emergency procedures

| |
|---|
| <p>Special emergency equipment to be carried Protective clothing (protective glasses, heat-resistant gloves, coveralls).</p> |
| <p>Emergency procedures Wear protective clothing.</p> <p>Emergency action in the event of fire Batten down; use ship's fixed fire-fighting installation, if fitted. Extinguish fire with water, foam or dry chemicals.</p> <p>Medical First Aid Refer to the Medical First Aid Guide (MFAG), as amended.</p> |

"WOOD TORREFIED

Description

Wood torrefied is wood that has been partially burned or roasted and formed into pellets or briquettes. Chocolate brown or black in colour. May contain up to 3% binder.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|---|-----------------------------------|------------------------------------|
| 35° or less | 650 to 800 | 1.25 to 1.54 |
| Size | Class | Group |
| Pellets with a diameter of 6 to 12 mm. Briquettes with a thickness of 12 to 50 mm and a length and width up to 75 mm. | MHB | B |

Hazard

Shipments may be subject to oxidation leading to depletion of oxygen and increase of carbon monoxide and carbon dioxide in cargo and adjacent spaces.

Wood torrefied is readily combustible and may self-heat and spontaneously combust.

Handling of wood torrefied may cause dust to develop with a subsequent risk of dust explosion when loading. Dust may cause eye, skin and respiratory irritation.

Stowage and segregation

Segregation as for class 4.1 materials.

Hold cleanliness

Clean and dry as relevant to the hazards of the cargo.

Weather precautions

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo, all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

Loading

Trim in accordance with the relevant provisions required under sections 4, 5 and 6 of the Code.

Precautions

Entry of personnel into cargo and adjacent confined spaces shall not be permitted until tests have been carried out and it has been established that the oxygen content and carbon monoxide levels have been restored to the following levels: oxygen 20.7% and carbon monoxide <100 ppm. If these conditions are not met, additional ventilation shall be applied to the cargo hold or adjacent confined spaces and remeasuring shall be conducted after a suitable interval. An oxygen and carbon monoxide meter shall be worn and activated by all crew when entering cargo and adjacent enclosed spaces.

Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

Ventilation

Ventilation of enclosed spaces adjacent to a cargo hold before entry may be necessary even if these spaces are apparently sealed from the cargo hold.

Carriage

Hatches of the cargo spaces carrying this cargo shall be weathertight to prevent the ingress of water.

Discharge

No special requirements.

Clean-up

No special requirements.

Emergency procedures

| |
|--|
| <p>Special emergency equipment to be carried Self-contained breathing apparatus and combined or individual oxygen and carbon monoxide meters should be available.</p> |
| <p>Emergency procedures Nil</p> |
| <p>Emergency action in the event of fire Batten down; use ship's fixed fire-fighting installation, if fitted. Exclusion of air may be sufficient to control fire. Extinguish fire with carbon dioxide, foam or water.</p> |
| <p>Medical First Aid Refer to the Medical First Aid Guide (MFAG), as amended.</p> |

Appendix 3 – Properties of solid bulk cargoes

1 Non-cohesive cargoes

49 In paragraph 1.1, the new following Bulk Cargo Shipping Names are inserted in alphabetical order:

"GRAIN SCREENING PELLETS"
"WOOD TORREFIED"

Appendix 4 – Index

50 Include in ALUMINA HYDRATE a synonym as:

"Aluminium hydroxide"

51 Insert an additional name under SAND as:

"

| Material | Group | References |
|-----------|-------|------------|
| Spodumene | C | see SAND |

"

52 In the line for SILICOMANGANESE in the line for Material, amend the Bulk Shipping Name to read "SILICOMANGANESE (low carbon)".

53 Include the following names in the alphabetical index:

"

| Material | Group | References |
|---|---------|------------|
| ALUMINA HYDRATE | A and B | |
| ALUMINIUM SMELTING / REMELTING BY-PRODUCTS, PROCESSED | A and B | |
| CLINKER ASH, WET | A and B | |
| COAL TAR PITCH | B | |
| COARSE IRON AND STEEL SLAG AND ITS MIXTURE | C | |
| CRUSHED CARBON ANODES | C | |
| GRAIN SCREENING PELLETS | C | |
| GRANULATED NICKEL MATTE (LESS THAN 2% MOISTURE CONTENT) | B | |
| GYPSUM GRANULATED | C | |
| ILMENITE (ROCK) | C | |
| ILMENITE (UPGRADED) | A | |
| NICKEL ORE | A | |
| SAND, HEAVY MINERAL | A | |
| SILICON SLAG | C | |
| SOLIDIFIED FUELS RECYCLED FROM PAPER AND PLASTICS | B | |
| WOOD TORREFIED | B | |

"

RESOLUTION MSC.393(95)
(adopted on 11 June 2015)

**AMENDMENTS TO THE INTERNATIONAL MARITIME
SOLID BULK CARGOES (IMSBC) CODE**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.268(85) by which it adopted the International Maritime Solid Bulk Cargoes Code ("the IMSBC Code"), which has become mandatory under chapter VI of the International Convention for the Safety of Life at Sea, 1974, as amended ("the Convention"),

NOTING ALSO article VIII(b) and regulation VII/1.1 of the Convention concerning amendment procedure for amending the IMSBC Code,

HAVING CONSIDERED, at its ninety-fifth session, amendments to the IMSBC Code, proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the IMSBC Code, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 July 2016, unless prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2017 upon their acceptance in accordance with paragraph 2 above;

4 AGREES that Contracting Governments to the Convention may apply the aforementioned amendments in whole or in part on a voluntary basis as from 1 January 2016;

5 REQUESTS the Secretary-General, for the purpose of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention; and

6 FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

**AMENDMENTS TO THE INTERNATIONAL MARITIME
SOLID BULK CARGOES (IMSBC) CODE**

Contents

- 1 At the end, a new entry "appendix 5" is added with the following:
- "Appendix 5** Bulk Cargo Shipping Names in three languages (English, Spanish and French)"

**Section 1
General provisions**

1.4 Application and implementation of this Code

- 2 In paragraph 1.4.2, the following entries are inserted in the corresponding order:

"Paragraph 4.2.2.2;"

"Section 14 Prevention of pollution by cargo residues from ships;"

- 3 In the existing paragraph 1.4.2, the line for "Appendices other than appendix 1 Individual schedules of solid bulk cargoes; and" is replaced with the following:

"Appendices other than appendix 1 (Individual schedules of solid bulk cargoes) and appendix 5 (Bulk Cargo Shipping Names in three languages (English, Spanish and French)); and"

1.6 Conventions

- 4 In the body of paragraph 1.6, at the end of the first sentence, the words "are reproduced in full" are replaced by the words "the relevant parts are reproduced below".

**Chapter VI
Carriage of cargoes**

- 5 The title of chapter VI is replaced by the following:

"Carriage of cargoes and oil fuels"

**Part A
General provisions**

**Regulation 1
Application**

- 6 At the beginning of paragraph 1, the words "Unless expressly provided otherwise," are added and the existing word "This" is replaced by the word "this".

1.7 Definitions

7 In the definition for "*Manual of Tests and Criteria*", replace the words (ST/SG/AC.10/11/Rev.5/Amendment 1) by the words "(ST/SG/AC.10/11/Rev.5/Amendment 2)".

Section 3 *Safety of personnel and ship*

3.1 General requirements

8 After the existing paragraph 3.1.1, insert a new paragraph 3.1.2 with the following:

"3.1.2 Routine on board operational fire safety risk assessments shall be carried out by the ship's crew for cargo handling areas on self-unloading bulk carriers featuring internally installed conveyor systems within the ship's structure. Due consideration shall be given to fire prevention and the effective operation of fire detection systems, containment and suppression under all anticipated operating conditions and cargoes. The fire safety risk assessments shall be detailed in the ship's Safety Management System (SMS) together with a recommended timing to provide regular assessments."

and the existing paragraph 3.1.2 is renumbered as 3.1.3.

Section 4 *Assessment of acceptability of consignments for safe shipment*

4.2 Provision of information

9 The existing paragraph 4.2.2 is renumbered as "4.2.2.1" and the following new paragraph "4.2.2.2" is added:

"4.2.2.2 The cargo information should include whether or not the cargo is harmful to the marine environment*."

10 In paragraph 4.2.3, in the "Form for cargo information for Solid Bulk Cargoes", after the row for that describes Group of the cargo, the following rows are inserted:

"

| |
|--|
| Classification relating to MARPOL Annex V |
| <input type="checkbox"/> harmful to the marine environment |
| <input type="checkbox"/> not harmful to the marine environment |

"

Section 7
Cargoes that may liquefy

7.3 Provisions for cargoes that may liquefy

7.3.1 General

11 The existing paragraphs 7.3.1.1 to 7.3.1.4 are replaced by the following:

"7.3.1.1 Concentrates or other cargoes which may liquefy shall only be accepted for loading when the actual moisture content of the cargo is less than its TML. Notwithstanding this provision, cargoes having moisture content in excess of the TML may be carried on a specially constructed or fitted cargo ship for confining cargo shift specified in paragraph 7.3.2.

7.3.1.2 Notwithstanding the provisions in section 1.4 of this Code, the requirements in sections 4.2.2.9, 4.2.2.10, 4.3.2 to 4.3.5, 4.5, 4.6 and 8 of this Code need not apply to a cargo which may liquefy provided that the cargo is carried on a specially constructed or fitted cargo ship for confining cargo shift specified in paragraph 7.3.2 or on a specially constructed ship for dry powdery cargoes specified in paragraph 7.3.3.

7.3.1.3 Cargoes which contain liquids other than packaged canned goods or the like shall not be stowed in the same cargo space above or adjacent to these solid bulk cargoes.

7.3.1.4 Adequate measures shall be taken to prevent liquids entering the cargo space in which these solid bulk cargoes are stowed during the voyage.

7.3.1.5 Masters shall be cautioned about the possible danger of using water to cool these cargoes while the ship is at sea. Introducing water may bring the moisture content of these cargoes to a flow state. When necessary, due regard shall be paid to apply water in the form of spray."

7.3.2 Specially constructed or fitted cargo ships

12 The existing subsection 7.3.2 is replaced by the following:

"7.3.2 Specially constructed or fitted cargo ships for confining cargo shift

7.3.2.1 Specially constructed cargo ships for confining cargo shift shall have permanent structural boundaries, so arranged as to confine any shift of cargo to an acceptable limit. The ship concerned shall carry evidence of approval by the Administration.

7.3.2.2 Specially fitted cargo ships for confining cargo shift shall be fitted with specially designed portable divisions to confine any shift of cargo to an acceptable limit. Specially fitted cargo ships shall be in compliance with the following requirements:

- .1 The design and positioning of such special arrangements shall adequately provide not only the restraint of the immense forces generated by the flow movement of high-density bulk cargoes, but also for the need to reduce to an acceptable safe level the potential heeling movements arising out of a transverse cargo flow across the

cargo space. Divisions provided to meet these requirements shall not be constructed of wood.

- .2 The elements of the ship's structure bounding such cargo shall be strengthened, as necessary.
- .3 The plan of special arrangements and details of the stability conditions on which the design has been based shall have been approved by the Administration. The ship concerned shall carry evidence of approval by the Administration.

7.3.2.3 A submission made to an Administration for approval of such a ship shall include:

- .1 relevant structural drawings, including scaled longitudinal and transverse sections;
- .2 stability calculations, taking into account loading arrangements and possible cargo shift, showing the distribution of cargo and liquids in tanks, and of cargo which may become fluid; and
- .3 any other information which may assist the Administration in the assessment of the submission."

13 Add the following new subsection 7.3.3:

"7.3.3 Specially constructed cargo ships for dry powdery cargoes

7.3.3.1 Specially constructed cargo ships for dry powdery cargoes shall be designed and constructed to:

- .1 carry solely dry powdery cargoes; and
- .2 handle cargoes by means of closed type systems using pneumatic equipment which prevent the cargo from the exposure to weather.

7.3.3.2 The ship concerned shall carry evidence of approval by the Administration."

Section 8

Test procedures for cargoes that may liquefy

8.1 General

14 In the end of paragraph "8.1", the words "unless the cargo is carried in a specially constructed or fitted ship" are deleted.

Section 9

Materials possessing chemical hazards

9.2.3. Materials hazardous only in bulk (MHB)

9.2.3.1 General

15 After the existing paragraph 9.2.3.1.3, two new paragraphs 9.2.3.1.4 and 9.2.3.1.5 are added with the following:

"9.2.3.1.4 Although the chemical hazards are intended to be closely defined in order to establish a uniform approach to MHB classification, where human experience or other factors indicate the need to consider other chemical hazards, these shall always be taken into account. Where deviations from the chemical hazards described in 9.2.3.2 to 9.2.3.7, have been recognized (Other hazards (OH)), they shall be properly recorded with justifications. Other hazards are to be included in the section for "Hazard" in the individual schedule.

9.2.3.1.5 A notational reference shall accompany the MHB designation in the "Class" cell of the Characteristics table for each individual schedule for cargoes classified as MHB. When a material possesses one or more of the chemical hazards as defined below, the notational reference for each hazard shall be included in the "Class" cell. A summary of the notational references is presented in the table below:

| Chemical Hazard | Notational Reference |
|---|-----------------------------|
| Combustible solids | CB |
| Self-heating solids | SH |
| Solids that evolve flammable gas when wet | WF |
| Solids that evolve toxic gas when wet | WT |
| Toxic solids | TX |
| Corrosive solids | CR |
| Other hazards | OH |

"

and amend the following subsection headings under 9.2.3 as follows:

"9.2.3.2 Combustible solids: MHB (CB)

9.2.3.3 Self-heating solids: MHB (SH)

9.2.3.4 Solids that evolve flammable gas when wet: MHB (WF)

9.2.3.5 Solids that evolve toxic gas when wet: MHB (WT)

9.2.3.6 Toxic solids: MHB (TX)

9.2.3.7 Corrosive solids: MHB (CR)"

9.2.3.7 Corrosive solids

16 In paragraph 9.2.3.7.3, replace the reference "ISO 3574:199" by the reference "ISO 3574:1999".

9.3 Stowage and segregation requirements

9.3.3 Segregation between bulk materials possessing chemical hazards and dangerous goods in packaged form

17 The second paragraph of the existing paragraph 9.3.3.1, before the table, is numbered as "9.3.3.2".

Section 13
References to related information and recommendations

13.1 General

18 In paragraph 13.1, after the words "IMO Instruments", insert the words "and other international standards (such as ISO, IEC)".

13.2 Reference list

19 In paragraph 13.2, after the words "IMO Instruments", in the first sentence, insert the words "or standard"; and, in the third sentence of the paragraph, after the words "IMO Instruments", insert the words "or reference standard".

20 In the heading of the table, in column "Reference to the relevant IMO instruments (2)", add the words "or standard" after the words "IMO instruments".

13.2.3 Fire-extinguishing arrangements

21 Under section 13.2.3 of the table, insert a new second row with the following:

"

| | | |
|-----------------|--------------------|--------------------------------------|
| General Group B | FSS Code chapter 5 | Fixed Gas Fire-Extinguishing Systems |
|-----------------|--------------------|--------------------------------------|

"

and under section 13.2.3 of the table, in the column "Reference to the relevant IMO instruments (2)", for entry "Groups A, B and C", replace the text with "MSC/Circ.1395/Rev.2; and, in the column "Subject (3)", after the words "may be exempted", add the words "or for which a fixed gas fire-extinguishing system is ineffective".

13.2.4 Ventilation

22 Under section 13.2.4 of the table, at the end of the section, insert three new rows with the following:

"

| | | |
|-----------------|-----------------|---|
| General Group B | MSC.1/Circ.1434 | Unified Interpretation of SOLAS II-2/19.3.4 |
| General Group B | MSC.1/Circ.1120 | Unified Interpretation of SOLAS including II-2 /19.3.2, 19.3.4 and 19.3.4.2 |
| General Group B | IEC 60092-506 | Electrical standards for equipment safe for use in an explosive atmosphere |

"

13.2.6 Gas detection

23 Under section 13.2.6 of the table, in the column "Reference to the relevant IMO instruments (2)", the words "section 3" are replaced by "as amended by MSC.1/Circ.1396",

and, at the end of the section, insert a new row with the following:

"

| | | |
|---------|---------------|--|
| General | IEC 60092-506 | Electrical standards for equipment safe for use in an explosive atmosphere |
|---------|---------------|--|

"

13.2.10 Segregation

24 Under section 13.2.10 of the table, at the end of the section, insert a new row with the following:

"

| | | |
|---------|---------------|---|
| Group B | IEC 60092-352 | Standards for electrical cable penetrations in boundaries |
|---------|---------------|---|

"

13.2.12 Entering enclosed spaces

25 Under section 13.2.12 of the table, in the column "Reference to the relevant IMO instruments (2)", amend the text to read "resolution A.1050(27), 30 November 2011"; and in the column "Subject (3)", amend the title to read "Revised recommendations for entering enclosed spaces aboard ships".

13.2.13 Avoidance of excessive stresses

26 Under section 13.2.13 of the table, at the end of the section, insert two new rows with the following:

"

| | | |
|-------|----------------------------------|---|
| 2.1.2 | Resolution A.862(20), as amended | Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code) |
| 2.1.2 | MSC.1/Circ.1357 | Additional Considerations for the Safe Loading of Bulk Carriers |

"

27 A new "Section 14" is added with the following texts:

**"Section 14
Prevention of pollution by cargo residues from ships**

14.1 The provisions of this section address the management of residues of solid bulk cargoes, in relation to the *2012 Guidelines for the implementation of MARPOL Annex V* (resolution MEPC.219(63), as amended) (the Guidelines). In accordance with MARPOL Annex V, the management of the residues of solid bulk cargoes depends primarily on the classification of a solid bulk cargo as to whether it is harmful to the marine environment (HME) or non-HME. The responsibility for classifying and declaring, whether a solid bulk cargo is HME or non-HME, lies with the shipper as per section 3.4 of the Guidelines. The information in this section is provided in order to assist users of the IMSBC Code.

14.2 The Guidelines assist with the implementation of requirements in MARPOL Annex V. The text of the Guidelines, relevant to residues of solid bulk cargoes is reproduced below. The Guidelines may be amended after the adoption of this version of the IMSBC Code, and the latest version of the Guidelines should always be referred to.

"2012 GUIDELINES FOR THE IMPLEMENTATION OF MARPOL ANNEX V

PREFACE

(Not reproduced.)

1 INTRODUCTION

1.1 The revised MARPOL Annex V with an entry into force date of 1 January 2013, prohibits the discharge of all types of garbage into the sea unless explicitly permitted under the Annex. These guidelines have been developed taking into account the regulations set forth in Annex V, as amended, of the International Convention for the Prevention of Pollution from Ships, (MARPOL) (hereinafter referred to as the "Convention"). The purpose of these guidelines is to provide guidance to governments, shipowners, ship operators, ships' crews, cargo owners, port reception facility operators and equipment manufacturers. The guidelines are divided into the following six sections that provide a general framework upon which governments can formulate programmes:

- Introduction;
- Garbage management;
- Management of cargo residues of solid bulk cargoes;
- Training, education and information;
- Port reception facilities for garbage; and
- Enhancement of compliance with MARPOL Annex V.

1.2 Under the revised MARPOL Annex V, discharge of all garbage is now prohibited, except as specifically permitted in regulations 3, 4, 5 and 6 of MARPOL Annex V. MARPOL Annex V reverses the historical presumption that garbage may be discharged into the sea based on the nature of the garbage and defined distances from shore. Regulation 7 provides limited exceptions to these regulations in emergency and non-routine situations. Generally, discharge is restricted to food wastes, identified cargo residues, animal carcasses, and identified cleaning agents and additives and cargo residues entrained in wash water which are not harmful to the marine environment. It is recommended that ships use port reception facilities as the primary means of discharge for all garbage.

1.3 Recognizing that the MARPOL Annex V regulations continue to restrict the discharge of garbage into the sea, require garbage management for ships, and that garbage management technology continues to evolve, it is recommended that governments and the Organization continue to gather information and review these guidelines periodically.

1.4 (Not reproduced.)

1.5 (Not reproduced.)

1.6 Definitions

(Not reproduced.)

1.7 Application

1.7.1 This section provides clarification as to what should and should not be considered garbage under MARPOL Annex V.

1.7.2 (Not reproduced.)

1.7.3 (Not reproduced.)

1.7.4 While cleaning agents and additives contained in hold washwater, and deck and external surface washwater are considered "operational wastes" and thus "garbage" under Annex V, these cleaning agents and additives may be discharged into the sea so long as they are not harmful to the marine environment.

1.7.5 A cleaning agent or additive is considered not harmful to the marine environment if it:

- .1 is not a "harmful substance" in accordance with the criteria in MARPOL Annex III; and
- .2 does not contain any components which are known to be carcinogenic, mutagenic or reprotoxic (CMR).

1.7.6 The ship's record should contain evidence provided by the producer of the cleaning agent or additive that the product meets the criteria for not being harmful to the marine environment. To provide an assurance of compliance, a dated and signed statement to this effect from the product supplier would be adequate for the purposes of a ship's record. This might form part of a Safety Data Sheet or be a stand-alone document but this should be left to the discretion of the producer concerned.

1.7.7 (Not reproduced.)

1.7.8 (Not reproduced.)

2 GARBAGE MANAGEMENT

2.1 Waste Minimization

2.1.1 All shipowners and operators should minimize taking on board material that could become garbage. Ship-specific garbage minimization procedures should be included in the Garbage Management Plan. It is recommended that manufacturers, cargo owners, ports and terminals, shipowners and operators and governments consider the management of garbage associated with ships' supplies, provisions, and cargoes as needed to minimize the generation of garbage in all forms.

2.1.2 (Not reproduced.)

2.1.3 (Not reproduced.)

2.1.4 (Not reproduced.)

2.2 Fishing gear

(Not reproduced.)

2.3 Shipboard garbage handling (collection, processing, storage, discharge)

2.3.1 Regulation 3 of MARPOL Annex V provides that the discharge of garbage into the sea is prohibited, with limited exceptions, as summarized in table 1. Under certain conditions discharge into the sea of food wastes, animal carcasses, cleaning agents and additives contained in hold washwater, deck and external surface washwater and cargo residues which are not considered to be harmful to the marine environment is permitted.

TABLE 1 – SUMMARY OF RESTRICTIONS TO THE DISCHARGE OF GARBAGE INTO THE SEA UNDER REGULATIONS 4, 5 AND 6 OF MARPOL ANNEX V (Not fully reproduced)

(Note: Table 1 is intended as a summary reference. The provisions in MARPOL Annex V, not table 1, prevail.)

| Garbage type ¹ | All ships except platforms ⁴ | | Offshore platforms located more than 12 nm from nearest land and ships when alongside or within 500 metres of such platforms ⁴ Regulation 5 |
|--|--|--|--|
| | Outside special areas Regulation 4 (Distances are from the nearest land) | Within special areas Regulation 6 (Distances are from nearest land or nearest ice-shelf) | |
| Cargo residues ^{5, 6} not contained in washwater | ≥ 12 nm, en route and as far as practicable | Discharge prohibited | Discharge prohibited |
| Cargo residues ^{5, 6} contained in washwater | | ≥ 12 nm, en route and as far as practicable (subject to conditions in regulation 6.1.2) | |
| Cleaning agents and additives ⁶ contained in cargo hold washwater | Discharge permitted | ≥ 12 nm, en route and as far as practicable (subject to conditions in regulation 6.1.2) | Discharge prohibited |
| Cleaning agents and additives ⁶ in deck and external surfaces washwater | | Discharge permitted | |

¹ When garbage is mixed with or contaminated by other harmful substances prohibited from discharge or having different discharge requirements, the more stringent requirements shall apply.

⁴ (not reproduced).

⁵ Cargo residues means only those cargo residues that cannot be recovered using commonly available methods for unloading.

⁶ These substances must not be harmful to the marine environment.

2.3.2 (Not reproduced.)

2.3.3 (Not reproduced.)

2.3.4 (Not reproduced.)

2.4 Collection

(Not reproduced.)

2.5 Processing

(Not reproduced.)

2.6 Storage

(Not reproduced.)

2.7 Discharge

(Not reproduced.)

2.8 Shipboard equipment for processing garbage

(Not reproduced.)

2.9 Grinding or comminution

(Not reproduced.)

2.10 Compaction

(Not reproduced.)

2.11 Incineration

(Not reproduced.)

2.12 Treatment of animal carcasses

(Not reproduced.)

2.13 Discharge of fish carried as a cargo

(Not reproduced.)

3 MANAGEMENT OF CARGO RESIDUES OF SOLID BULK CARGOES

3.1 Cargo residues are included in the definition of garbage within the meaning of MARPOL Annex V, regulation 1.9 and may be discharged in accordance with regulations 4.1.3 and 6.1.2. However, cargo material contained in the cargo hold bilge water should not be treated as cargo residues if the cargo material is not harmful to the marine environment and the bilge water is discharged from a loaded hold through the ship's fixed piping bilge drainage system.

3.2 Cargo residues are considered harmful to the marine environment and subject to regulations 4.1.3 and 6.1.2.1 of the MARPOL Annex V if they are residues of solid bulk substances which are classified according to the criteria of the United Nations Globally Harmonized System for Classification and Labelling of Chemicals (UN GHS) meeting the following parameters¹:

- .1 Acute Aquatic Toxicity Category 1; and/or
- .2 Chronic Aquatic Toxicity Category 1 or 2; and/or
- .3 Carcinogenicity² Category 1A or 1B combined with not being rapidly degradable and having high bioaccumulation; and/or
- .4 Mutagenicity² Category 1A or 1B combined with not being rapidly degradable and having high bioaccumulation; and/or

- .5 Reproductive Toxicity² Category 1A or 1B combined with not being rapidly degradable and having high bioaccumulation; and/or
- .6 Specific Target Organ Toxicity Repeated Exposure² Category 1 combined with not being rapidly degradable and having high bioaccumulation; and/or
- .7 Solid bulk cargoes containing or consisting of synthetic polymers, rubber, plastics, or plastic feedstock pellets (this includes materials that are shredded, milled, chopped or macerated or similar materials).

Notes:

- 1) The criteria are based on UN GHS, fourth revised edition (2011). For specific products (e.g. metals and inorganic metal compounds) guidance available in UN GHS, annexes 9 and 10 are essential for proper interpretation of the criteria and classification and should be followed.
- 2) Products that are classified for Carcinogenicity, Mutagenicity, Reproductive toxicity or Specific Target Organ Toxicity Repeated Exposure for oral and dermal hazards or without specification of the exposure route in the hazard statement.

3.3 Cargo residues that are harmful to the marine environment may require special handling not normally provided by reception facilities. Ports and terminals receiving such cargoes should have adequate reception facilities for all relevant residues, including when contained in washwater.

3.4 Solid bulk cargoes should be classified and declared by the shipper as to whether or not they are harmful to the marine environment. Such declaration should be included in the information required in section 4.2 of the IMSBC Code.

3.5 Ports, terminals and ship operators should consider cargo loading, unloading and onboard handling practices¹ in order to minimize production of cargo residues. Cargo residues are created through inefficiencies in loading, unloading, onboard handling. Options that should be considered to decrease the amount of such garbage include the following:

- .1 ensuring ships are suitable to carry the intended cargo and also suitable for unloading the same cargo using conventional unloading methods;
- .2 unloading cargo as efficiently as possible, utilizing all appropriate safety precautions to prevent injury or ship and equipment damage and to avoid or minimize cargo residues; and
- .3 minimizing spillage of the cargo during transfer operations by carefully controlling cargo transfer operations, both on board and from dockside. This should include effective measures to enable immediate communications between relevant ship and shore-based personnel during the transfer operations and when feasible, enclosure of conveyance devices such as conveyor belts. Since this spillage typically occurs in port, it should be completely cleaned up immediately following the loading and unloading event and handled as cargo; delivering it into the intended cargo space or into the appropriate unloading holding area.

TSFS 2018:96

Bilaga 5

3.6 When the master, based on the information received from the relevant port authorities, determines that there are no adequate reception facilities at either the port of departure or the port of destination in the case where both ports are situated within the same special area, the condition under regulation 6.1.2.3 should be considered satisfied.

3.7 MARPOL Annex V, regulation 6.1.2 also applies when the "port of departure" and the "next port of destination" is the same port. To discharge cargo hold washwater in this situation, the ship must be en route and the discharge must take place not less than 12 miles from the nearest land.

4 TRAINING, EDUCATION AND INFORMATION

(Not reproduced.)

5 PORT RECEPTION FACILITIES FOR GARBAGE

(Not reproduced.)

6 ENHANCEMENT OF COMPLIANCE WITH MARPOL ANNEX V

(Not reproduced.)

APPENDIX 1***Individual schedules of solid bulk cargoes*****Amendments to existing individual schedules****ALFALFA**

28 In the individual schedule for "ALFALFA", under the section for "Loading", in the first sentence, replace the words "of the Code" by the words "of this Code".

ALUMINA HYDRATE

29 In the individual schedule for "ALUMINA HYDRATE", under the section for "Weather precautions", in the first paragraph, the words "specially constructed or fitted cargo" are deleted.

CLINKER ASH, WET

30 In the bulk cargo shipping name, the word "WET", is deleted. Under the section for "Description", the third sentence "Insoluble in water." is replaced by the following:

"This cargo can be classified into wet type, which is taken out using water, and dry type, which is taken out under dry condition."

and under the section for "Weather precautions", in the first paragraph, the words "specially constructed or fitted cargo" are deleted. After the reference "7.3.2", insert the words "or a ship complying with the requirements in subsection 7.3.3".

COAL

31 In the individual schedule for "COAL", under the section for "Weather precautions", in the first paragraph, the words "specially constructed or fitted cargo" are deleted

COAL SLURRY

32 In the section for "Weather precautions", in the first paragraph, the words "specially constructed or fitted cargo" are deleted.

COKE BREEZE

33 In the section for "Weather precautions", in the first paragraph, the words "specially constructed or fitted cargo" are deleted.

FLUORSPAR

34 In the section for "Weather precautions", in the first paragraph, the words "specially constructed or fitted cargo" are replaced by the word "a".

FLY ASH, WET

35 In the section for "Weather precautions", in the first paragraph, the words "specially constructed or fitted cargo" are replaced by the word "a".

ILMENITE CLAY

36 In the section for "Weather precautions", in the first paragraph, the words "specially constructed or fitted cargo" are replaced by the word "a".

ILMENITE (UPGRADED)

37 In the section for "Weather precautions", in the first paragraph, the words "specially constructed or fitted cargo" are deleted.

IRON ORE

38 Replace the existing individual schedule for "IRON ORE" by the following:

"IRON ORE

The provisions of this schedule shall apply to iron ore cargoes:

- .1 containing either:
 - .1 less than 10% of fine particles less than 1 mm ($D_{10} > 1$ mm); or
 - .2 less than 50% of particles less than 10 mm ($D_{50} > 10$ mm); or
 - .3 both; or
- .2 iron ore fines where the total goethite content is 35% or more by mass, provided the master receives from the shipper a declaration of the goethite content of the cargo which has been determined according to internationally or nationally accepted standard procedures.

Description

Iron ore varies in colour from dark grey to rusty red. It varies in iron content from haematite, (high grade ore) to ironstone of the lower commercial ranges. Mineral Concentrates are different cargoes (see IRON CONCENTRATE).

Characteristics

| Angle of repose | Bulk density (kg/m³) | Stowage factor (m³/t) |
|------------------------|--|---|
| Not applicable | 1,250 to 3,500 | 0.29 to 0.80 |
| Size | Class | Group |
| Up to 250 mm | Not applicable | C |

Hazard

No special hazards.

This cargo is non-combustible or has a low fire-risk.
Iron ore cargoes may affect magnetic compasses.

Stowage & segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

No special requirement.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code. When the stowage factor of this cargo is equal or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.

Precautions

Loading rates of this cargo are normally very high. Due consideration shall be given to the ballasting operation to develop the loading plan required by SOLAS regulation VI/7.3. Bilge wells shall be clean, dry and protected as appropriate to prevent ingress of the cargo.

Ventilation

No special requirements.

Carriage

No special requirements.

Discharge

No special requirements.

Clean-up

No special requirements."

IRON ORE PELLETS

39 In the individual schedule for "IRON ORE PELLETS", under "Precautions", delete the words "No special requirements".

METAL SULPHIDE CONCENTRATES

40 In the section for "Weather precautions", in the first paragraph, the words "specially constructed or fitted cargo" are replaced by the word "a".

MINERAL CONCENTRATES

41 In the section for "Weather precautions", in the first paragraph, the words "specially constructed or fitted cargo" are replaced by the word "a".

NICKEL ORE

42 In the section for "Weather precautions", in the first paragraph, the words "specially constructed or fitted cargo" are deleted.

PEAT MOSS

43 In the section for "Loading", the words "specially fitted or constructed ships (see subsection 7.3.2)" are replaced by the words "a ship complying with the requirements in subsection 7.3.2 of this Code".

SAND, HEAVY MINERAL

44 In the section for "Weather precautions", in the first paragraph, the words "specially constructed or fitted cargo" are deleted.

WOOD PELLETS

45 The existing individual schedule for "WOOD PELLETS" is deleted.

New individual schedules

46 Insert the following new individual schedules accordingly in alphabetical order:

"ALUMINIUM FLUORIDE

Description

Aluminium fluoride is a fine, white powder, odourless which presents itself dry. The cargo is not cohesive. The moisture content is less than 1%.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| 32° to 35° | 1,527 | 0.65 |
| Size | Class | Group |
| Fine powder | Not applicable | A |

Hazard

This cargo may liquefy if shipped at a moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code.

The cargo may be slightly irritating to eyes and mucous membranes. In contact with acids, it develops toxic vapours of hydrogen fluoride. If involved in a fire, it may develop toxic fumes of hydrogen fluoride. This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

When a cargo is carried in a ship other than a ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in paragraph 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

Precautions

Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

Ventilation

No special requirements.

Carriage

The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

Maintain accommodation and equipment protected from dust.

Clean-up

Make sure that decks and holds are shovelled and swept clean before using water."

"AMORPHOUS SODIUM SILICATE LUMPS

This schedule shall apply only to amorphous sodium silicate lumps with molar ratio of silicon dioxide to sodium oxide (SiO₂/Na₂O) greater than 3.2.

Description

Lumps. Colorless to green glassy solid.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1,100 to 1,500 | 0.67 to 0.91 |
| Size | Class | Group |
| Up to 100 mm | MHB (CR) | B |

Hazard

Dust may cause skin and eye irritation.

This cargo is non-combustible or has a low fire-risk. This cargo is hygroscopic and will cake if wet.

Stowage & segregation

No special requirements.

Hold cleanliness

Clean and dry as relevant to the hazards of the cargo.

Weather precautions

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is to be loaded shall be closed.

Loading

During loading, due consideration shall be given to minimize dust generation. Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

Precautions

Bilge wells shall be clean and dry and covered as appropriate to prevent ingress of the cargo.

Persons who may be exposed to the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks. Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo.

Ventilation

The cargo spaces carrying this cargo shall not be ventilated during voyage.

Carriage

No special requirements.

Discharge

During discharge, due consideration shall be given to minimize dust generation. This cargo is hygroscopic and may cake in overhangs, impairing safety during discharge. If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

Clean-up

No special requirements.

Emergency procedures

| |
|---|
| <p>Special emergency equipment to be carried</p> <p>Nil</p> |
| <p>Emergency procedures</p> <p>Nil</p> <p>Emergency action in the event of fire</p> <p>Nil</p> <p>Medical First Aid</p> <p>Refer to the Medical First Aid Guide (MFAG), as amended</p> |

"BORIC ACID

Description

A white free-flowing crystalline powder. Odourless and dry with not more than 1.0% moisture. Water soluble.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|------------------------------|-----------------------------------|------------------------------------|
| Not applicable | 544 to 862 | 1.16 to 1.84 |
| Size | Class | Group |
| Fine crystalline powder, dry | MHB (TX) | B |

Hazard

Mild irritation effects to nose and throat may occur from inhalation. May cause irritation to skin. May cause long-term health effects. This cargo is non-combustible. This cargo is hygroscopic and will cake if wet.

Stowage & segregation

"Separated from" metal hydrides and alkali metals.

Hold cleanliness

Clean and dry as relevant to the hazards of the cargo.

Weather precautions

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo, all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

TSFS 2018:96

Bilaga 5

Precautions

Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

Ventilation

No special requirements.

Carriage

No special requirements.

Discharge

No discharge operations during precipitation.

Boric acid is hygroscopic and may cake in overhangs, impairing safety during discharge. If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

Clean-up

Thorough dry cleaning to be carried out prior to washing all cargo spaces.

Emergency procedures

| |
|--|
| Special emergency equipment to be carried Nil. |
| Emergency procedures Nil. |
| Emergency action in the event of fire Nil. |
| Medical First Aid Refer to the <i>Medical First Aid Guide (MFAG)</i> , as amended. |

"CHEMICAL GYPSUM

Description

Calcium sulphate hydrate generated as a product or by-product in the process of smelter and refinery, and polyaluminum chloride. White or brown powder without smell and insoluble. In use for Gypsum-Board and Cement.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 570 to 1,170 | 0.85 to 1.74 |
| Size | Class | Group |
| 40 µm to 1 mm | Not applicable | A |

Hazard

This cargo may liquefy if shipped at a moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code. This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

When a cargo is carried in a ship other than a ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

Precautions

No special requirements.

Ventilation

No special requirements.

Carriage

The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsize of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements.

Clean-up

Prior to washing out the residues of this cargo, the decks and the cargo spaces shall be shovelled and swept clean, because washing out of this cargo is difficult."

"COPPER SLAG**Description**

Residue generated from copper smelting process. This cargo is highly permeable and pore water of this cargo drains quickly. It is black or red-brown in colour and either granular or lump.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1,500 to 2,500 | 0.40 to 0.67 |
| Size | Class | Group |
| Up to 10 mm | Not applicable | A |

Hazard

This cargo may liquefy if shipped at moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code. This cargo is abrasive. This cargo is non-combustible and has a low fire-risk.

Stowage & segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

When a cargo is carried in a ship other than a ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

This cargo shall be trimmed to ensure that the height difference between peaks and troughs does not exceed 5% of the ship's breadth and that the cargo slopes uniformly from the hatch boundaries to the bulkheads and no shearing faces remain to collapse during voyage.

When the stowage factor of this cargo is equal or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.

Precautions

Appropriate action shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be given to protect equipment from the dust of the cargo.

Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

Ventilation

No special requirements.

Carriage

Bilge water shall be removed regularly during the voyage.

Discharge

No special requirements.

Clean-up

No special requirements."

"GLASS CULLET

Description

Green, brown or uncoloured glass. May have a slight sweet smell. Used to make new glass, glass wool and foam glass.

Characteristics

| Angle of repose | Bulk density (kg/m³) | Stowage factor (m³/t) |
|------------------------|--|---|
| Not applicable | 1,060 to 1,330 | 0.75 to 0.94 |
| Size | Class | Group |
| Up to 50 mm | Not applicable | C |

Hazard

This cargo is non-combustible or has a low fire-risk.

Potential inhalation hazard and skin and eye irritation from cullet dust during handling, placement and transportation.

Potential risk for cuts or punctures during handling and placement.

Stowage & segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

No special requirements.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

Precautions

To protect against possible cuts or penetration injuries as well as against exposure of glass dust to skin, ears and eyes, personnel working with glass cullet shall wear long sleeves, pants, gloves, work boots, hard hats, ear protection and eye protection. Shirt sleeves and pant legs can be taped for additional protection.

Personnel can also wear disposable nuisance dust masks to protect against dust inhalation.

Ventilation

No special requirements.

Carriage

No special requirements.

Discharge

No special requirements.

Clean-up

Avoid handling which creates dust.

Wet suppression is an effective measure of dust control."

"IRON AND STEEL SLAG AND ITS MIXTURE

This cargo may contain substances hazardous to human health such as cadmium, lead, hexavalent chromium, boron and fluorine. This individual schedule shall not apply to cargoes that meet the criteria specified in 9.2.2.5 and 9.2.3.6.

Description

The main component of the cargo is a slag arising from iron and steel manufacture, and a slag mixed with one of the following additives or a combination thereof: cement, granulated blast furnace slag and concrete debris.

The cargo is mostly stabilized before transportation by ageing and slaking for the volume and/or chemical stability in practical usages, and physical properties such as the grain size, etc. are controlled for the performance requirement if necessary the cargo is transported at room temperature.

This cargo does not include both slag residue and hot iron and steel slag discharged from iron and steelmaking processes.

The iron and steel slag is a vitrified or crystallized solid formed out of high temperature processes, and it is a mixture of several mineralogical phases.

This cargo may include shaped blocks made of iron and steel slag with a combination of cement and ground granulated blast furnace slag. The colour is in the range from greyish-white to dark grey, and the appearance is in the range from granulated, pebble to blocks. Examples of the application of this cargo are: road construction materials, concrete aggregate, soil improvement, civil engineering materials, raw materials of cement industry and raw materials for fertilizer.

Characteristics

| Angle of repose | Bulk density (kg/m3) | Stowage factor (m3/t) |
|-----------------|----------------------|-----------------------|
| Not applicable | 1,200 to 3,000 | 0.33 to 0.83 |
| Size | Class | Group |
| Up to 100 mm | Not applicable | A |

Hazard

This cargo may liquefy if shipped at a moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code. This cargo is non-combustible and has a low fire-risk.

Stowage & segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

When a cargo is carried in a ship other than a ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept at less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

When the stowage factor of this cargo is equal or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.

Precautions

Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

Ventilation

No special requirements.

Carriage

The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements.

Clean-up

No special requirements."

"IRON ORE FINES

The provisions of this schedule shall apply to iron ore cargoes containing both:

- .1 10% or more of fine particles less than 1 mm ($D_{10} \leq 1$ mm); and
- .2 50% or more of particles less than 10 mm ($D_{50} \leq 10$ mm).

Notwithstanding the above provision, iron ore fines where the total goethite content is 35% or more by mass may be carried in accordance with the individual schedule for "IRON ORE", provided the master receives from the shipper a declaration of the goethite content of the cargo which has been determined according to internationally or nationally accepted standard procedures.

Description

Iron ore fines vary in colour from dark grey, rusty red to yellow and contain hematite, goethite and magnetite with varying iron content.

IRON CONCENTRATE is a different cargo (see individual schedule for "Mineral Concentrates")

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|---|-----------------------------------|------------------------------------|
| Not applicable | 1,500 to 3,500 | 0.29 to 0.67 |
| Size | Class | Group |
| 10% or more of fine particles less than 1 mm and 50% or more of particles less than 10 mm | Not applicable | A |

Hazard

This cargo may liquefy if shipped at moisture content in excess of its transportable moisture limit (TML). See sections 7 and 8 of this Code.

This cargo may affect magnetic compasses.

This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

No special requirements

Hold cleanliness

No special requirements

Weather precautions

When a cargo is carried in a ship other than a ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;

- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

When the stowage factor of this cargo is equal or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.

Precautions

Loading rates of this cargo are normally very high. Due consideration shall be given to the ballasting operation in developing the loading plan required by SOLAS regulation VI/7.3. Bilge wells shall be clean, dry and protected as appropriate to prevent ingress of the cargo.

Ventilation

No special requirements

Carriage

Cargo hold bilges shall be sounded at regular intervals and pumped out, as necessary. The appearance of the surface of this cargo shall be checked regularly during voyage, as far as practicable. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements.

Clean-up

No special requirements."

"IRON OXIDE TECHNICAL**Description**

Iron oxide technical is generated as a product or by-product in the manufacture of di-iron trioxide (iron (III) oxide) for the industrial and commercial use. The material is odourless and red in colour.

Characteristics

| Angle of repose | Bulk density (kg/m³) | Stowage factor (m³/t) |
|------------------------|--|---|
| Not applicable | 1,000 | 1.0 |
| Size | Class | Group |
| Fine particles | Not applicable | A |

Hazard

Dust may cause skin and eye irritation. Iron cargoes may affect magnetic compasses.

This cargo may liquefy if shipped at moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code. This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

No special requirements

Hold cleanliness

No special requirements

Weather precautions

When a cargo is carried in a ship other than a ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions in compliance with sections 4 and 5 of this Code.

Precautions

Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

Ventilation

No special requirements

Carriage

The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements

Clean-up

After discharge of this cargo, the bilge wells and the scuppers of the cargo spaces shall be checked and any blockage in the bilge wells and the scuppers shall be removed."

"IRON SINTER**Description**

The thermally agglomerated substance formed by heating a variable mixture of finely divided coke, iron ore, blast furnace dust, steelmaking dust, mill scale, other miscellaneous iron-bearing materials, limestone, and dolomite at 1315°C to 1482°C.

Characteristics

| | | |
|------------------------|--|---|
| Angle of repose | Bulk density (kg/m³) | Stowage factor (m³/t) |
| Not applicable | 1,800 to 2,100 | 0.47 to 0.56 |
| Size | Class | Group |
| Up to 200 mm | Not applicable | C |

Hazard

Dust of this cargo is fine and may be irritating to eye and respiratory tract. This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

No special requirements.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during voyage and during loading by a pile of the cargo.

Precautions

Bilge wells of the cargo space shall be protected from ingress of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye protection and dust filter masks, as necessary.

Ventilation

No special requirements.

Carriage

Bilge shall be sounded and pumped out as necessary during the voyage.

Discharge

No special requirements.

Clean-up

No special requirements."

"MANGANESE COMPONENT FERROALLOY SLAG

Description

By-product generated in process of manufacturing manganese component ferroalloy. Particles or lumps of green, brownish-red or grayish-black. Moisture: 1.2% to 5.6%.

Characteristics

| | | |
|------------------------|--|---|
| Angle of repose | Bulk density (kg/m³) | Stowage factor (m³/t) |
| Not applicable | 1,480 to 1,935 | 0.52 to 0.68 |
| Size | Class | Group |
| Up to 200 mm | Not applicable | C |

Hazard

No special hazards.

This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

No special requirements.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

When the stowage factor of this cargo is equal or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that tank top is not overstressed during voyage and during loading by a pile of the cargo.

Precautions

Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

Ventilation

No special requirements.

Carriage

No special requirements.

Discharge

No special requirements.

Clean-up

No special requirements."

"MANGANESE ORE FINES

The provisions of this schedule shall apply to manganese ore cargoes containing both:

- .1 10% or more of fine particles less than 1 mm ($D_{10} \leq 1$ mm); and
- .2 50% or more of particles less than 10 mm ($D_{50} \leq 10$ mm).

Notwithstanding the above provisions, manganese ore cargoes which do not exhibit a flow moisture point (FMP) are not liable to liquefy and shall be shipped as a Group C cargo under the provisions of the MANGANESE ORE individual schedule.

This schedule applies to manganese ore cargoes which may liquefy. For manganese ore cargoes not liable to liquefy see the MANGANESE ORE schedule.

Description

Manganese ore fines is multicoloured, and usually brown to black. Its colour and texture may vary due to variations of the manganese and gangue minerals present. It is a very heavy cargo with typical moisture content up to 15% by weight.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|---|-----------------------------------|------------------------------------|
| Not applicable | 1,450 to 3,200 | 0.31 to 0.69 |
| Size | Class | Group |
| Typically up to 15 mm with more than 10% finer than 1 mm and more than 50% finer than 10 mm | Not applicable | A |

Hazard

This cargo may liquefy if shipped at moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code.

The dust of this cargo is irritating to the eyes and mucous membranes.

This cargo is non-combustible or has a low fire-risk. It is stable and non-reactive under normal conditions of use, storage and transport. However, this cargo may ignite in contact with incompatible materials such as acids, alkalis, oxidizing and reducing agents. It may decompose to form toxic manganese oxide particles when heated to decomposition.

Stowage & segregation

Separated from acids, alkalis, oxidizing and reducing agents.

Hold cleanliness

Clean and dry as relevant to the hazards of the cargo.

Weather precautions

When a cargo is carried in a ship other than a ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this schedule, during handling of the cargo all non-working hatches of the cargo spaces into which the cargo is loaded, or to be loaded, shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

When the stowage factor of this cargo is equal to or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during voyage and during loading by a pile of the cargo.

Precautions

Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo. Bilge system of a cargo space to which this cargo is to be loaded shall be tested to ensure it is working. Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo.

Ventilation

No special requirements.

Carriage

The appearance of the surface of the cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during the voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsize of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements.

Clean-up

No special requirements."

"SCALE GENERATED FROM THE IRON AND STEEL MAKING PROCESS"**Description**

This cargo consists mainly of ferric oxide which is collected from various places of iron and steel making process. Mill scale, which is scale collected from water used in hot rolling process and from drainage pits with a small amount of oil which is used for rolling, is a main component of this cargo. This cargo is reused as a raw material for iron.

Shape varies from powder to lumps. Colour is gray, ash brown, ash black green, brown, burnt umber or black. Specific gravity of solids is 3 to 6.

This cargo consists mainly of moisture, oil (less than 1.2%), Wustite (FeO), Magnetite (Fe₃O₄), Hematite (Fe₂O₃), metallic iron and Fayalite (Fe₂SiO₄). It consists of main chemical elements in this cargo except for moisture and oil are in the range of the followings: Fe > 70%, Ca < 0.8%, Si < 0.7%, Al < 0.3%, Cr < 1.5%, Ni < 0.5%, Mn < 1.0%.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1,300 to 3,300 | 0.30 to 0.77 |
| Size | Class | Group |
| Up to 150 mm | Not applicable | A |

Hazard

This cargo may liquefy if shipped at moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code. This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

When a cargo is carried in a ship other than a ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

When the stowage factor of this cargo is equal or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during voyage and during loading by a pile of the cargo.

Precautions

Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

As this cargo may contain oil less than 1.2%, due consideration shall be given not to discharge bilge directly from the cargo holds.

Ventilation

No special requirements.

Carriage

The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements.

Clean-up

No special requirements."

"SPODUMENE (UPGRADED)

Description

Spodumene (upgraded) is an odourless and tasteless off-white to beige sand containing a mixture of naturally occurring silicates and quartz. It is produced by processing naturally occurring spodumene.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| 30° to 40° | 1,600 to 2,000 | 0.50 to 0.63 |
| Size | Class | Group |
| Up to 8 mm | Not applicable | A |

Hazard

This cargo may liquefy if shipped at moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code. This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

No special requirements.

Hold cleanliness

Clean and dry as relevant to the hazards of the cargo.

Weather precautions

When this cargo is carried in a ship other than a ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

When the stowage factor of this cargo is equal or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.

Precautions

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo. Bilge system of a cargo space to which this cargo is to be loaded shall be tested to ensure it is working.

Ventilation

No special requirements.

Carriage

The appearance of the surface of the cargo shall be checked regularly during the voyage. If free water above the cargo or fluid state of the cargo is observed during the voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsize of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements.

Clean-up

No special requirements."

"WOOD PELLETS CONTAINING ADDITIVES AND/OR BINDERS**Description**

The wood pellets covered by this schedule are those containing additives and/or binders. These wood pellets are light blond to dark brown in colour; very hard and cannot be easily squashed; have a typical specific density between 1,100 to 1,700 kg/m³. Wood pellets are

TSFS 2018:96

Bilaga 5

made of sawdust, planer shavings and other wood waste such as bark coming out of the lumber manufacturing processes. The raw material is fragmented, dried and extruded into pellet form using appropriate additives and/or binders. The raw material is compressed approximately 3.5 times and the finished wood pellets typically have a moisture content of 4% to 8%. Wood pellets are used as a fuel in district heating and electrical power generation as well as a fuel for small space heaters such as stoves and fireplaces.

Wood pellets are also used as animal bedding due to the absorption characteristics. Such wood pellets typically have a moisture content of 8% to 10%.

For wood pellets not containing any additives and/or binders see separate schedule.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|--|-----------------------------------|------------------------------------|
| Approximately 30° | 600 to 750 | 1.33 to 1.67 |
| Size | Class | Group |
| Cylindrical with Diameter: 3 mm to 12 mm Length: 10 to 20 mm | MHB (WF) | B |

Hazard

Shipments are subject to oxidation leading to depletion of oxygen and increase of carbon monoxide and carbon dioxide in cargo and communicating spaces (also see Weather precautions).

Swelling if exposed to moisture. Wood pellets may ferment over time if moisture content is over 15%, leading to generation of asphyxiating and flammable gases which may cause spontaneous combustion.

Handling of wood pellets may cause dust to develop. Risk of explosion at high dust concentration.

Stowage & segregation

Segregate as for class 4.1 materials.

Hold cleanliness

Clean and dry as relevant to the hazards of the cargo.

Weather precautions

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo, all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed. There is a high risk of renewed oxygen depletion and carbon monoxide formation in previously ventilated adjacent spaces after closure of the hatch covers.

Loading

Trim in accordance with the relevant provisions required under sections 4, 5 and 6 of this Code.

Precautions

Entry of personnel into cargo and adjacent confined spaces shall not be permitted until tests have been carried out and it has been established that the oxygen content and carbon monoxide levels have been restored to the following levels: oxygen 21% and carbon monoxide <100 ppm. If these conditions are not met, additional ventilation shall be applied to the cargo hold or adjacent confined spaces and re-measuring shall be conducted after a suitable interval.

An oxygen and carbon monoxide meter shall be worn and activated by all crew when entering cargo and adjacent enclosed spaces.

Ventilation

Ventilation of enclosed spaces adjacent to a cargo hold before entry may be necessary even if these spaces are apparently sealed from the cargo hold.

Carriage

No special requirements.

Discharge

No special requirements.

Clean-up

No special requirements.

Emergency procedures

| |
|---|
| <p>Special emergency equipment to be carried Self-contained breathing apparatus and combined or individual oxygen and carbon monoxide meters should be available.</p> |
| <p>Emergency procedures Nil</p> |
| <p>Emergency action in the event of fire Batten down; use ship's fixed fire-fighting installation, if fitted. Exclusion of air may be sufficient to control fire. Extinguish fire with carbon dioxide, foam or water.</p> |
| <p>Medical First Aid Refer to the Medical First Aid Guide (MFAG), as amended.</p> |

..

"WOOD PELLETS NOT CONTAINING ANY ADDITIVES AND/OR BINDERS

Description

The wood pellets covered by this schedule are those not containing any additives and/or binders. These wood pellets are light blond to dark brown in colour; very hard and cannot be easily squashed; have a typical specific density between 1,100 to 1,700 kg/m³. The wood pellets are made of sawdust, planer shavings and other wood waste such as bark coming out of the lumber manufacturing processes. The raw material is fragmented, dried and extruded into pellet form. The raw material is compressed approximately 3.5 times and the finished wood pellets typically have a moisture content of 4% to 8%. Wood pellets are used as a fuel in district heating and electrical power generation as well as a fuel for small space heaters such as stoves and fireplaces.

Wood pellets are also used as animal bedding due to the absorption characteristics. Such wood pellets typically have a moisture content of 8% to 10%.

For wood pellets containing additives and/or binders see separate schedule.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|--|-----------------------------------|------------------------------------|
| Approximately 30° | 600 to 750 | 1.33 to 1.67 |
| Size | Class | Group |
| Cylindrical with Diameter: 3 mm to 12 mm Length: 10 to 20 mm | MHB (OH) | B |

Hazard

Shipments are subject to oxidation leading to depletion of oxygen and increase of carbon monoxide and carbon dioxide in cargo and communicating spaces (also see "Weather precautions").

Swelling if exposed to moisture. Wood pellets may ferment over time if moisture content is over 15%, leading to generation of asphyxiating and flammable gases but gas concentrations do not reach flammable levels. This cargo has a low fire-risk.

Handling of wood pellets may cause dust to develop. Risk of explosion at high dust concentration.

Stowage & segregation

Segregate as for class 4.1 materials.

Hold cleanliness

Clean and dry as relevant to the hazards of the cargo.

Weather precautions

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo, all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed. There is a high risk of renewed oxygen depletion and carbon monoxide formation in previously ventilated adjacent spaces after such closure.

Loading

Trim in accordance with the relevant provisions required under sections 4, 5 and 6 of this Code.

Precautions

Entry of personnel into cargo and adjacent confined spaces shall not be permitted until tests have been carried out and it has been established that the oxygen content and carbon monoxide levels have been restored to the following levels: oxygen 21% and carbon monoxide <100 ppm. If these conditions are not met, additional ventilation shall be applied to the cargo hold or adjacent confined spaces and remeasuring shall be conducted after a suitable interval.

An oxygen and carbon monoxide meter shall be worn and activated by all crew when entering cargo and adjacent enclosed spaces.

Ventilation

Ventilation of enclosed spaces adjacent to a cargo hold before entry may be necessary even if these spaces are apparently sealed from the cargo hold.

Carriage

No special requirements.

Discharge

No special requirements.

Clean-up

No special requirements.

Emergency procedures

| |
|--|
| <p>Special emergency equipment to be carried Self-contained breathing apparatus and combined or individual oxygen and carbon monoxide meters should be available.</p> |
| <p>Emergency procedures Nil</p> |
| <p>Emergency action in the event of fire Batten down; use ship's fixed fire-fighting installation, if fitted. Exclusion of air may be sufficient to control fire. Extinguish fire with carbon dioxide, foam or water.</p> |
| <p>Medical First Aid Refer to the Medical First Aid Guide (MFAG), as amended.</p> |

"

"ZINC SLAG

Description

Residue generated from zinc smelting process. This cargo is highly permeable and pore water of this cargo drains quickly. It is black or red-brown in colour and either granular or lump.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1,500 to 2,500 | 0.40 to 0.67 |
| Size | Class | Group |
| Up to 10 mm | Not applicable | A |

Hazard

This cargo may liquefy if shipped at moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code. This cargo is abrasive. This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

When a cargo is carried in a ship other than a ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

This cargo shall be trimmed to ensure that the height difference between peaks and troughs does not exceed 5% of the ship's breadth and that the cargo slopes uniformly from the hatch boundaries to the bulkheads and no shearing faces remain to collapse during voyage.

When the stowage factor of this cargo is equal or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.

Precautions

Appropriate action shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be given to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

Ventilation

No special requirements.

Carriage

Bilge water shall be removed regularly during the voyage.

Discharge

No special requirements.

Clean-up

No special requirements."

"ZIRCON KYANITE CONCENTRATE

Description

Zircon kyanite concentrate is an odourless and tasteless off-white to brown mixture of the heavy mineral sand processing waste stream (concentrate) and zircon sand. It is used for upgrading mineral sand products such as zircon and kyanite. It is a very heavy cargo.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 2,400 to 3,000 | 0.33 to 0.42 |
| Size | Class | Group |
| Fine particles | Not applicable | A |

Hazard

This cargo may liquefy if shipped at moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code. This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

No special requirements.

Hold cleanliness

Clean and dry as relevant to the hazards of the cargo.

Weather precautions

When this cargo is carried in a ship other than a specially constructed or fitted cargo ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and

- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

When the stowage factor of this cargo is equal or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.

Precautions

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo. Bilge system of a cargo space to which this cargo is to be loaded shall be tested to ensure it is working.

Ventilation

No special requirements.

Carriage

The appearance of the surface of the cargo shall be checked regularly during the voyage. If free water above the cargo or fluid state of the cargo is observed during the voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsize of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements.

Clean-up

No special requirements."

APPENDIX 2

***Laboratory test procedures,
associated apparatus and standards***

1 Test procedures for materials which may liquefy and associated apparatus

47 Add the following new "subsection 1.4":

"1.4 Modified Proctor/Fagerberg test procedure for Iron Ore Fines

1.4.1 Scope

- .1 The test procedure specified in this section (this test) should only be used for determining transportable moisture limit (TML) of Iron Ore Fines. See individual schedule for Iron Ore Fines.

- .2 Iron Ore Fines is iron ore containing both:
 - .1 10% or more of fine particles less than 1 mm, and
 - .2 50% or more of particles less than 10 mm.
 - .3 The TML of Iron Ore Fines is taken as equal to the critical moisture content at 80% degree of saturation according to the modified Proctor/Fagerberg method test.
 - .4 The test procedure is applicable when the degree of saturation corresponding to Optimum Moisture Content (OMC) is 90% or higher.

1.4.2 Modified Proctor/Fagerberg test equipment

- .1 The Proctor apparatus (see figure 1.4.1) consists of a cylindrical iron mould with a removable extension piece (the compaction cylinder) and a compaction tool guided by a pipe open at its lower end (the compaction hammer).
- .2 Scales and weights (see 3.2) and suitable sample containers.
- .3 A drying oven with a controlled temperature interval from 100°C to maximum 105°C.
- .4 A container for hand mixing. Care should be taken to ensure that the mixing process does not reduce the particle size by breakage or increase the particle size by agglomeration or consistency of the test material.
- .5 A gas or water pycnometry equipment to determine the density of the solid material as per a recognized standard (e.g. ASTM D5550, AS1289, etc.)

1.4.3 Temperature and humidity

(see 1.1.3)

1.4.4 Procedure

.1 Establishment of a complete compaction curve

A representative sample according to a relevant standard (see section 4.7 of the IMSBC Code) of the test material is partially dried at a temperature of approximately 60°C or less to reduce the samples moisture to suitable starting moisture, if needed. The representative sample for this test should not be fully dried, except in case of moisture content measurement.

The total quantity of the test material should be at least three times as big as required for the complete test sequence. Compaction tests are executed for five to ten different moisture contents (five to ten separate tests). The samples are adjusted in order that partially dry to almost saturated samples are obtained. The required quantity per compaction test is about 2,000 cm³.

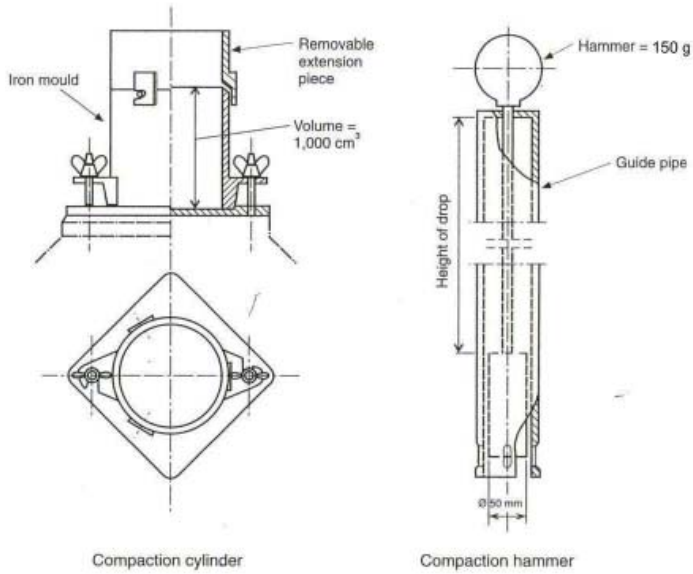


Figure 1.4.1

At each compaction test a suitable amount of water is added to the sample of the test material. The sample material is gently mixed before being allowed to rest and equilibrate. Approximately one fifth of the mixed sample is filled into the mould and levelled and then the increment is tamped uniformly over the surface of the increment. Tamping is executed by dropping a 150 g hammer 25 times through the guide pipe, 0.15 m each time. The performance is repeated for all five layers. When the last layer has been tamped, the extension piece is removed and the sample is levelled off along the brim of the mould with care, ensuring to remove any large particles that may hinder levelling of the sample, replacing them with material contained in the extension piece and re-levelling.

When the weight of the cylinder with the tamped sample has been determined, the cylinder is emptied, the sample is dried at 105°C and the weight is determined. Reference is made to ISO 3087:2011 "Iron ores – Determination of the moisture content of a lot". The test then is repeated for the other samples with different moisture contents.

Density of solid material should be measured using a gas or water pycnometry equipment according to internationally or nationally accepted standard, e.g. ASTM D5550 and AS 1289 (see subsection 1.4.2.5).

.2 Definitions and data for calculations (see figure 1.4.2)

- empty cylinder, mass in grams: A
 - cylinder with tamped sample, mass in grams: B
 - wet sample, mass in grams: C
- $$C = B - A$$
- dry sample, mass in grams: D
 - water, mass in grams (equivalent to volume in cm^3): E
- $$E = C - D$$

Volume of cylinder: 1000 cm^3

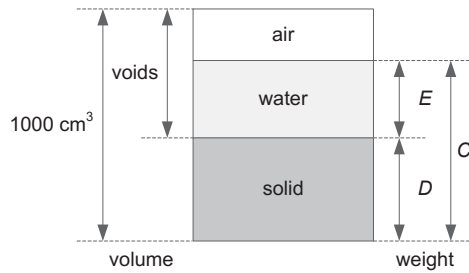


Figure 1.4.2

.3 Calculation of main characteristics

- density of solid material, g/cm^3 (t/m^3): d
- dry bulk density, g/cm^3 (t/m^3): γ

$$\gamma = \frac{D}{1000}$$

- net water content, volume %: e_v

$$e_v = \frac{E}{D} \times 100 \times d$$

- void ratio: e (volume of voids divided by volume of solids)

$$e = \frac{d}{\gamma} - 1$$

- degree of saturation, percentage by volume: S

$$S = \frac{e_v}{e}$$

- gross water content, percentage by mass: W^1

$$W^1 = \frac{E}{C} \times 100$$

- net water content, percentage by mass: W

$$W = \frac{E}{D} \times 100$$

.4 Presentation of the compaction tests

For each compaction test the calculated void ratio (e) value is plotted as the ordinate in a diagram with net water content (e_v) and degree of saturation (S) as the respective abscissa parameters.

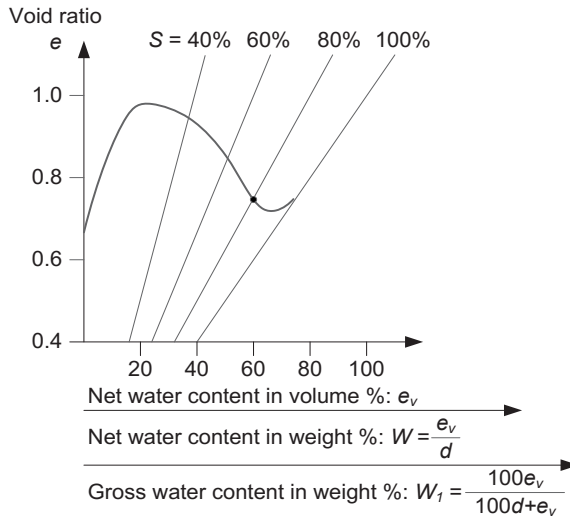


Figure 1.4.3

.5 Compaction curve

The test sequence results in a specific compaction curve (see figure 1.4.3).

The critical moisture content is indicated by the intersection of the compaction curve and the line $S = 80\%$ degree of saturation. The transportable moisture limit (TML) is the critical moisture content.

Optimum Moisture Content (OMC) is the moisture content corresponding to the maximum compaction (maximum dry density) under the specified compaction condition. To check the applicability of this test, the relationship between moisture content and dry density should be evaluated, during this test. Then the OMC and the corresponding degree of saturation should be determined. This test procedure was developed based on the finding that the degree of saturation corresponding to OMC of iron ore fines was 90 to 95%, while such degree of saturation of mineral

concentrates was 70% to 75%. In the case that the degree of saturation corresponding to OMC is less than 90%, the shipper should consult with an appropriate authority, for the reason that this test may not be applicable for the material and the TML determined by this test may be too high."

APPENDIX 3

Properties of solid bulk cargoes

1 Non-cohesive cargoes

1.1 The following cargoes are non-cohesive when dry:

48 In the list, add the following new entries in alphabetical order:

- "ALUMINIUM FLUORIDE"
- "SPODUMENE (UPGRADED)"
- "WOOD PELLETS CONTAINING ADDITIVES AND/OR BINDERS"
- "WOOD PELLETS NOT CONTAINING ANY ADDITIVES AND/OR BINDERS"

and the entry for "WOOD PELLETS" is deleted.

APPENDIX 4

INDEX

49 Insert the following new entries in alphabetical order:

"

| Material | Group | References |
|--|-------|------------|
| ALUMINIUM FLUORIDE | A | |
| AMORPHOUS SODIUM SILICATE LUMPS | B | |
| BORIC ACID | B | |
| CHEMICAL GYPSUM | A | |
| COPPER SLAG | A | |
| GLASS CULLET | C | |
| IRON AND STEEL SLAG AND ITS MIXTURE | A | |
| IRON ORE FINES | A | |
| IRON OXIDE TECHNICAL | A | |
| IRON SINTER | C | |
| MANGANESE COMPONENT FERROALLOY SLAG | C | |
| MANGANESE ORE FINES | A | |
| SCALE GENERATED FROM THE IRON AND STEEL MAKING PROCESS | A | |
| SPODUMENE (UPGRADED) | A | |
| WOOD PELLETS CONTAINING ADDITIVES AND/OR BINDERS | B | |
| WOOD PELLETS NOT CONTAINING ANY ADDITIVES AND/OR BINDERS | B | |
| ZINC SLAG | A | |
| ZIRCON KYANITE CONCENTRATE | A | |

"

- 50 The entry for "WOOD PELLETS" is deleted.
- 51 In the entry for "CLINKER ASH, WET" the word "WET" is deleted.

APPENDIX 5

***Bulk Cargo Shipping Names in three languages
(English, Spanish and French)***

- 52 After appendix 4, a new appendix 5 is inserted with the following:

**"Bulk Cargo Shipping Names in three languages
(English, Spanish and French)"**

| ENGLISH | SPANISH | FRENCH |
|---|---|--|
| ALFALFA | ALFALFA | LUZERNE |
| ALUMINA | ALÚMINA | ALUMINE |
| ALUMINA, CALCINED | ALÚMINA CALCINADA | ALUMINE CALCINÉE |
| ALUMINA HYDRATE | HIDRATO DE ALÚMINA | HYDRATE D'ALUMINE |
| ALUMINIUM FLUORIDE | FLUORURO DE ALUMINIO | FLUORURE D'ALUMINIUM |
| Aluminium hydroxide | Hidróxido de aluminio | Hydroxyde d'aluminium |
| ALUMINA SILICA | ALÚMINA SÍLICE | ALUMINE SILICEUSE |
| ALUMINA SILICA, pellets | ALÚMINA SÍLICE, pellets de | ALUMINE SILICEUSE en granules |
| ALUMINIUM DROSS | RESIDUOS DE ALUMINIO | LAITIER D'ALUMINIUM |
| ALUMINIUM FERROSILICON POWDER UN 1395 | ALUMINIO-FERROSILICIO EN POLVO, No ONU 1395 | ALUMINO-FERRO-SILICIUM EN POUDRE UN 1395 |
| ALUMINIUM NITRATE UN 1438 | NITRATO DE ALUMINIO, No ONU 1438 | NITRATE D'ALUMINIUM UN 1438 |
| ALUMINIUM REMELTING BY-PRODUCTS UN 3170 | PRODUCTOS DERIVADOS DE LA REFUNDICIÓN DEL ALUMINIO, No ONU 3170 | SOUS-PRODUITS DE LA REFUSION DE L'ALUMINIUM UN 3170 |
| Aluminium salt slags | ESCORIA DE SALES DE ALUMINIO | SCORIES SALINES D'ALUMINIUM |
| ALUMINIUM SMELTING / REMELTING BY-PRODUCTS, PROCESSED | PRODUCTOS DERIVADOS DE LA FUNDICIÓN DEL ALUMINIO o PRODUCTOS DERIVADOS DE LA REFUNDICIÓN DEL ALUMINIO, TRATADOS | SOUS-PRODUITS DE LA FABRICATION/REFUSION DE L'ALUMINIUM, TRAITÉS |
| ALUMINIUM SILICON POWDER, UNCOATED UN 1398 | ALUMINIO-SILICIO EN POLVO, NO RECUBIERTO, No ONU 1398 | SILICO-ALUMINIUM EN POUDRE NON ENROBÉ UN 1398 |
| ALUMINIUM SKIMMINGS | ESPUMA DE ALUMINIO | CRASSE D'ALUMINIUM |
| ALUMINIUM SMELTING BY-PRODUCTS UN 3170 | PRODUCTOS DERIVADOS DE LA FUNDICIÓN DEL ALUMINIO, No ONU 3170 | SOUS-PRODUITS DE LA FABRICATION DE L'ALUMINIUM UN 3170 |
| AMMONIUM NITRATE UN 1942 | NITRATO AMÓNICO, No ONU 1942 | NITRATE D'AMMONIUM UN 1942 |
| AMMONIUM NITRATE BASED FERTILIZER UN 2067 | ABONOS A BASE DE NITRATO AMÓNICO, No ONU 2067 | ENGRAIS AU NITRATE D'AMMONIUM UN 2067 |

| ENGLISH | SPANISH | FRENCH |
|--|--|--|
| AMMONIUM NITRATE BASED FERTILIZER UN 2071 | ABONOS A BASE DE NITRATO AMÓNICO, No ONU 2071 | ENGRAIS AU NITRATE D'AMMONIUM UN 2071 |
| AMMONIUM NITRATE, BASED FERTILIZER (non-hazardous) | ABONOS A BASE DE NITRATO AMÓNICO (no entrañan riesgos) | ENGRAIS AU NITRATE D'AMMONIUM (non dangereux) |
| AMMONIUM SULPHATE | SULFATO AMÓNICO | SULFATE D'AMMONIUM |
| AMORPHOUS SODIUM SILICATE LUMPS | TERRONES DE SILICATO SÓDICO AMORFO | MORCEAUX DE SILICATE DE SODIUM AMORPHE |
| ANTIMONY ORE AND RESIDUE | ANTIMONIO, MINERAL Y RESIDUOS DE | MINÉRAI D'ANTIMOINE ET RÉSIDU DE MINÉRAI D'ANTIMOINE |
| Bakery materials | Materias de panadería | Produits de boulangerie |
| BARIUM NITRATE UN 1446 | NITRATO DE BARIO, No ONU 1446 | NITRATE DE BARYUM UN 1446 |
| Barley malt pellets | Malta de cebada, pellets de | Malte d'orge en boulettes |
| BARYTES | BARITAS | BARYTINE |
| BAUXITE | BAUXITA | BAUXITE |
| Beet, expelled | Remolacha, prensada | Betterave, triturée |
| Beet, extracted | Remolacha, en extracto | Betterave, sous-produits de l'extraction |
| BIOSLUDGE | FANGOS BIOLÓGICOS | BOUE ACTIVÉE |
| Blende (zinc sulphide) | Blenda (sulfuro de cinc) | Blende (sulfure de zinc) |
| BORAX (PENTAHYDRATE CRUDE) | BÓRAX (CRUDO PENTAHIDRATADO) | BORAX (BRUT PENTAHYDRATÉ) |
| BORAX, ANHYDROUS, crude | BÓRAX ANHIDRO, crudo | BORAX ANHYDRE brut |
| BORAX, ANHYDROUS, refined C | BÓRAX ANHIDRO, refinado | BORAX ANHYDRE raffiné C |
| BORIC ACID | ÁCIDO BÓRICO | ACIDE BORIQUE |
| Bran pellets | Salvado, pellets de | Son en boulettes |
| Brewer's grain pellets | Orujo de cerveza, pellets de | Drêches de brasserie en boulettes |
| BROWN COAL BRIQUETTES | BRIQUETAS DE LIGNITO | CHARBON BRUN EN BRIQUETTES |
| Calcined clay | Arcilla calcinada | Argile calcinée |
| Calcined pyrites | Piritas calcinadas | Pyrites calcinées |
| Calcium fluoride | Fluoruro de calcio | Fluorure de calcium |
| CALCIUM NITRATE | NITRATO CÁLCICO, No ONU 1454 | NITRATE DE CALCIUM |
| CALCIUM NITRATE FERTILIZER | ABONOS A BASE DE NITRATO CÁLCICO | ENGRAIS AU NITRATE DE CALCIUM |
| Calcium oxide | Óxido de calcio | Oxyde de calcium |
| Canola pellets | Píldoras de canola | Canola en boulettes |
| CARBORUNDUM | CARBORUNDO | CARBORUNDUM |
| CASTOR BEANS UN 2969 | SEMILLAS DE RICINO, No ONU 2969 | GRAINES DE RICIN UN 2969 |
| CASTOR FLAKE UN 2969 | ESCAMAS DE RICINO, No ONU 2969 | GRAINES DE RICIN EN FLOCONS UN 2969 |
| CASTOR MEAL UN 2969 | HARINA DE RICINO, No ONU 2969 | FARINES DE RICIN UN 2969 |
| CASTOR POMACE UN 2969 | PULPA DE RICINO, No ONU 2969 | TOURTEAUX DE RICIN UN 2969 |
| CEMENT | CEMENTO | CIMENT |
| CEMENT CLINKERS | CEMENTO, CLINKERS DE | CIMENT, CLINKERS DE |
| CEMENT COPPER | COBRE DE CEMENTACIÓN | CUIVRE CÉMENT |
| Chalcopyrite | Calcopirita | Chalcopyrite |

| ENGLISH | SPANISH | FRENCH |
|--|---|---|
| CHAMOTTE | CHAMOTA | CHAMOTTE |
| CHARCOAL | CARBÓN VEGETAL | CHARBON |
| CHEMICAL GYPSUM | YESO QUÍMICO | GYPSE DE SYNTHÈSE |
| CHOPPED RUBBER AND PLASTIC INSULATION | FRAGMENTOS DE REVESTIMIENTOS AISLANTES DE GOMA Y PLÁSTICO | FRAGMENTS D'ISOLANT EN PLASTIQUE ET EN CAOUTCHOUC |
| Chile saltpetre | Salitre de Chile | Salpêtre du Chili |
| Chilean natural nitrate | Nitrato natural de Chile | Nitrate naturel du Chili |
| Chilean natural potassic nitrate | Nitrato potásico natural de Chile | Nitrate de potassium naturel du Chili |
| Chrome ore | Cromo, mineral de | Minerai de chrome |
| CHROME PELLETS | CROMO, PELLETS DE | CHROME EN PELLETS |
| CHROMITE ORE | CROMITA, MINERAL DE | MINERAI DE CHROMITE |
| Chromium ore | Cromio, mineral de | Minerai de chromium |
| Citrus pulp pellets | Cítricos, pellets de pulpa de | Pulpe d'agrumes en boulettes |
| CLAY | ARCILLA | ARGILE |
| CLINKER ASH | CENIZAS DE CLÍNKER | CENDRES DE MÂCHEFER |
| COAL | CARBÓN | CHARBON |
| COAL SLURRY | FANGOS DE CARBÓN | BOUES DE CHARBON |
| COAL TAR PITCH | BREA DE ALQUITRÁN DE HULLA | BRAI DE GOUDRON DE HOUILLE |
| COARSE CHOPPED TYRES | FRAGMENTOS DE NEUMÁTICOS TRITURADOS | FRAGMENTS DE PNEUS DE GRANDES DIMENSIONS |
| COARSE IRON AND STEEL SLAG AND ITS MIXTURE | ESCORIA GRUESA DE HIERRO Y ACERO Y SU MEZCLA | SCORIES DE FER ET D'ACIER À GROS GRAINS ET LEUR MÉLANGE |
| Coconut | Coco | Noix de coco |
| COKE | COQUE | COKE |
| COKE BREEZE | CISCO DE COQUE | POUSSIER DE COKE |
| COLEMANITE | COLEMANITA | COLÉMANITE |
| COPPER CONCENTRATE | COBRE, CONCENTRADO DE | CONCENTRÉ DE CUIVRE |
| COPPER GRANULES | COBRE, GRÁNULOS DE | CUIVRE EN GRANULES |
| COPPER MATTE | COBRE, MATA DE | MATTE DE CUIVRE |
| Copper nickel | Cuproníquel | Nickel-cuivre |
| COPPER SLAG | COBRE, ESCORIA DE | SCORIES DE CUIVRE |
| Copper ore concentrate | Cobre, concentrado mineral de | Concentré de minerai de cuivre |
| COPPER CONCENTRATE | COBRE, CONCENTRADO DE | CONCENTRÉ DE CUIVRE |
| Copper precipitate | Cobre, precipitado de | Précipités de cuivre |
| CEMENT COPPER | COBRE DE CEMENTACIÓN | CUIVRE CÉMENT |
| COPRA (dry) UN 1363 B | COPRA (seca), No ONU 1363 B | COPRAH (sec) UN 1363 |
| Copra, expelled | Copra, prensada | Coprah, trituré |
| Copra, extracted | Copra, en extracto | Coprah, sous-produit d'extraction |
| Corn gluten | Maíz, gluten de | Gluten de maïs |
| Cotton seed | Semillas de algodón | Graines de cotonnier |
| CRUSHED CARBON ANODES | ÁNODOS DE CARBÓN TRITURADOS | ANODES EN CARBONE CONCASSÉES |

| ENGLISH | SPANISH | FRENCH |
|--|---|--|
| CRYOLITE | CRIOLITA | CRYOLITHE |
| Deadburned magnesite | Magnesita calcinada a muerte | Magnésite calcinée |
| DIAMMONIUM PHOSPHATE | FOSFATO DIAMÓNICO | HYDROGÉNOPHOSPHATE DE DIAMMONIUM |
| DIRECT REDUCED IRON (A) Briquettes, hot-moulded | HIERRO OBTENIDO POR REDUCCIÓN DIRECTA (A) En forma de briquetas moldeadas en caliente | FER OBTENU PAR RÉDUCTION DIRECTE (A) Briquettes moulées à chaud |
| DIRECT REDUCED IRON (B) Lumps, pellets, cold-moulded briquettes | HIERRO OBTENIDO POR REDUCCIÓN DIRECTA (B) Terrones, pellets y briquetas moldeadas en frío | FER OBTENU PAR RÉDUCTION DIRECTE (B) Morceaux, pellets, briquettes moulées à froid et tournures de fer indiennes |
| DIRECT REDUCED IRON (C) By-product fines | HIERRO OBTENIDO POR REDUCCIÓN DIRECTA (C) (Finos obtenidos como productos derivados) | FER OBTENU PAR RÉDUCTION DIRECTE (C) (Fines en tant que sous-produit) |
| DISTILLERS DRIED GRAINS WITH SOLUBLES | GRANOS SECOS DE DESTILERÍA CON SOLUBLES | DISTILLATS SÉCHÉS DE GRAINS AVEC RÉSIDUS SOLUBLES |
| DOLOMITE | DOLOMITA | DOLOMITE |
| Dolomitic quicklime | Cal dolomítica | chaux vive dolomitique |
| D.R.I. | HRD | not applicable in French |
| Expellers | Tortas de presión | Expellers |
| FELSPAR LUMP | FELDESPATO EN TERRONES | FELDSPATH EN MORCEAUX |
| FERROCHROME | FERROCROMO | FERROCHROME |
| FERROCHROME, exothermic | FERROCROMO exotérmico | FERROCHROME, exothermique |
| FERROMANGANESE | FERROMANGANESO | FERROMANGANÈSE |
| Ferromanganese, exothermic | Ferromanganeso exotérmico | Ferromanganèse exothermique |
| FERRONICKEL | FERRONÍQUEL | FERRONICKEL |
| FERROPHOSPHORUS | FERROFÓSFORO | FERROPHOSPHORE |
| Ferrophosphorus briquettes | Ferrofósforo, briquetas de | Ferrophosphore en briquettes |
| FERROSILICON UN 1408 | FERROSILICIO, No ONU 1408 | FERROSILICIUM UN 1408 |
| FERROSILICON | FERROSILICIO | FERROSILICIUM |
| FERROUS METAL BORINGS UN 2793 | VIRUTAS DE TALADRADO DE METALES FERROSOS, No ONU 2793 | ROGNURES DE MÉTAUX FERREUX UN 2793 |
| FERROUS METAL CUTTINGS UN 2793 | RECORTES DE METALES FERROSOS, No ONU 2793 | ÉBARBURES DE MÉTAUX FERREUX UN 2793 |
| FERROUS METAL SHAVINGS UN 2793 | RASPADURAS DE METALES FERROSOS, No ONU 2793 | COPEAUX DE MÉTAUX FERREUX UN 2793 |
| FERROUS METAL TURNINGS UN 2793 | VIRUTAS DE TORNEADO DE METALES FERROSOS, No ONU 2793 | TOURNURES DE MÉTAUX FERREUX UN 2793 |
| FERROUS SULPHATE HEPTAHYDRATE | SULFATO FERROSO HEPTAHIDRATADO | SULFATE FERREUX HEPTAHYDRATÉ |
| FERTILIZERS WITHOUT NITRATES | ABONOS SIN NITRATOS (no entrañan riesgos) | ENGRAIS SANS NITRATES |
| FISH (IN BULK) | PESCADO (A GRANEL) | POISSON (EN VRAC) |
| FISHMEAL, STABILIZED UN 2216 | HARINA DE PESCADO ESTABILIZADA, No ONU 2216 | FARINE DE POISSON STABILISÉE UN 2216 |
| FISHSCRAP, STABILIZED UN 2216 | DESECHOS DE PESCADO ESTABILIZADOS, No ONU 2216 | DÉCHETS DE POISSON STABILISÉS UN 2216 |

| ENGLISH | SPANISH | FRENCH |
|---|--|---|
| FLUORSPAR | ESPA TOFLÚOR | SPATH FLUOR |
| FLY ASH, DRY | CENIZAS VOLANTES SECAS | CENDRES VOLANTES SÈCHES |
| FLY ASH, WET | CENIZAS VOLANTES HÚMEDAS | CENDRES VOLANTES HUMIDES |
| Galena (lead sulphide) | Galena (sulfuro de plomo) | Galène (sulfure de plomb) |
| Garbage tankage | Detritos orgánicos | Détritus organiques |
| GLASS CULLET | DESPERDICIOS DE VIDRIO | CALCIN DE VERRE |
| Gluten pellets | Gluten, pellets de | Gluten en boulettes |
| GRAIN SCREENING PELLETS | PELLETS DE GRANZA DE GRANO | CRIBLURES DE GRAIN EN PELLETS |
| GRANULAR FERROUS SULPHATE | SULFATO FERROSO GRANULAR | SULFATE FERREUX EN GRANULES |
| GRANULATED NICKEL MATTE (LESS THAN 2% MOISTURE CONTENT) | MATA DE NÍQUEL GRANULADA (CONTENIDO DE HUMEDAD INFERIOR A 2 %) | MATTE DE NICKEL EN GRANULES (TENEUR EN HUMIDITÉ INFÉRIEURE À 2 %) |
| GRANULATED SLAG | ESCORIA GRANULADA | SCORIES EN GRAINS |
| GRANULATED TYRE RUBBER | NEUMÁTICO GRANULADO | CAOUTCHOUC DE PNEUS EN GRANULES |
| Ground nuts, meal | Maní (cacahuetes), harina de | Farine d'arachide |
| GYPSUM | YESO | GYPSE |
| Hominy chop | Machacado | Hominy chop |
| GYPSUM GRANULATED | YESO GRANULADO | GYPSE EN GRAINS |
| ILMENITE CLAY | ILMENITA, ARCILLA DE | ARGILE D'ILMÉNITE |
| ILMENITE (ROCK) | ILMENITA (ROCA) | ILMÉNITE (ROCHE) |
| ILMENITE SAND | ILMENITA, ARENA DE | SABLE D'ILMÉNITE |
| ILMENITE (UPGRADED) | ILMENITA (ENRIQUECIDA) | ILMÉNITE VALORISÉE |
| IRON AND STEEL SLAG AND ITS MIXTURE | ESCORIA DE HIERRO Y ACERO Y SU MEZCLA | SCORIES DE FER ET D'ACIER ET LEUR MÉLANGE |
| IRON CONCENTRATE | HIERRO, CONCENTRADO DE | CONCENTRÉ DE FER |
| IRON CONCENTRATE (pellet feed) | HIERRO, CONCENTRADO DE (para pellets) | CONCENTRÉ DE FER (pour pellets) |
| IRON CONCENTRATE (sinter feed) | HIERRO, CONCENTRADO DE (para aglomerados) | CONCENTRÉ DE FER (pour agglomérés) |
| Iron disulphide | Disulfuro de hierro | Disulfure de fer |
| IRON ORE | HIERRO, MINERAL DE | MINÉRAI DE FER |
| Iron ore (concentrate, pellet feed, sinter feed) | Hierro, mineral de (concentrado, aglomerados o pellets) | Minérai de fer (concentré, pour pellets, pour agglomérés) |
| IRON ORE FINES | FINOS DE MINERAL DE HIERRO | FINES DE MINÉRAI DE FER |
| IRON ORE PELLETS | HIERRO, PELLETS DE MINERAL DE | MINÉRAI DE FER EN PELLETS |
| IRON OXIDE, SPENT UN 1376 | ÓXIDO DE HIERRO AGOTADO, No ONU 1376 | OXYDE DE FER RÉSIDUAIRE UN 1376 |
| IRON OXIDE TECHNICAL | ÓXIDO DE HIERRO-GRADO TÉCNICO | OXYDE DE FER DE QUALITÉ TECHNIQUE |
| IRON SINTER | HIERRO SINTERIZADO | AGGLOMÉRÉS DE FER |
| Iron swarf | Hierro, virutas de | copeaux de fer |
| IRON SPONGE, SPENT UN 1376 | ESPONJA DE HIERRO AGOTADA, No ONU 1376 | TOURNURE DE FER RÉSIDUAIRE UN 1376 |
| IRONSTONE | ROCA FERRUGINOSA | ROCHE FERRUGINEUSE |
| LABRADORITE | LABRADORITA | LABRADOR |

| ENGLISH | SPANISH | FRENCH |
|-------------------------------------|---|---|
| LEAD AND ZINC CALCINES (mixed) | PLOMO Y CINC, CALCINADOS DE (en mezclas) | PLOMB ET ZINC CALCINÉS (en mélange) |
| LEAD AND ZINC MIDDINGS | PLOMO Y CINC, MIXTOS DE | MIXTES DE PLOMB ET DE ZINC |
| LEAD CONCENTRATE | PLOMO, CONCENTRADO DE | CONCENTRÉ DE PLOMB |
| LEAD NITRATE UN 1469 | NITRATO DE PLOMO, No ONU 1469 | NITRATE DE PLOMB UN 1469 |
| LEAD ORE | PLOMO, MINERAL DE | MINERAI DE PLOMB |
| Lead ore concentrate | Plomo, concentrado de mineral de | Concentré de minerai de plomb |
| LEAD ORE RESIDUE | PLOMO, RESIDUOS DE MINERAL DE | RÉSIDU DE MINERAI DE PLOMB |
| LEAD SILVER CONCENTRATE | PLOMO Y PLATA, CONCENTRADO DE | CONCENTRÉ DE PLOMB ARGENTIFÈRE |
| Lead silver ore | Plomo y plata, mineral de | Minerai de plomb argentifère |
| Lead sulphide | Sulfuro de plomo | Sulfure de plomb |
| Lead sulphide (galena) | Sulfuro de plomo (galena) | Sulfure de plomb (galène) |
| Lignite | Lignita | Lignite |
| LIME (UNSLAKED) | CAL (VIVA) | CHAUX (VIVE) |
| LIMESTONE | PIEDRA CALIZA | CALCAIRE |
| LINTED COTTON SEED | SEMILLAS DE ALGODÓN DESPEPITADO | GRAINES DE COTONNIER AVEC LINTER |
| Linseed, expelled | Linaza, prensada | Graines de lin, triturées |
| Linseed, extracted | Linaza, en extracto | Graines de lin, sous-produits de l'extraction |
| LOGS | TRONCOS | GRUMES |
| MAGNESIA (DEADBURNED) | MAGNESIA (CALCINADA A MUERTE) | MAGNÉSIE (CALCINÉE) |
| MAGNESIA (UNSLAKED) | MAGNESIA (VIVA) | MAGNÉSIE (VIVE) |
| Magnesia, clinker | Magnesia, clinker de | Magnésie en clinkers |
| Magnesia, electro-fused | Magnesia electrofundida | Magnésie électrofondue |
| Magnesia, lightburned | Magnesia quemada ligeramente | Magnésie calcinée légère |
| Magnesia, calcined | Magnesia calcinada | Magnésie calcinée |
| Magnesia, caustic calcined | Magnesia cáustica calcinada | Magnésie calcinée caustique |
| Magnesite, clinker | Magnesita, clinker de | Magnésite, clinkers de |
| MAGNESITE, natural | MAGNESITA natural | MAGNÉSITE, naturelle |
| Magnesium carbonate | Carbonato de magnesio | Carbonate de magnésium |
| MAGNESIUM NITRATE UN 1474 | NITRATO DE MAGNESIO, No ONU 1474 | NITRATE DE MAGNÉSIUM UN 1474 |
| MAGNESIUM SULPHATE FERTILIZERS | ABONOS DE SULFATO DE MAGNESIO | ENGRAIS AU SULFATE DE MAGNÉSIUM |
| Maize, expelled | Maíz, prensado | Maïs, trituré |
| Maize, extracted | Maíz, en extracto | Maïs, sous-produit de l'extraction |
| MANGANESE COMPONENT FERROALLOY SLAG | ESCORIA DE ALEACIÓN DE HIERRO CON MANGANESO | SCORIES DE FERRO-ALLIAGES DE MANGANÈSE |
| MANGANESE CONCENTRATE | MANGANESO, CONCENTRADO DE | CONCENTRÉ DE MANGANÈSE |
| MANGANESE ORE | MANGANESO, MINERAL DE | MINERAI DE MANGANÈSE |
| MANGANESE ORE FINES | FINOS DE MINERAL DE MANGANESO | FINES DE MINERAI DE MANGANÈSE |
| M.A.P. | FMA | [not applicable in French] |

| ENGLISH | SPANISH | FRENCH |
|-----------------------------|-------------------------------------|--|
| MARBLE CHIPS | MÁRMOL, ASTILLAS DE | ÉCLATS DE MARBRE |
| Meal, oily | Harina oleosa | Farines oléagineuses |
| METAL SULPHIDE CONCENTRATES | SULFUROS METÁLICOS, CONCENTRADOS DE | CONCENTRÉS DE SULFURES MÉTALLIQUES |
| Mill feed pellets | Piensos, pellets de | Sous-produits de meunerie en boulettes |
| Milorganite | Milorganita | Milorganite |
| Mineral Concentrates | Concentrados de minerales | Concentrés de minerais |
| MONOAMMONIUM PHOSPHATE | FOSFATO MONOAMÓNICO | MONOPHOSPHATE D'AMMONIUM |
| Muriate of potash | Muriato de potasa | Muriate de potasse |
| NEFELINE SYENITE (mineral) | SIENITA NEFELÍNICA (mineral) | SYÉNITE NÉPHÉLINIQUE (minerai) |
| NICKEL ORE | MINERAL DE NÍQUEL | MINERAI DE NICKEL |
| NICKEL CONCENTRATE | NÍQUEL, CONCENTRADO DE | CONCENTRÉ DE NICKEL |
| Nickel ore concentrate | Níquel, concentrado de mineral de | Concentré de minerai de nickel |
| Niger seed, expelled | Níger, semillas de, prensadas | Graines de niger, triturées |
| Niger seed, extracted | Níger, semillas de, en extracto | Graines de niger, sous-produits de l'extraction |
| Oil cake | Torta oleaginoso | Tourteaux oléagineux |
| Palm kernel, expelled | Nuez de palma, prensada | Amande de palmiste, triturée |
| Palm kernel, extracted | Nuez de palma, en extracto | Amande de palmiste, sous-produit de l'extraction |
| Peanuts, expelled | Cacahuètes (maní), prensados | Cacahuètes, triturées |
| Peanuts, extracted | Cacahuètes (maní), en extracto | Cacahuètes, sous-produits de l'extraction |
| PEANUTS (in shell) | CACAHUETES (con vaina) | CACAHUËTES (en coques) |
| PEAT MOSS | TURBA FIBROSA | TOURBE HORTICOLE |
| PEBBLES (sea) | CANTOS RODADOS (de mar) | GALETS (de mer) |
| PELLETS (concentrates) | PELLETS (concentrados) | PELLETS (concentrés) |
| Pellets (cereal) | Cereales, pellets de | Céréales en boulettes |
| Pencil pitch | Brea en lápices | Brai en crayons |
| PENTAHYDRATE CRUDE | PENTAHIDRATO EN BRUTO | PENTAHYDRATE BRUT |
| PERLITE ROCK | PERLITA, ROCA DE | ROCHE PERLITE |
| PETROLEUM COKE (calcined) | COQUE DE PETRÓLEO (calcinado) | COKE DE PÉTROLE (calciné) |
| PETROLEUM COKE (uncalcined) | COQUE DE PETRÓLEO (no calcinado) | COKE DE PÉTROLE (non calciné) |
| PHOSPHATE ROCK (calcined) | FOSFATO EN ROCA (calcinado) | ROCHE PHOSPHATÉE (calcinée) |
| PHOSPHATE ROCK (uncalcined) | FOSFATO EN ROCA (no calcinado) | ROCHE PHOSPHATÉE (non calcinée) |
| PHOSPHATE (defluorinated) | FOSFATO (desfluorado) | PHOSPHATE (défluoré) |
| PIG IRON | HIERRO EN LINGOTES | FONTE EN GUEUSES |
| PITCH PRILL | BREA EN BOLITAS | BRAI EN GRAINS |
| Pollard pellets | Trasmochos, pellets de | Recoupette en boulettes |
| POTASH | POTASA | POTASSE |
| Potash muriate | Muriato de potasa | Muriate de potasse |
| POTASSIUM CHLORIDE | CLORURO POTÁSICO | CHLORURE DE POTASSIUM |

| ENGLISH | SPANISH | FRENCH |
|--|--|--|
| POTASSIUM NITRATE UN 1486 | NITRATO POTÁSICO, No ONU 1486 | NITRATE DE POTASSIUM UN 1486 |
| Potassium nitrate/sodium nitrate (mixture) | Nitrato potásico y nitrato sódico, mezclas de | Nitrate de potassium/nitrate de sodium (en mélange) |
| POTASSIUM NITRATE MIXTURE | Nitrato potásico en mezcla | NITRATE DE POTASSIUM EN MÉLANGE |
| POTASSIUM SULPHATE | SULFATO DE POTASIO | SULFATE DE POTASSIUM |
| Prilled coal tar | Alquitrán de hulla en bolitas | Goudron de houille en grains |
| PULP WOOD | MADERA PARA PASTA PAPELERA | BOIS À PÂTE |
| PUMICE | PIEDRA PÓMEZ | PONCE |
| PYRITE (containing copper and iron) | PIRITA (contiene cobre y hierro) | PYRITE (contenant du cuivre et du fer) |
| PYRITES, CALCINED | PIRITAS CALCINADAS | PYRITES CALCINÉES |
| PYRITES | PIRITAS | PYRITES |
| Pyrites (cupreous, fine, flotation, or sulphur) | Piritas (cuprosas, disgregadas, flotación o azufre) | Pyrites (cuivreuses, fines, flottation, soufre) |
| Pyritic ash | Cenizas piriticas | Cendres pyriteuses |
| PYRITIC ASHES (iron) | CENIZAS PIRITOSAS (hierro) | CENDRES PYRITEUSES (fer) |
| PYRITIC CINDERS | ESCORIAS PIRITOSAS | CENDRES PYRITEUSES |
| PYROPHYLLITE | PIROFILITA | PYROPHYLLITE |
| QUARTZ | CUARZO BLANCO | QUARTZ |
| QUARTZITE | CUARCITA | QUARTZITE |
| Quicklime | Cal viva | chaux vive |
| RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-I) UN 2912 | MATERIALES RADIATIVOS, DE BAJA ACTIVIDAD ESPECÍFICA (BAE-I), No ONU 2912 | MATIÈRES RADIOACTIVES DE FAIBLE ACTIVITÉ SPÉCIFIQUE (LSA- I) UN 2912 |
| RADIOACTIVE MATERIAL, SURFACE CONTAMINATED OBJECTS (SCO-I) UN 2913 | MATERIALES RADIATIVOS, OBJETOS CONTAMINADOS EN LA SUPERFICIE (OCS-I), No ONU 2913 | MATIÈRES RADIOACTIVES, OBJETS CONTAMINÉS SUPERFICIELLEMENT (SCO-I) UN 2913 |
| Rape seed, expelled | Semillas de colza, prensadas | Graines de colza, triturées |
| Rape seed, extracted | Semillas de colza, en extracto | Graines de colza, sous-produits de l'extraction |
| RASORITE (ANHYDROUS) | RASORITA (ANHIDRA) | RASORITE (ANHYDRE) |
| Rice bran | Arroz, salvado de | Son de riz |
| Rice broken | Arroz partido | Brisures de riz |
| Rough ammonia tankage | Amonio en bruto, desechos orgánicos de | Déchets organiques ammoniacaux |
| ROUNDWOOD | ROLLIZOS | RONDINS |
| RUTILE SAND | RUTILO, ARENA DE | SABLE DE RUTILE |
| Safflower seed, expelled | Cártamo, semillas de, prensadas | Graines de carthame, triturées |
| Safflower seed, extracted | Cártamo, semillas de, en extracto | Graines de carthame, sous-produits de l'extraction |
| SALT | SAL | SEL |
| SALT CAKE | SAL, TORTAS DE | PAIN DE SEL |
| SALT ROCK | SAL GEMA | ROCHE SALINE |
| Saltpetre | Salitre | Salpêtre |

| ENGLISH | SPANISH | FRENCH |
|---|---|---|
| SAND | ARENA | SABLE |
| Sand, ilmenite | Arena de ilmenita | Sable, ilménite |
| Sand, zircon | Arena de circonio | Sable, zircon |
| Spodumene | Espodumeno | Spoduméne |
| SAND, HEAVY MINERAL | ARENAS DE MINERALES PESADOS | SABLE, MINÉRAUX LOURDS |
| SAWDUST | SERRÍN | SCIURE DE BOIS |
| SAW LOGS | TRONCOS PARA ASERRAR | BOIS DÉBITÉ |
| SCALE GENERATED FROM THE IRON AND STEEL MAKING PROCESS | CASCARILLA GENERADA EN LOS PROCESOS SIDERÚRGICOS | DÉPÔTS PROVENANT DE LA FABRICATION DU FER ET DE L'ACIER |
| SCRAP METAL | CHATARRA | FERRAILLE |
| SEED CAKE, containing vegetable oil UN 1386 (a) mechanically expelled seeds, containing more than 10% of oil or more than 20% of oil and moisture content | TORTA DE SEMILLAS, con una proporción de aceite vegetal, No ONU 1386 a) residuos de semillas prensadas por medios mecánicos, con un contenido de más del 10 % de aceite o más del 20 % de aceite y humedad combinados | TOURTEAUX contenant de l'huile végétale UN 1386 a) Graines triturées par procédé mécanique contenant plus de 10 % d'huile ou plus de 20 % d'huile et d'humidité combinées |
| SEED CAKE, containing vegetable oil UN 1386 (b) solvent extraction and expelled seeds, containing not more than 10% of oil and when the amount of moisture is higher than 10%, not more than 20% of oil and moisture combined | TORTA DE SEMILLAS, con una proporción de aceite vegetal, No ONU 1386 b) residuos de la extracción del aceite de las semillas con disolventes o por prensado, con un contenido de no más del 10 % de aceite o, si el contenido de humedad es superior al 10 %, no más del 20 % de aceite y humedad combinados | TOURTEAUX contenant de l'huile végétale UN 1386 b) Sous-produits de l'extraction au solvant ou graines triturées contenant au maximum 10 % d'huile et, si la teneur en humidité est supérieure à 10 %, pas plus de 20 % d'huile et d'humidité combinées |
| SEED CAKE UN 2217 | TORTA DE SEMILLAS, No ONU 2217 | TOURTEAUX UN 2217 |
| SEED CAKE (non-hazardous) | TORTA DE SEMILLAS (no entraña riesgos) | TOURTEAUX (non dangereux) |
| Seed expellers, oily | Semillas oleosas, torta de presión de | Expellers oléagineux |
| SILICOMANGANESE | SILICOMANGANESO | SILICOMANGANÈSE |
| SILICON SLAG | ESCORIA DE SILICIO | SCORIES DE SILICIUM |
| SILVER LEAD CONCENTRATE | PLATA Y PLOMO, CONCENTRADO DE | CONCENTRÉ DE PLOMB ARGENTIFÈRE |
| Silver lead ore concentrate | Plata y plomo, concentrado de mineral de | Concentré de minerai de plomb argentifère |
| Sinter | Sinterizado | Agglomérés |
| Slag, granulated | Escoria granulada | Scories, en grains |
| SLIG, iron ore | SLIG (mineral de hierro) | SLIG (minerai de fer) |
| SODA ASH | SOSA, CENIZA DE | SOUDE DU COMMERCE |
| SODIUM NITRATE UN 1498 | NITRATO SÓDICO, No ONU 1498 | NITRATE DE SODIUM UN 1498 |
| SODIUM NITRATE AND POTASSIUM NITRATE MIXTURE UN 1499 | NITRATO SÓDICO Y NITRATO POTÁSICO, EN MEZCLA, No ONU 1499 | NITRATE DE SODIUM ET NITRATE DE POTASSIUM EN MÉLANGE UN 1499 |
| Soyabean, expelled | Soja, prensada | Graines de soja, triturées |

| ENGLISH | SPANISH | FRENCH |
|--|---|--|
| Soyabean, extracted | Soja, en extracto | Graines de soja, sous-produits de l'extraction |
| SOLIDIFIED FUELS RECYCLED FROM PAPER AND PLASTICS | COMBUSTIBLES SOLIDIFICADOS RECICLADOS DE PAPELES Y PLÁSTICOS | COMBUSTIBLES SOLIDIFIÉS RECYCLÉ À PARTIR DE PAPIER ET DE PLASTIQUE |
| SPENT CATHODES | CÁTODOS AGOTADOS | CATHODES USÉES |
| SPENT POTLINER | CUBAS ELECTROLÍTICAS AGOTADAS | REVÊTEMENT USÉ DES CUVES |
| SPODUMENE (UPGRADED) | ESPODÚMENO (ENRIQUECIDO) | SPODUMÈNE (ENRICHI) |
| STAINLESS STEEL GRINDING DUST | ACERO INOXIDABLE, POLVO DEL RECTIFICADO DE | ACIER INOXYDABLE, POUSSIÈRE DE MEULAGE |
| Steel swarf | Acero, virutas de | Rognures d'acier |
| Stibnite | Estibina | Stibnite |
| STONE CHIPPINGS | GRAVILLA | PIERRES CONCASSÉES |
| Strussa pellets | Strussa, pellets de | Strussa en boulettes |
| SUGAR | AZÚCAR | SUCRE |
| SULPHATE OF POTASH AND MAGNESIUM | SULFATO DE POTASA Y MAGNESIO | SULFATE DE POTASSIUM ET DE MAGNÉSIUM |
| Sulphide concentrates | Sulfuros, concentrados de | Concentrés sulfurés |
| SULPHUR UN 1350 (crushed lump and coarse grained) | AZUFRE, No ONU 1350 (en terrones triturados o en polvo de grano grueso) | SOUFRE UN 1350 (concassé en morceaux et en poudre à gros grains) |
| SULPHUR (formed, solid) | AZUFRE (sólido con forma) | SOUFRE (solide, moulé) |
| Sunflower seed, expelled | Girasol, semillas de, prensadas | Graines de tournesol, triturées |
| Sunflower seed, extracted | Girasol, semillas de, en extracto | Graines de tournesol, sous-produits de l'extraction |
| SUPERPHOSPHATE | SUPERFOSFATO | SUPERPHOSPHATE |
| SUPERPHOSPHATE (triple, granular) | SUPERFOSFATO (triple granular) | SUPERPHOSPHATE (triple, granuleux) |
| Swarf | Virutas | Rognures |
| TACONITE PELLETS | TACONITA, PELLETS DE | TACONITE EN PELLETS |
| TALC | TALCO | TALC |
| TANKAGE | DESECHOS ORGÁNICOS | DÉCHETS ORGANIQUES |
| Tankage fertilizer | Fertilizante orgánico | Engrais à base de déchets organiques |
| TAPIOCA | TAPIOCA | TAPIOCA |
| TIMBER | MADERAJE | BILLES DE BOIS |
| Toasted meals | Harinas tostadas | Farines grillées |
| Triple superphosphate | Superfosfato triple | Superphosphate triple |
| UREA | UREA | URÉE |
| VANADIUM ORE | VANADIO, MINERAL DE | MINÉRAI DE VANADIUM |
| VERMICULITE | VERMICULITA | VERMICULITE |
| WHITE QUARTZ | CUARZO BLANCO | QUARTZ BLANC |
| WOODCHIPS | MADERA, ASTILLAS DE | COPEAUX DE BOIS |
| WOOD PELLETS CONTAINING ADDITIVES AND/OR BINDERS | PELLETS DE MADERA QUE CONTIENEN ADITIVOS Y/O AGLUTINANTES | GRANULÉS (PELLETS) DE BOIS CONTENANT DES ADDITIFS OU LIANTS |
| WOOD PELLETS NOT CONTAINING ANY ADDITIVES AND/OR BINDERS | PELLETS DE MADERA QUE NO CONTIENEN ADITIVOS NI AGLUTINANTES | GRANULÉS (PELLETS) DE BOIS NE CONTENANT AUCUN ADDITIF OU LIANT |

| ENGLISH | SPANISH | FRENCH |
|-----------------------------------|--|-------------------------------------|
| Wood Products – General | Productos generales de madera | Produits du bois – Généralités |
| WOOD TORREFIED | MADERA TORRADA | BOIS TORRÉFIÉ |
| ZINC AND LEAD CALCINES (mixed) | CINC Y PLOMO, CALCINADOS DE (en mezclas) | ZINC ET PLOMB CALCINÉS (en mélange) |
| ZINC AND LEAD MIDDINGS | CINC Y PLOMO, MIXTOS DE | MIXTES DE ZINC ET DE PLOMB |
| ZINC ASHES UN 1435 | CINC, CENIZAS DE, No ONU 1435 | CENDRES DE ZINC UN 1435 |
| ZINC CONCENTRATE | CINC, CONCENTRADO DE | CONCENTRÉ DE ZINC |
| Zinc, dross, residue or skimmings | Cinc (escoria de, residuos de o espuma de) | Zinc, crasses, résidus, laitier |
| Zinc ore, burnt | Cinc, mineral quemado de | Minerai de zinc, brûlé |
| Zinc ore, calamine | Cinc, mineral de, calamina | Minerai de zinc, calamine |
| Zinc ore, concentrates | Cinc, mineral de, concentrados | Minerai de zinc, concentrés |
| Zinc ore, crude | Cinc, mineral de, bruto | Minerai de zinc, brut |
| ZINC SINTER | CINC SINTERIZADO | AGGLOMÉRÉS DE ZINC |
| ZINC SLAG | CINC, ESCORIA DE | SCORIES DE ZINC |
| ZINC SLUDGE | CINC, FANGOS DE | BOUES DE ZINC |
| Zinc sulphide | Sulfuro de cinc | Sulfure de zinc |
| Zinc sulphide (blende) | Sulfuro de cinc (blenda) | Sulfure de zinc (blende) |
| ZIRCON KYANITE CONCENTRATE | CONCENTRADO DE CIANITA DE CIRCONIO | CONCENTRÉ DE KYANITE ET DE ZIRCON |
| ZIRCONSAND | CIRCONIO, ARENA DE | SABLE DE ZIRCON |

11

ANNEX 8

RESOLUTION MSC.426(98)
(adopted on 15 June 2017)

**AMENDMENTS TO THE INTERNATIONAL MARITIME
SOLID BULK CARGOES (IMSBC) CODE**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.268(85) by which it adopted the International Maritime Solid Bulk Cargoes Code ("the IMSBC Code"), which has become mandatory under chapter VI of the International Convention for the Safety of Life at Sea, 1974, as amended ("the Convention"),

NOTING ALSO article VIII(b) and regulation VI/1-1.1 of the Convention concerning the procedure for amending the IMSBC Code,

HAVING CONSIDERED, at its ninety-eighth session, amendments to the IMSBC Code, proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the IMSBC Code, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that said amendments shall be deemed to have been accepted on 1 July 2018 unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified the Secretary-General of their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2019 upon their acceptance in accordance with paragraph 2 above;

4 AGREES that Contracting Governments to the Convention may apply the aforementioned amendments in whole or in part on a voluntary basis as from 1 January 2018;

5 REQUESTS the Secretary-General, for the purpose of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention; and

6 FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

**AMENDMENTS TO THE INTERNATIONAL MARITIME
SOLID BULK CARGOES (IMSBC) CODE**

**Section 1
General provisions**

1.4 Application and implementation of this Code

1 In paragraph 1.4.2, the words "Characteristics (other than CLASS and GROUP)" are replaced with the words "Characteristics (other than CLASS, SUBSIDIARY RISK and GROUP)". The words "Paragraph 4.2.2.2;" and "Section 14 Prevention of pollution by cargo residues from ships;" are deleted.

1.7 Definitions

2 In the definition for "*Bulk Cargo Shipping Name (BCSN)*", the third sentence is replaced with the following:

"When a cargo is dangerous goods as defined in the IMDG Code, as defined in regulation VII/1.1 of the SOLAS Convention, refer to 4.1.1."

**Section 4
Assessment of acceptability of consignments for safe shipment**

4.1 Identification and classification

3 The existing paragraph "4.1.1" is replaced with the following:

4.1.1 Bulk Cargo Shipping Name

4.1.1.1 Each solid bulk cargo in this Code has been assigned a Bulk Cargo Shipping Name (BCSN). When a solid bulk cargo is carried by sea it shall be identified in the transport documentation by the BCSN.

4.1.1.2 Where the cargo is dangerous goods and not identified with a generic Proper Shipping Name, or not otherwise specified (N.O.S) in the IMDG Code, the BCSN shall consist of the Proper Shipping Name followed by the UN number.

4.1.1.3 Except for RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-I), non-fissile or fissile – excepted UN 2912 and RADIOACTIVE MATERIAL, SURFACE CONTAMINATED OBJECTS (SCO-I), non-fissile or fissile – excepted UN 2913, where the cargo is dangerous goods identified with a generic Proper Shipping Name and/or not otherwise specified (N.O.S) in the IMDG Code, the BCSN shall consist of, in the following order:

- .1 a chemical or technical name of the material;
- .2 a specific description to identify the properties of the material; and
- .3 the UN number."

4.2 Provision of information

4 The existing paragraph 4.2.2.1 is renumbered as "4.2.2".

5 In the renumbered paragraph 4.2.2, in sub-paragraph .15, the word "and" is deleted.

6 In the renumbered paragraph 4.2.2, a new sub-paragraph .16 is inserted as follows:

".16 whether or not the cargo is classified as harmful to the marine environment in accordance with Annex V of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended; and"

7 In the renumbered paragraph 4.2.2, the existing sub-paragraph .16 is renumbered as sub-paragraph .17.

8 Paragraph 4.2.2.2 "The cargo information should include whether or not the cargo is harmful to the marine environment*" and the corresponding footnote are deleted.

4.5 Interval between sampling/testing and loading for TML and moisture content determination

9 Replace the existing paragraphs 4.5.1 and 4.5.2 with the following:

"4.5.1 The shipper shall be responsible for ensuring that a test to determine the TML of a solid bulk cargo is conducted within six months to the date of loading the cargo. Notwithstanding this provision, where the composition or characteristics of the cargo are variable for any reason, the shipper shall be responsible for ensuring that a test to determine the TML is conducted again after it is reasonably assumed that such variation has taken place.

4.5.2 The shipper shall be responsible for ensuring that sampling and testing for moisture content is conducted as near as practicable to the date of commencement of loading. The interval between sampling/testing and the date of commencement of loading shall never be more than seven days. If the cargo has been exposed to significant rain or snow between the time of testing and the date of completion of loading, the shipper shall be responsible for ensuring that the moisture content of the cargo is still less than its TML, and evidence of this is provided to the master as soon as practicable."

Section 9**Materials possessing chemical hazards****9.3.3 Segregation between bulk materials possessing chemical hazards and dangerous goods in packaged form**

10 In the segregation table as contained in paragraph 9.3.3, in the row of "Substances which, in contact with water, emit flammable gases", under the column "2.1", replace the number "1" with "2".

Section 13
References to related information and recommendations

13.2 Reference list

11 In section 13.2.7 "Minimum information/documentation", new rows are added at the end of section as follows:

| | | | |
|-----|------------------------------------|----|---|
| 4.2 | MARPOL Annex V, regulation 4.3 | V, | <i>Discharge of garbage outside special areas</i> |
| 4.2 | MARPOL Annex V, regulation 6.1.2.2 | V, | <i>Discharge of garbage within special areas</i> |

13.2.10 Segregation

12 Delete row "9.3.3".

13.2.11 Transport of solid wastes in bulk

13 In row "10.6", under the column "Reference to the relevant IMO instruments or standard (2)", replace the term "chapter 7.8.4" with "sub-section 2.0.5.4".

Section 14
Prevention of pollution by cargo residues from ships

14 Section 14 is deleted.

APPENDIX 1

Individual schedules of solid bulk cargoes

Amendments to existing individual schedules

ALUMINA

15 In the individual schedule for "ALUMINA", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

ALUMINA, CALCINED

16 In the individual schedule for "ALUMINA, CALCINED", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

ALUMINA HYDRATE

17 In the individual schedule for "ALUMINA HYDRATE", under the section for "Hazard", in the first sentence, add the word "a" before "moisture content"; in the second sentence, replace the words "of the Code" with the words "of this Code" and under the section for "Loading", replace the words "of the Code" with the words "of this Code".

ALUMINA SILICA

18 In the individual schedule for "ALUMINA SILICA", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

ALUMINA SILICA, pellets

19 In the individual schedule for "ALUMINA SILICA, pellets", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

ALUMINIUM FERROSILICON POWDER UN 1395

20 In the individual schedule for "ALUMINIUM FERROSILICON POWDER UN 1395", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

ALUMINIUM FLUORIDE

21 In the individual schedule for "ALUMINIUM FLUORIDE", under the section for "Weather precautions", the words "less than its TML during voyage" are replaced with the words "less than its TML during loading operations and the voyage".

ALUMINIUM NITRATE UN 1438

22 In the individual schedule for "ALUMINIUM NITRATE UN 1438", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

ALUMINIUM SILICON POWDER, UNCOATED UN 1398

23 In the individual schedule for "ALUMINIUM SILICON POWDER, UNCOATED UN 1398", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

**ALUMINIUM SMELTING BY-PRODUCTS or
ALUMINIUM REMELTING BY-PRODUCTS UN 3170**

24 In the individual schedule for "ALUMINIUM SMELTING BY-PRODUCTS or ALUMINIUM REMELTING BY-PRODUCTS UN 3170", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

ALUMINIUM SMELTING/REMELTING BY-PRODUCTS, PROCESSED

25 In the individual schedule for "ALUMINIUM SMELTING/REMELTING BY-PRODUCTS, PROCESSED", under the section for "Hazard", in the second sentence, add the word "a" before "moisture content"; in the third sentence, replace the words "of the Code" with the words "of this Code". Under the section for "Loading", replace the words "of the Code" with the words "of this Code". Under the section for "Clean-up", in the third sentence, replace the word "should" with "shall".

AMMONIUM NITRATE UN 1942

26 In the individual schedule for "AMMONIUM NITRATE UN 1942", under the section for "Loading", in the second sentence, replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

AMMONIUM NITRATE BASED FERTILIZER UN 2067

27 In the individual schedule for "AMMONIUM NITRATE BASED FERTILIZER UN 2067", under the section for "Loading", in the first sentence, replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

AMMONIUM NITRATE BASED FERTILIZER UN 2071

28 In the individual schedule for "AMMONIUM NITRATE BASED FERTILIZER UN 2071", under the section for "Loading", in the first sentence, replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

AMMONIUM NITRATE BASED FERTILIZER (non-hazardous)

29 In the individual schedule for "AMMONIUM NITRATE BASED FERTILIZER (non-hazardous)", under the section for "Stowage and segregation", in the first sentence, replace the word "should" with "shall". Under the section for "Loading", in the first sentence, replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

AMMONIUM SULPHATE

30 In the individual schedule for "AMMONIUM SULPHATE", under the section for "Loading", in the third sentence, replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

ANTIMONY ORE AND RESIDUE

31 In the individual schedule for "ANTIMONY ORE AND RESIDUE", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

BARIUM NITRATE UN 1446

32 In the individual schedule for "BARIUM NITRATE UN 1446", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

BARYTES

33 In the individual schedule for "BARYTES", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

BAUXITE

34 In the individual schedule for "BAUXITE", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

BIOSLUDGE

35 In the individual schedule for "BIOSLUDGE", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

BORAX (PENTAHYDRATE CRUDE)

36 In the individual schedule for "BORAX (PENTAHYDRATE CRUDE)", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

BORAX, ANHYDROUS (crude or refined)

37 In the individual schedule for "BORAX, ANHYDROUS (crude or refined)", under the section for "Loading", replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

BROWN COAL BRIQUETTES

38 In the individual schedule for "BROWN COAL BRIQUETTES", in the appendix of the schedule, under the section for "Carriage", in 8.1, after the words "The company's", add "*" with the following footnote:

** Refer to SOLAS regulation IX/1.2.";

and under the section for "Discharge", after the words "self-contained breathing apparatus", add "*" with the following footnote:

** Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

CALCIUM NITRATE UN 1454

39 In the individual schedule for "CALCIUM NITRATE UN 1454", under the section for "Loading", in the second sentence, replace the words "of the Code" with the words "of this Code".

CALCIUM NITRATE FERTILIZER

40 In the individual schedule for "CALCIUM NITRATE FERTILIZER", under the section for "Loading", replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

CARBORUNDUM

41 In the individual schedule for "CARBORUNDUM", under the section for "Loading", replace the words "of the Code" with the words "of this Code" and add the following text:

"As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during voyage and during loading by a pile of the cargo.";

and under the section for "Precautions", replace the word "should" with the word "shall".

CASTOR BEANS or CASTOR MEAL or CASTOR POMACE or CASTOR FLAKE UN 2969

42 In the individual schedule for "CASTOR BEANS or CASTOR MEAL or CASTOR POMACE or CASTOR FLAKE UN 2969", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

CEMENT CLINKERS

43 In the individual schedule for "CEMENT CLINKERS", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

CHAMOTTE

44 In the individual schedule for "CHAMOTTE", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

CHARCOAL

45 In the individual schedule for "CHARCOAL", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

CHOPPED RUBBER AND PLASTIC INSULATION

46 In the individual schedule for "CHOPPED RUBBER AND PLASTIC INSULATION", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

CHROME PELLETS

47 In the individual schedule for "CHROME PELLETS", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

CHROMITE ORE

48 In the individual schedule for "CHROMITE ORE ", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

CLAY

49 In the individual schedule for "CLAY", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

CLINKER ASH

50 In the existing individual schedule for "CLINKER ASH", under the section for "Description", in the fourth sentence, the words "taken out" are replaced with "discharged" twice. Under the section for "Hazard", in the second sentence, replace the words "of the Code" with the words "of this Code". Under the section for "Loading", replace the words "of the Code" with the words "of this Code".

COAL

51 In the individual schedule for "COAL", under the BCSN, add the following sentences and the corresponding footnote:

"Coal shall be classified as Group A and B unless classified as Group B only by a test determined by the appropriate authority* or where it has the following particle size distribution:

- .1 not more than 10% by weight of particles less than 1 mm (D10 > 1mm); and

- .2 not more than 50% by weight of particles less than 10 mm (D50 > 10 mm).

Notwithstanding the above, a blend of two or more coals shall be classified as Group A and B unless all original coals in the blend are Group B only.

* See subsection 8.1 of this Code."

52 Under the section for "Hazard", delete the sentence "Can liquefy if predominantly fine 75% less than 5 mm coal." and add the sentence "This cargo may liquefy if shipped at a moisture content in excess of its transportable moisture limit (TML). See sections 7 and 8 of this Code." at the end of the section.

53 Under the section for "Weather precautions", replace paragraphs .1 and .4 with the following sentences, respectively:

".1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;"

and

".4 the cargo may be handled during precipitation under the conditions stated in the procedures required in paragraph 4.3.3 of this Code; and";

and under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code". and add the sentence "Due consideration shall be given to moisture migration and formation of dangerous wet base when blended coals are loaded." at the end of the section.

54 In the appendix, under the section "Special precautions", in "2 Self-heating coals", in paragraph .5, after the words "and the company", add "*" with the following footnote:

** Refer to SOLAS regulation IX/1.2."

COAL SLURRY

55 In the individual schedule for "COAL SLURRY", under the section for "Hazard", replace the first sentence with:

"This cargo may liquefy if shipped at a moisture content in excess of its transportable moisture limit (TML). See sections 7 and 8 of this Code.";

under the section for "Weather precautions", replace paragraphs .1 and .4 with the following sentences, respectively:

".1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;"

and

".4 the cargo may be handled during precipitation under the conditions stated in the procedures required in paragraph 4.3.3 of this Code; and";

and under the section for "Loading", replace the words "of the Code" with the words "of this Code".

COAL TAR PITCH

56 In the individual schedule for "COAL TAR PITCH", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

COARSE CHOPPED TYRES

57 In the individual schedule for "COARSE CHOPPED TYRES", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

COARSE IRON AND STEEL SLAG AND ITS MIXTURE

58 In the individual schedule for "COARSE IRON AND STEEL SLAG AND ITS MIXTURE", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

COKE

59 In the individual schedule for "COKE", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

COKE BREEZE

60 In the individual schedule for "COKE BREEZE", under the section for "Hazard", replace the first sentence with:

"This cargo may liquefy if shipped at a moisture content in excess of its transportable moisture limit (TML). See sections 7 and 8 of this Code.";

under the section for "Weather precautions", replace paragraphs .1 and .4 with the following sentences, respectively:

".1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;"

and

".4 the cargo may be handled during precipitation under the conditions stated in the procedures required in paragraph 4.3.3 of this Code; and";

and under the section for "Loading", replace the words "of the Code" with the words "of this Code".

COLEMANITE

61 In the individual schedule for "COLEMANITE", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

COPPER GRANULES

62 In the individual schedule for "COPPER GRANULES", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

COPPER MATTE

63 In the individual schedule for "COPPER MATTE", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

COPPER SLAG

64 In the individual schedule for "COPPER SLAG ", under the section for "Hazard", in the first sentence, add the word "a" before the words "moisture content". Under the section for "Loading", replace the first sentence with the following:

"This cargo shall be trimmed to ensure that the height difference between peaks and troughs does not exceed 5% of the ship's breadth and that the cargo slopes uniformly from the hatch boundaries to the bulkheads to avoid steep surfaces of cargo that could collapse during voyage.";

and under the section for "Carriage", add the following text at the end of the section:

"The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsize of the ship, and give consideration to seeking emergency entry into a place of refuge."

COPRA (dry) UN 1363

65 In the individual schedule for "COPRA (dry) UN 1363", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code". Under the section for "Precautions", after the words "concentration of oxygen", add "*" with the following footnote:

* Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

CRUSHED CARBON ANODES

66 In the individual schedule for "CRUSHED CARBON ANODES", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

CRYOLITE

67 In the individual schedule for "CRYOLITE", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

DIAMMONIUM PHOSPHATE (D.A.P.)

68 In the individual schedule for "DIAMMONIUM PHOSPHATE (D.A.P.)", under the section for "Loading", replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

DIRECT REDUCED IRON (A) Briquettes, hot-moulded

69 In the individual schedule for "DIRECT REDUCED IRON (A) Briquettes, hot-moulded", under the section for "Loading", in the sixth sentence, replace the words "of the Code" with the words "of this Code"; add the following text at the end of the section:

"As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during voyage and during loading by a pile of the cargo.";

under the section for "Precautions", in the last sentence, after the words "adjacent spaces", add "*" with the following footnote:

* Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27).";

and under the sections for "Carriage" and "Discharge", replace the words "> 25% LEL)" with "> 25% lower explosive limit (LEL)". Under the section for "Clean-up", in the third sentence, replace the word "should" with the word "shall".

DIRECT REDUCED IRON (B) Lumps, pellets, cold-moulded briquettes

70 In the individual schedule for "DIRECT REDUCED IRON (B) Lumps, pellets, cold-moulded briquettes", under the section for "Loading", in the sentence "Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code", replace the words "of the Code" with the words "of this Code"; add the following text:

"When the stowage factor of this cargo is equal to or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.";

under the section for "Precautions", in the sentence "All precautions shall be taken when entering the cargo spaces", after the words "entering the cargo spaces", add "*" with the following footnote:

* Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27).";

and under the sections for "Carriage" and "Discharge", replace the words "> 25% LEL)" with "> 25% lower explosive limit (LEL)". Under the section for "Clean-up", in the second sentence, replace the word "should" with the word "shall".

DIRECT REDUCED IRON (C) By-product fines

71 In the individual schedule for "DIRECT REDUCED IRON (C) (By-product fines)", under the section for "Loading", in the sentence "Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code", replace the words "of the Code" with the words "of this Code"; and add the following text:

"As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during voyage and during loading by a pile of the cargo.";

under the section for "Precautions", in the sixteenth sentence, after the words "to support life", add "*" with the following footnote:

* Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27).";

and under the sections for "Carriage" and "Discharge", replace the words "> 25% LEL)" with "> 25% lower explosive limit (LEL)".

DISTILLERS DRIED GRAINS WITH SOLUBLES

72 In the individual schedule for "DISTILLERS DRIED GRAINS WITH SOLUBLES", under the section for "Loading", in the second sentence, replace the words "of the Code" with the words "of this Code".

DOLOMITE

73 In the individual schedule for "DOLOMITE", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

FELSPAR LUMP

74 In the individual schedule for "FELSPAR LUMP", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

FERROCHROME

75 In the individual schedule for "FERROCHROME", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

FERROCHROME, exothermic

76 In the individual schedule for "FERROCHROME, exothermic", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

FERROMANGANESE

77 In the individual schedule for "FERROMANGANESE", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

FERRONICKEL

78 In the individual schedule for "FERRONICKEL", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

FERROPHOSPHORUS (including briquettes)

79 In the individual schedule for "FERROPHOSPHORUS (including briquettes)", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

FERROSILICON UN 1408 with 30% or more but less than 90% silicon (including briquettes)

80 In the individual schedule for "FERROSILICON UN 1408 with 30% or more but less than 90% silicon (including briquettes)", replace the table in the section for "Characteristics" with the following:

"

| Angle of repose | Bulk density (kg/m ³) | | Stowage factor (m ³ /t) |
|-------------------------|---|-----------------|---|
| Not applicable | 1,389 to 2,083 (1,111 to 1,538 for briquettes) | | 0.48 to 0.72 (0.65 to 0.90 for briquettes) |
| Size | Class | Subsidiary risk | Group |
| Up to 300 mm briquettes | 4.3 | 6.1 | B |

"

Under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code"; and replace the sentences "As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during voyage and during loading by a pile of the cargo." with the following:

"When the stowage factor of this cargo is equal to or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.";

and under the section for "Operational requirements" in the appendix, in (vii), after the words "below 18%", add "*" with the following footnote:

** Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

FERROSILICON 25% to 30% silicon, or 90% or more silicon (including briquettes)

81 In the individual schedule for "FERROSILICON 25% to 30% silicon, or 90% or more silicon (including briquettes)", the Bulk Cargo Shipping Name is replaced with following:

"FERROSILICON with at least 25% but less than 30% silicon, or 90% or more silicon";

in the table of "Characteristics", under the section for "Size", the words "Diameter: 2.54" are replaced with "Up to 300 mm briquettes". Under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code"; and replace the sentences "As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during voyage and during loading by a pile of the cargo." with the following:

"When the stowage factor of this cargo is equal to or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.";

and under the section for "Operational requirements" in the appendix, in (vii), after the words "below 18%", add "*" with the following footnote:

- * Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

FERROUS METAL BORINGS, SHAVINGS, TURNINGS or CUTTINGS UN 2793 in a form liable to self-heating

82 In the individual schedule for "FERROUS METAL BORINGS, SHAVINGS, TURNINGS or CUTTINGS UN 2793 in a form liable to self-heating", under the section for "Discharge", after the words "appropriate breathing apparatus", add "*" with the following footnote:

- * Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

FERROUS SULPHATE HEPTAHYDRATE

83 In the individual schedule for "FERROUS SULPHATE HEPTAHYDRATE", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

FERTILIZERS WITHOUT NITRATES (non-hazardous)

84 In the individual schedule for "FERTILIZERS WITHOUT NITRATES (non-hazardous)", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

FISH (IN BULK)

85 In the individual schedule for "FISH (IN BULK)", under the section for "Loading", replace the words "of the Code" with the words "of this Code". Under the section for "Carriage", replace the words "No special requirements" with the following:

"The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge."

FISHMEAL (FISHSCRAP), STABILIZED UN 2216 Anti-oxidant treated

86 In the individual schedule for "FISHMEAL (FISHSCRAP), STABILIZED UN 2216 Anti-oxidant treated", in the provision under the Bulk Cargo Shipping Name, delete the term "Group C, "; and under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

FLUORSPAR

87 In the individual schedule for "FLUORSPAR", under the section for "Hazard", replace the first and second sentence with:

"This cargo may liquefy if shipped at a moisture content in excess of its transportable moisture limit (TML). See sections 7 and 8 of this Code.";

TSFS 2018:96

Bilaga 6

under the section for "Loading", replace the words "of the Code" with the words "of this Code"; add the following text:

"When the stowage factor of this cargo is equal to or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.";

under the section for "Weather precautions", replace paragraphs .1 and .4 with the following sentences, respectively:

".1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;"

and

".4 the cargo may be handled during precipitation under the conditions stated in the procedures required in paragraph 4.3.3 of this Code; and";

and under the section for "Carriage", replace the sentence "No special requirements." with the following:

"The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge."

FLY ASH, DRY

88 In the individual schedule for "FLY ASH, DRY", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code". Under the section for "Clean-up", replace the words "FLY ASH" with "fly ash".

FLY ASH, WET

89 In the individual schedule for "FLY ASH, WET", under the section for "Hazard", replace the first sentence with:

"This cargo may liquefy if shipped at a moisture content in excess of its transportable moisture limit (TML). See sections 7 and 8 of this Code.";

under the section for "Weather precautions", replace paragraphs .1 and .4 with the following sentences, respectively:

".1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;"

and

".4 the cargo may be handled during precipitation under the conditions stated in the procedures required in paragraph 4.3.3 of this Code; and";

and under the section for "Loading", replace the words "of the Code" with the words "of this Code".

GLASS CULLET

90 In the existing individual schedule for "GLASS CULLET", at the end of the section for "Description", add the following text:

"It may also be flint flat glass cullet which may have a grey or ochre appearance caused by adherent glass dust. May have a slight odour caused by organic impurities (plastics, foil). Used for glass production (bottle industry).";

and replace the existing table of "Characteristics", with the following:

"

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 600 to 1,330 | 0.75 to 1.67 |
| Size | Class | Group |
| Up to 2,000 mm | Not applicable | C |

"

GRAIN SCREENING PELLETS

91 In the individual schedule for "GRAIN SCREENING PELLETS", under the section for "Loading", in the first sentence, replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code", and delete the words "in accordance with the shipper's declaration of the angle of repose".

GRANULAR FERROUS SULPHATE

92 In the individual schedule for "GRANULAR FERROUS SULPHATE", under the section for "Loading", replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

GRANULATED NICKEL MATTE (LESS THAN 2% MOISTURE CONTENT)

93 In the individual schedule for "GRANULATED NICKEL MATTE (LESS THAN 2% MOISTURE CONTENT)", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

GRANULATED SLAG

94 In the individual schedule for "GRANULATED SLAG", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

GRANULATED TYRE RUBBER

95 In the individual schedule for "GRANULATED TYRE RUBBER", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

GYPSUM

96 In the individual schedule for "GYPSUM", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

GYPSUM GRANULATED

97 In the individual schedule for "GYPSUM GRANULATED", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

ILMENITE CLAY

98 In the individual schedule for "ILMENITE CLAY", under the section for "Hazard", replace the first sentence with:

"This cargo may liquefy if shipped at a moisture content in excess of its transportable moisture limit (TML). See sections 7 and 8 of this Code.";

under the section for "Weather precautions", replace paragraphs .1 and .4 with the following sentences, respectively:

.1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;"

and

.4 the cargo may be handled during precipitation under the conditions stated in the procedures required in paragraph 4.3.3 of this Code; and";

and under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

ILMENITE (ROCK)

99 In the individual schedule for "ILMENITE (ROCK)", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

ILMENITE SAND

100 In the existing individual schedule for "ILMENITE SAND", under the Bulk Cargo Shipping Name, delete the sentence "This cargo can be categorized as Group A or C.". Under the section for "Description", delete the sentences "The moisture content of this cargo in Group C is 1% to 2%. When moisture content is above 2%, this cargo is to be categorized in Group A." In the table of "Characteristics", in the column for "Group", delete the words "or C". Replace the text under the section for "Hazard" with following:

"This cargo may liquefy if shipped at a moisture content in excess of its transportable moisture limit (TML). See sections 7 and 8 of this Code. This cargo is non-combustible or has a low fire-risk.";

and under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code". Replace the text under the section for "Weather precautions" with the following:

"When a cargo is carried in a ship other than a ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

.1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;

- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in paragraph 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port."

ILMENITE (UPGRADED)

101 In the individual schedule for "ILMENITE (UPGRADED)", under the section for "Hazard", in the first sentence, add the word "a" before the words "moisture content". Under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

IRON ORE FINES

102 In the individual schedule for "IRON ORE FINES", under the section for "Hazard", add the word "a" before the words "moisture content". Under the section for "Carriage", in the second sentence, delete the words "as far as practicable".

IRON ORE PELLETS

103 In the individual schedule for "IRON ORE PELLETS", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

IRON OXIDE, SPENT or IRON SPONGE, SPENT UN 1376 obtained from coal gas purification

104 In the individual schedule for "IRON OXIDE, SPENT or IRON SPONGE, SPENT UN 1376 obtained from coal gas purification", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

IRON OXIDE TECHNICAL

105 In the individual schedule for "IRON OXIDE TECHNICAL", under the section for "Hazard", add the word "a" before the words "moisture content".

IRONSTONE

106 In the individual schedule for "IRONSTONE", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

LABRADORITE

107 In the individual schedule for "LABRADORITE", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

LEAD NITRATE UN 1469

108 In the individual schedule for "LEAD NITRATE UN 1469", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

LEAD ORE

109 In the individual schedule for "LEAD ORE", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code" and replace the text "As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during voyage and during loading by a pile of the cargo." with the following:

"When the stowage factor of this cargo is equal to or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo."

LIME (UNSLAKED)

110 In the individual schedule for "LIME (UNSLAKED)", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

LIMESTONE

111 In the individual schedule for "LIMESTONE", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

LINTED COTTON SEED with not more than 9% moisture and not more than 20.5% oil

112 In the individual schedule for "LINTED COTTON SEED with not more than 9% moisture and not more than 20.5% oil", under the section for "Loading", replace the words "of the Code" with the words "of this Code";

under the section for "Precautions", after the words "concentration of oxygen", add "***" with the following footnote:

*** Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27).";

and under the section for "Carriage", replace the word "should" with the word "shall".

MAGNESIA (DEADBURNED)

113 In the individual schedule for "MAGNESIA (DEADBURNED)", under the section for "Loading", replace the words "of the Code" with the words "of this Code"; and add the following text:

"As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo."

MAGNESIA (UNSLAKED)

114 In the individual schedule for "MAGNESIA (UNSLAKED)", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

MAGNESITE, natural

115 In the individual schedule for "MAGNESITE, natural", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

MAGNESIUM NITRATE UN 1474

116 In the individual schedule for "MAGNESIUM NITRATE UN 1474", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

MAGNESIUM SULPHATE FERTILIZERS

117 In the individual schedule for "MAGNESIUM SULPHATE FERTILIZERS", under the section for "Loading", replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

MANGANESE ORE

118 In the individual schedule for "MANGANESE ORE", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code". Replace the text "As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during voyage and during loading by a pile of the cargo." with the following:

"When the stowage factor of this cargo is equal to or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo."

MANGANESE ORE FINES

119 In the individual schedule for "MANGANESE ORE FINES", under the section for "Hazard", in the first sentence, add the word "a" before the words "moisture content".

MARBLE CHIPS

120 In the individual schedule for "MARBLE CHIPS", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

METAL SULPHIDE CONCENTRATES

121 In the individual schedule for "METAL SULPHIDE CONCENTRATES", in the table of "Characteristics", under "Class", after the word "MHB", add "(SH) and/or (CR) and/or (TX)". Under the section for "Hazard", add a first sentence as follows:

"Some metal sulphide concentrates may have acute and long term health effects.";

add the following text at the beginning of the section:

"This cargo may liquefy if shipped at a moisture content in excess of its transportable moisture limit (TML). See sections 7 and 8 of this Code.";

under the section for "Weather precautions", replace paragraphs .1 and .4 with the following sentences, respectively:

".1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;"

and

".4 the cargo may be handled during precipitation under the conditions stated in the procedures required in paragraph 4.3.3 of this Code; and";

under the section for "Loading", replace the first sentence with the following:

"This cargo shall be trimmed to ensure that the height difference between peaks and troughs does not exceed 5% of the ship's breadth and that the cargo slopes uniformly from the hatch boundaries to the bulkheads to avoid steep surfaces of cargo that could collapse during voyage.";

and under the section for "Precautions", after the words "concentration of oxygen", add "*" with the following footnote:

* Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

Mineral Concentrates

122 In the individual schedule for "Mineral Concentrates", under the section for "Hazard", replace the first and second sentence with:

"The above materials may liquefy if shipped at a moisture content in excess of their transportable moisture limit (TML). See sections 7 and 8 of this Code.";

under the section for "Weather precautions", replace paragraphs .1 and .4 with the following sentences, respectively:

".1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;"

and

".4 the cargo may be handled during precipitation under the conditions stated in the procedures required in paragraph 4.3.3 of this Code; and";

and replace the text under the section for "Loading" with the following:

"This cargo shall be trimmed to ensure that the height difference between peaks and troughs does not exceed 5% of the ship's breadth and that the cargo slopes uniformly from the hatch boundaries to the bulkheads to avoid steep surfaces of cargo that could collapse during voyage.

When the stowage factor of this cargo is equal to or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo."

MONOAMMONIUM PHOSPHATE (M.A.P.)

123 In the individual schedule for "MONOAMMONIUM PHOSPHATE (M.A.P.)", under the section for "Loading", replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

NICKEL ORE

124 In the individual schedule for "NICKEL ORE", under the section for "Weather precautions", replace paragraph .1 with following:

".1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;"

and under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

PEANUTS (in shell)

125 In the individual schedule for "PEANUTS (in shell)", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

PEAT MOSS

126 In the individual schedule for "PEAT MOSS", under the section for "Hazard", add the following text at the beginning:

"This cargo may liquefy if shipped at a moisture content in excess of its transportable moisture limit (TML). See sections 7 and 8 of this Code.";

and under the section for "Loading", replace the words "of the Code" with the words "of this Code". Under the section for "Precautions", after the words "a normal level", add "*" with the following footnote:

"* Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

PEBBLES (sea)

127 In the individual schedule for "PEBBLES (sea)", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

PELLETS (concentrates)

128 In the individual schedule for "PELLETS (concentrates)", under the section for "Loading", replace the words "of the Code" with the words "of this Code"; and add the following text at the end of the section:

"As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo."

PERLITE ROCK

129 In the individual schedule for "PERLITE ROCK", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

PHOSPHATE (defluorinated)

130 In the individual schedule for "PHOSPHATE (defluorinated)", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

PHOSPHATE ROCK (calcined)

131 In the individual schedule for "PHOSPHATE ROCK (calcined)", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

PHOSPHATE ROCK (uncalcined)

132 In the individual schedule for "PHOSPHATE ROCK (uncalcined)", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

PIG IRON

133 In the individual schedule for "PIG IRON", under the section for "Loading", in the third sentence, replace the words "of the Code" with the words "of this Code".

PITCH PRILL

134 In the individual schedule for "PITCH PRILL", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

POTASH

135 In the individual schedule for "POTASH", under the section for "Loading", replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

POTASSIUM CHLORIDE

136 In the individual schedule for "POTASSIUM CHLORIDE", under the section for "Loading", replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

POTASSIUM NITRATE UN 1486

137 In the individual schedule for "POTASSIUM NITRATE UN 1486", under the section for "Loading", replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

POTASSIUM SULPHATE

138 In the individual schedule for "POTASSIUM SULPHATE", under the section for "Loading", replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

PUMICE

139 In the individual schedule for "PUMICE", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

PYRITE (containing copper and iron)

140 In the individual schedule for "PYRITE (containing copper and iron)", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

PYRITES, CALCINED (Calcined Pyrites)

141 In the individual schedule for "PYRITES, CALCINED (Calcined Pyrites)", under the section for "Hazard", replace the third sentence with the following:

"This cargo may liquefy if shipped at a moisture content in excess of its transportable moisture limit (TML). See sections 7 and 8 of this Code.;"

under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

PYROPHYLLITE

142 In the individual schedule for "PYROPHYLLITE", under the section for "Loading", replace the words "of the Code" with the words "of this Code"; add the following text at the end of the section:

"As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo."

QUARTZ

143 In the individual schedule for "QUARTZ", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

QUARTZITE

144 In the individual schedule for "QUARTZITE", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-I), non-fissile or fissile – excepted UN 2912

145 In the individual schedule for "RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-I), non-fissile or fissile – excepted UN 2912", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

RADIOACTIVE MATERIAL, SURFACE CONTAMINATED OBJECTS (SCO-I), non-fissile or fissile – excepted UN 2913

146 In the individual schedule for "RADIOACTIVE MATERIAL, SURFACE CONTAMINATED OBJECTS (SCO-I), non-fissile or fissile – excepted UN 2913", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

RASORITE (ANHYDROUS)

147 In the individual schedule for "RASORITE (ANHYDROUS)", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

RUTILE SAND

148 In the individual schedule for "RUTILE SAND", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

SALT

149 In the individual schedule for "SALT", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

SALT CAKE

150 In the individual schedule for "SALT CAKE", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

SALT ROCK

151 In the individual schedule for "SALT ROCK", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

SAND

152 In the individual schedule for "SAND", under the section for "Loading", replace the words "of the Code" with the words "of this Code". Add the following text at the end of the section:

"When the stowage factor of this cargo is equal to or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo."

SAND, HEAVY MINERAL

153 In the individual schedule for "SAND, HEAVY MINERAL", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

SAWDUST

154 In the individual schedule for "SAWDUST", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

SCALE GENERATED FROM THE IRON AND STEEL MAKING PROCESS

155 In the individual schedule for "SCALE GENERATED FROM THE IRON AND STEEL MAKING PROCESS", under the section for "Hazard", add the word "a" before the words "moisture content".

SEED CAKE, containing vegetable oil UN 1386 (a) mechanically expelled seeds, containing more than 10% of oil or more than 20% of oil and moisture combined

156 In the individual schedule for "SEED CAKE, containing vegetable oil UN 1386 (a) mechanically expelled seeds, containing more than 10% of oil or more than 20% of oil and moisture combined", under the section for "Loading", replace the words "of the Code" with the words "of this Code". Under the section for "Precautions", after the words "a normal level", add "*" with the following footnote:

- "* Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

SEED CAKE, containing vegetable oil UN 1386 (b) solvent extractions and expelled seeds, containing not more than 10% of oil and when the amount of moisture is higher than 10%, not more than 20% of oil and moisture combined

157 In the individual schedule for "SEED CAKE, containing vegetable oil UN 1386 (b) solvent extractions and expelled seeds, containing not more than 10% of oil and when the amount of moisture is higher than 10%, not more than 20% of oil and moisture combined", in the sentence "When, in solvent extracted seed cake, the oil or oil and moisture content exceeds the percentages stated above, guidance should be sought from the competent authorities." after BCSN, replace the word "should" with the word "shall". Under the section for "Loading", in the last sentence, replace the words "of the Code" with the words "of this Code". Under the section for "Ventilation", replace the word "should" with the word "shall". Under the section for "Precautions", after the words "a normal level", add "*" with the following footnote:

- "* Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

SEED CAKE UN 2217 with not more than 1.5% oil and not more than 11% moisture

158 In the individual schedule for "SEED CAKE UN 2217 with not more than 1.5% oil and not more than 11% moisture", under the section for "Loading", in the second sentence, replace the words "of the Code" with the words "of this Code". Under the section for "Ventilation", replace the word "should" with the word "shall". Under the section for "Precautions", after the words "a normal level", add "*" with the following footnote:

- "* Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

SEED CAKE (non-hazardous)

159 In the individual schedule for "SEED CAKE (non-hazardous)", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

SILICOMANGANESE (low carbon)

160 In the individual schedule for "SILICOMANGANESE (low carbon)", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code". Under the section for "Precautions", replace the word "should" with the word "shall"; after the words "has been effected", add "*" with the following footnote:

- "* Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

SILICON SLAG

161 In the individual schedule for "SILICON SLAG", in the table of "Characteristics", under the column "Bulk density (kg/m³)", the numerical value "2,300" is replaced with "1,500"; under the column for "Stowage factor (m³/t)", the numerical value "0.43" is replaced with "0.67". Under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code"; and the second and third sentences are replaced with following:

"When the stowage factor of this cargo is equal or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo."

SODA ASH (Dense and light)

162 In the individual schedule for "SODA ASH (Dense and light)", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

SODIUM NITRATE UN 1498

163 In the individual schedule for "SODIUM NITRATE UN 1498", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

SODIUM NITRATE AND POTASSIUM NITRATE MIXTURE UN 1499

164 In the individual schedule for "SODIUM NITRATE AND POTASSIUM NITRATE MIXTURE UN 1499", under the section for "Loading", replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

SOLIDIFIED FUELS RECYCLED FROM PAPER AND PLASTICS

165 In the individual schedule for "SOLIDIFIED FUELS RECYCLED FROM PAPER AND PLASTICS", under the section for "Loading", in the second sentence, replace the words "of the Code" with the words "of this Code". Under the section for "Precautions", after the words "sufficiently ventilated", add "*" with the following footnote:

"* Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

SPODUMENE (UPGRADED)

166 In the individual schedule for "SPODUMENE (UPGRADED)", under the section for "Hazard", add the word "a" before the words "moisture content".

STAINLESS STEEL GRINDING DUST

167 In the individual schedule for "STAINLESS STEEL GRINDING DUST", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

STONE CHIPPINGS

168 In the individual schedule for "STONE CHIPPINGS", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

SUGAR

169 In the individual schedule for "SUGAR", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

SULPHUR (formed, solid)

170 In the individual schedule for "SULPHUR (formed, solid)", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

SULPHUR UN 1350 (crushed lump and coarse grained)

171 In the individual schedule for "SULPHUR UN 1350 (crushed lump and coarse grained)", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

SUPERPHOSPHATE

172 In the individual schedule for "SUPERPHOSPHATE", under the section for "Loading", replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

SUPERPHOSPHATE (triple, granular)

173 In the individual schedule for "SUPERPHOSPHATE (triple, granular)", under the section for "Loading", replace the words "of the Code" with the words "of this Code". Under the sections for "Precautions" and "Clean-up", respectively, replace the word "should" with the word "shall".

TACONITE PELLETS

174 In the individual schedule for "TACONITE PELLETS", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

TALC

175 In the individual schedule for "TALC", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

TANKAGE

176 In the individual schedule for "TANKAGE", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

TAPIOCA

177 In the individual schedule for "TAPIOCA", under the section for "Loading", replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

UREA

178 In the individual schedule for "UREA", under the section for "Loading", replace the words "under sections 4, 5 and 6 of the Code" with the words "under sections 4 and 5 of this Code".

VANADIUM ORE

179 In the individual schedule for "VANADIUM ORE", under the section for "Loading", replace the words "of the Code" with the words "of this Code"; add the following text at the end of the section:

"As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.";

and under the section for "Precautions", replace the word "should" with the word "shall".

VERMICULITE

180 In the individual schedule for "VERMICULITE", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

WHITE QUARTZ

181 In the individual schedule for "WHITE QUARTZ", under the section for "Loading", replace the words "of the Code" with the words "of this Code".

WOODCHIPS

182 In the individual schedule for "WOODCHIPS", under the section for "Loading", replace the words "of the Code" with the words "of this Code". Under the section for "Precautions", in the first and second sentences, respectively, replace the word "should" with the word "shall"; after the words "oxygen level is 20.7%", add "*" with the following footnote:

* Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

WOOD PELLETS CONTAINING ADDITIVES AND/OR BINDERS

183 In the individual schedule for "WOOD PELLETS CONTAINING ADDITIVES AND/OR BINDERS", under the section for "Description", the fifth sentence is replaced with the following:

"The raw material is compressed to approximately one-third of its original volume. The finished wood pellets typically have a moisture content of 4% to 8%.";

under the section for "Loading", replace the words "under sections 4, 5 and 6 of this Code" with the words "under sections 4 and 5 of this Code"; and under the section for "Precautions", after the words "carbon monoxide <100 ppm", add "*" with the following footnote:

* Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

WOOD PELLETS NOT CONTAINING ANY ADDITIVES AND/OR BINDERS

184 In the individual schedule for "WOOD PELLETS NOT CONTAINING ANY ADDITIVES AND/OR BINDERS", under the section for "Description", the fifth sentence is replaced with the following:

"The raw material is compressed to approximately one-third of its original volume. The finished wood pellets typically have a moisture content of 4% to 8%.";

under the section for "Loading", replace the words "under sections 4, 5 and 6 of this Code" with the words "under sections 4 and 5 of this Code". Under the section for "Precautions", after the words "carbon monoxide <100 ppm", add "***" with the following footnote:

*** Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

Wood Products – General

185 In the individual schedule for "Wood Products – General", under the section for "Precautions", after the words "oxygen level is 21%", add "***" with the following footnote:

*** Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27).";

and under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

WOOD TORREFIED

186 In the individual schedule for "WOOD TORREFIED", under the section for "Loading", replace the words "section 4, 5 and 6 of the Code" with the words "section 4 and 5 of this Code". Under the section for "Precautions", after the words "carbon monoxide < 100 ppm", add "***" with the following footnote:

*** Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

ZINC ASHES UN 1435

187 In the individual schedule for "ZINC ASHES UN 1435", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

ZINC SLAG

188 In the individual schedule for "ZINC SLAG", under the section for "Hazard", add the word "a" before the words "moisture content". Under the section for "Loading", replace the first sentence with the following:

"This cargo shall be trimmed to ensure that the height difference between peaks and troughs does not exceed 5% of the ship's breadth and that the cargo slopes uniformly from the hatch boundaries to the bulkheads to avoid steep surfaces of cargo that could collapse during the voyage."

and under the section for "Carriage", add the following text at the end of the section:

"The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during the voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge."

ZIRCON KYANITE CONCENTRATE

189 In the individual schedule for "ZIRCON KYANITE CONCENTRATE", under the section for "Hazard", add the word "a" before the words "moisture content". Under the section for "Loading", replace the second and the third sentences with the following text:

"As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during voyage and during loading by a pile of the cargo."

ZIRCONSAND

190 In the individual schedule for "ZIRCONSAND", under the section for "Loading", in the first sentence, replace the words "of the Code" with the words "of this Code".

New individual schedules

191 Insert the following new individual schedules accordingly in alphabetical order:

"FOAM GLASS GRAVEL

Description

Foam glass gravel is a lightweight insulation product used in the construction/building industry. This cargo is odourless and of grey anthracite colour.

Characteristics

| Angle of repose | Bulk density (kg/m³) | Stowage factor (m³/t) |
|-----------------|----------------------|-----------------------|
| Not applicable | 130 to 250 | 4.0 to 7.6 |
| Size | Class | Group |
| Varies | Not applicable | C |

Hazard

Dust may cause skin and eye irritation.
This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather Precautions

No special requirements.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

Precautions

Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks as well as protective clothing, as necessary. Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

Ventilation

No special requirements.

Carriage

No special requirements.

Discharge

Entry into the cargo spaces containing this cargo shall only be permitted for trained personnel wearing protective clothing and goggles or other equivalent dust eye-protection as well as dust filter masks.

Clean-up

No special requirements."

"IRON SMELTING BY-PRODUCTS

Description

This cargo is a by-product from the smelting of iron ore, ilmenite and titanomagnetite. Grey or black, small to large size lumps (up to 45 tonnes), granulated iron included. Depending on the dominant size, Iron by-products from smelting of iron ore, ilmenite and titanomagnetite is called variously:

| | |
|---------------------------|----------------------------|
| Iron pan edges | K1-K3 bears |
| Separation of iron | Steel bears |
| Granulated iron | Pig iron by-product |
| Plate iron | Beach iron |
| Pool iron | Iron skulls |
| Flat iron | |

Characteristics

| Angle of repose | Bulk density (kg/m³) | Stowage factor (m³/t) |
|------------------------|--|---|
| Not applicable | Varies | Varies |
| Size | Class | Group |
| Varies | Not applicable | C |

Hazard

No special hazards.

This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

No special requirements.

TSFS 2018:96

Bilaga 6

Hold cleanliness

No special requirements.

Weather precautions

No special requirements.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

The tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during voyage and during loading by a pile of the cargo. Large pieces shall not be dropped in the cargo hold and placement of very large lumps shall be such that the tank top is not overstressed by point loads. The weight distribution in the hold shall be considered during loading.

Precautions

Bilge wells of the cargo spaces shall be protected from ingress of the cargo.

Ventilation

No special requirements.

Carriage

No special requirements.

Discharge

When this cargo is discharged by magnet or spider grab:

- .1 the deck and deck machineries shall be protected from falling cargo; and
- .2 damages to the ship shall be checked, after the completion of discharge.

Clean-up

No special requirements."

"METAL SULPHIDE CONCENTRATES, CORROSIVE UN 1759 (see also Mineral Concentrates schedule)

This schedule shall only apply to cargoes that would fall under Packing Group (PG) III as specified in the IMDG Code if they were carried in a packaged form.

Description

Mineral concentrates are refined ores in which the valuable components have been enriched by eliminating the bulk of waste materials. Generally the particle size is small, although agglomerates sometimes exist in concentrates which have not been freshly produced.

The most common concentrates in this category are: zinc concentrates, lead concentrates, copper concentrates and low grade middling concentrates.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| Not applicable | 1,700 to 3,230 | 0.31 to 0.59 |
| Size | Class | Group |
| Various | 8* | A and B |

*This material may also meet MHB criteria of self-heating solids and/or solids that evolve toxic gas when wet.

Hazard

This cargo may liquefy if shipped at a moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code.

Some sulphide concentrates are liable to oxidation and may have a tendency to self-heat, with associated oxygen depletion and emission of toxic fumes. Moisture in the cargo will form sulphurous acid which is corrosive to steel.

Stowage & Segregation

Unless determined by the competent authority, segregation as required for class 4.2 and Class 8 materials.

"Separated from" foodstuffs.

Hold cleanliness

Clean and dry as relevant to the hazards of the cargo.

Weather precautions

When this cargo is carried in a ship other than a ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

When the stowage factor of this cargo is equal or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo forming.

Precautions

Entry into the cargo space for this cargo shall not be permitted until the space has been ventilated and the atmosphere tested for concentration of oxygen*. Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of this cargo. Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo.

Bilge system of a cargo space to which this cargo is to be loaded shall be tested to ensure it is working. Persons who may be exposed to the dust of the cargo shall wear gloves, goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

When a Metal Sulphide Concentrate is considered as presenting a low fire-risk, the carriage of such cargo on a ship not fitted with a fixed gas fire-extinguishing system shall be subject to the Administration's authorization as provided by SOLAS regulation II-2/10.7.1.4.

Ventilation

The cargo shall not be ventilated during the voyage.

Carriage

The appearance of the surface of the cargo shall be checked regularly during the voyage. If free water above the cargo or fluid state of the cargo is observed during the voyage, the master shall take appropriate action to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge.

For quantitative measurements of oxygen and toxic fumes liable to be evolved by the cargo, suitable detectors for each gas and fume or combination of these shall be on board while this cargo is carried. The detectors shall be suitable for use in an atmosphere without oxygen.

The concentrations of these gases in the cargo spaces carrying this cargo shall be measured regularly during voyage, and the results of the measurements shall be recorded and kept on board.

Discharge

No special requirements.

Clean-up

Ensure that all residues are washed away and the holds thoroughly dried. Wet dust or residues will form corrosive sulphurous acid, which is dangerous to personnel and will corrode steel.

Emergency procedures

| |
|---|
| <p>Special emergency equipment to be carried</p> <p>Protective clothing (gloves, boots, coveralls, headgear).</p> <p>Self-contained breathing apparatus.</p> |
| <p>Emergency procedures</p> <p>Wear protective clothing and self-contained breathing apparatus.</p> <p>Emergency action in the event of fire</p> <p>Batten down; use ship's fixed firefighting installation, if fitted.</p> <p>Exclusion of air may be sufficient to control the fire. Do not use water.</p> <p>Medical first aid</p> <p>Refer to the Medical First Aid Guide (MFAG), as amended.</p> |

Remarks

Fire may be indicated by the smell of sulphur dioxide.

* Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

"MONOAMMONIUM PHOSPHATE (M.A.P.), MINERAL ENRICHED COATING**Description**

This cargo is monoammonium phosphate (M.A.P.) with a mineral enriched coating. Odourless, brownish-grey granules. It is hygroscopic and can be very dusty.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| 35° to 40° | 826 to 1,000 | 1.0 to 1.21 |
| Size | Class | Group |
| Up to 4 mm | MHB (CR) | B |

Hazard

This cargo has a pH of 4.5 and in the presence of moisture can be highly corrosive to eyes and skin.

This cargo is non-combustible or has a low fire-risk.

This cargo will cake if wet.

This cargo will decompose burlap or canvas cloth covering bilge wells. Continuous carriage of this cargo may have detrimental structural effects over a long period of time.

Stowage & Segregation

No special requirements.

Hold cleanliness

Clean and dry as relevant to the hazards of the cargo.

Weather precautions

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

Precautions

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear gloves, goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

Ventilation

The cargo spaces carrying this cargo shall not be ventilated during voyage.

Carriage

Condensation in the cargo spaces carrying this cargo, sweating of this cargo and entering of water from hatch covers to the cargo spaces shall be checked regularly during the voyage. Due attention shall be paid to the sealing of hatches of the cargo spaces.

Discharge

This cargo is hygroscopic and may cake in overhangs, impairing safety during discharge. If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

Clean-up

After discharge of this cargo, particular attention shall be paid to bilge wells of the cargo spaces.

Emergency procedures

| |
|---|
| <p>Special emergency equipment to be carried Protective clothing (gloves, boots, coveralls, headgear). Self-contained breathing apparatus.</p> |
| <p>Emergency procedures Wear protective clothing and self-contained breathing apparatus.</p> |
| <p>Emergency action in the event of fire Batten down; use ship's fixed firefighting installation, if fitted.</p> |
| <p>Medical first aid Refer to the Medical First Aid Guide (MFAG), as amended.</p> |

"MONOCALCIUMPHOSPHATE (MCP)

Description

The product consists of Monocalciumphosphate, monohydrate. Granulated. Light grey. Odourless.

Characteristics

| | | |
|------------------------|-----------------------------|------------------------------|
| Angle of repose | Bulk density (kg/m3) | Stowage factor (m3/t) |
| Approximately 32° | 900 to 1,100 | 0.91 to 1.11 |
| Size | Class | Group |
| 0.2 to 2 mm | MHB (CR) | A and B |

Hazard

This cargo is non-combustible or has a low fire-risk.

Potential inhalation hazard and eye irritation from Monocalciumphosphate dust during handling, placement and transportation.

Stowage & segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

When a cargo is carried in a ship other than a ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

Precautions

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, gloves, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

Ventilation

No special requirements.

Carriage

The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements.

Clean-up

Avoid handling which creates dust.

Emergency procedures

| |
|--|
| <p>Special emergency equipment to be carried Protective clothing (gloves, boots, coveralls, headgear). Self-contained breathing apparatus.</p> |
| <p>Emergency procedures Wear protective clothing and self-contained breathing apparatus.</p> <p>Emergency action in the event of fire Batten down; use ship's fixed firefighting installation, if fitted. Exclusion of air may be sufficient to control the fire.</p> <p>Medical first aid Refer to the Medical First Aid Guide (MFAG), as amended.</p> |

"OLIVINE SAND

Description

Olivine sand is a naturally occurring mineral and the colour can be pale greenish-grey to brownish.

Characteristics

| Angle of repose | Bulk density (kg/m3) | Stowage factor (m3/t) |
|-----------------|----------------------|-----------------------|
| 30° to 45° | 1,600 to 1,900 | 0.53 to 0.63 |
| Size | Class | Group |
| Up to 20 mm | Not applicable | A |

Hazard

This cargo may liquefy if shipped at a moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code.

This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

When a cargo is carried in a ship other than a ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;

- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in paragraph 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

When the stowage factor of this cargo is equal to or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.

Precautions

No special requirements.

Ventilation

No special requirements.

Carriage

The appearance of the surface of the cargo shall be checked regularly during the voyage. If free water above the cargo or fluid state of the cargo is observed during the voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsize of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements.

Clean-up

No special requirements."

"OLIVINE GRANULAR AND GRAVEL AGGREGATE PRODUCTS

This schedule shall only apply to cargoes containing less than 5% of fine particles less than 0.5 mm.

Description

Olivine granular and gravel aggregate products are naturally occurring minerals and the colour can be pale greenish-grey to brownish.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-----------------|-----------------------------------|------------------------------------|
| 30° to 45° | 1,600 to 1,900 | 0.53 to 0.63 |
| Size | Class | Group |
| Up to 100 mm | Not applicable | C |

Hazard

No special hazards.
This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

No special requirements.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

When the stowage factor of this cargo is equal to or less than 0.56 m³/t, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.

Precautions

No special requirements.

Ventilation

No special requirements.

Carriage

No special requirements.

Discharge

No special requirements.

Clean-up

No special requirements."

"SAND, MINERAL CONCENTRATE, RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-I) UN 2912

Description

This cargo is generally a concentrate stream resulting from the processing of heavy mineral sands. Such mineral sand concentrates are characterized by their heavy bulk density and relatively fine grain size. This schedule includes concentrates of sands containing natural or depleted uranium and thorium, including metals, mixtures and compounds.

Abrasive. May be dusty. This cargo is cohesive if moisture content is above 1%.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|---------------------------|-----------------------------------|------------------------------------|
| Approximately 35° | 2,200 to 3,225 | 0.31 to 0.45 |
| Size | Class | Group |
| Fine Particles up to 2 mm | 7* | A and B |

* This material also meets MHB criteria of toxic solids and corrosive solids.

Hazard

This cargo may liquefy if shipped at a moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code.

Low radiotoxicity.

May cause long-term health effects and skin irritation.

Prolonged and repeated exposure to silica dust can result in respiratory disease.

This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

"Separated from" foodstuffs.

Hold cleanliness

Clean and dry as relevant to the hazards of the cargo.

Weather precautions

When a cargo is carried in a ship other than a ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code. As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during voyage and during loading by a pile of the cargo.

Precautions

Personnel shall not be unnecessarily exposed to dust of this cargo. Persons who may be exposed to the dust of the cargo shall wear protective clothing, goggles or other equivalent dust eye-protection and facemasks. There shall be no leakage outside the cargo space in which this cargo is stowed.

Ventilation

The cargo spaces carrying this cargo shall not be ventilated during voyage.

Carriage

All instructions provided by the shipper shall be followed for the carriage of this cargo. The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

All instructions provided by the shipper shall be followed for the discharge of this cargo.

Clean-up

Cargo spaces used for this cargo shall not be used for other goods until decontaminated. Refer to subsection 9.3.2.3 of this Code.

Emergency procedures

| |
|--|
| <p>Special emergency equipment to be carried Protective clothing (gloves, boots, coveralls, headgear). Self-contained breathing apparatus.</p> |
| <p>Emergency procedures Wear protective clothing and self-contained breathing apparatus.</p> |
| <p>Emergency action in the event of fire Batten down; use ship's fixed firefighting installation, if fitted. Use water spray to control spread of dust, if necessary.</p> |
| <p>Medical first aid Refer to the Medical First Aid Guide (MFAG), as amended.</p> |

Remarks

Most materials are likely to be non-combustible. Speedily collect and isolate potentially contaminated equipment and cover. Seek expert advice."

"SILICOMANGANESE (carbo-thermic)

Description

This material is a result of a carbo-thermic reduction process. A ferroalloy comprising principally manganese and silicon, mainly used as a deoxidizer and alloying element in the steel-making process. Particles or lumps of metallic-silver to dark-grey colour metal.

Characteristics

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-------------------|-----------------------------------|------------------------------------|
| Not applicable | 3,100 to 4,000 | 0.25 to 0.32 |
| Size | Class | Group |
| Fines up to 80 mm | Not applicable | C |

Hazard

No special hazards.

This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

"Separated from" acids, alkalis, oxidizing and reducing agents and foodstuffs.

Hold cleanliness

No special requirements.

Weather precautions

No special requirements.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code. As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be paid to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.

Precautions

No special requirements.

Ventilation

No special requirements.

Carriage

No special requirements.

Discharge

No special requirements.

Clean-up

No special requirements."

"SUGARCANE BIOMASS PELLETS**Description**

Sugarcane Biomass Pellets are light blonde to chocolate brown in colour; very hard and cannot be easily squashed. Sugarcane Biomass Pellets are made of bagasse, straw and leaves left over from industrial and agricultural activities. Normally there are no additives or binders blended into the pellet. This schedule is also applicable to Sugarcane Biomass Pellets produced with the use of up to 2% of oxide-based mineral additives such as calcium, magnesium and aluminium oxides. The raw material is fragmented, dried and extruded into pellet form. The raw material is compressed to approximately one-third of its original volume and the finished Sugarcane Biomass Pellets typically have a moisture content of 6 to 10%.

Characteristics

| | | |
|---|-----------------------------|------------------------------|
| Angle of repose | Bulk density (Kg/m³) | Stowage factor (m³/t) |
| Approximately 30° | 600 to 700 | 1.43 to 1.67 |
| Size | Class | Group |
| Cylindrical with Diameter: 6 to 12 mm. Length: 10 to 50 mm. | MHB (CB, WT, WF and OH) | B |

Hazard

Shipments are subject to oxidation leading to depletion of oxygen and increase of carbon monoxide and carbon dioxide in cargo and communicating spaces (also see Weather precautions).

Swelling occurs if exposed to moisture. Sugarcane Biomass Pellets may ferment over time if moisture content is over 15% leading to generation of asphyxiating and flammable gases which may cause spontaneous combustion. Handling of Sugarcane Biomass Pellets may cause dust to develop. Risk of explosion at high dust concentration.

Stowage & segregation

Segregation as required for class 4.1 materials.

Hold cleanliness

Clean and dry as relevant to the hazards of the cargo.

Weather precautions

This cargo shall be kept as dry as practicable. This cargo shall not be handled during precipitation. During handling of this cargo all non-working hatches of the cargo spaces into which this cargo is loaded or to be loaded shall be closed. There is a high risk of renewed oxygen depletion and carbon monoxide formation in previously ventilated adjacent spaces after closure of the hatch covers.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

Precautions

Entry of personnel into the cargo spaces containing this cargo or the connecting spaces shall not be permitted until tests have been carried out and it has been established that the oxygen content and carbon monoxide levels have been restored to the following levels: oxygen 21% and carbon monoxide <100 ppm.* Close or direct contact of this cargo and cargo hold lighting such as hot halogen lamps shall be avoided. Fuses to such lights shall be removed or secured while this cargo is present in the cargo space. Precautions shall be taken to prevent generation of high concentrations of dust during handling and cleaning of this cargo.

Ventilation

Cargo spaces carrying this cargo shall not be ventilated during voyage. Ventilation of enclosed spaces adjacent to a cargo hold before entry may be necessary even if these spaces are apparently sealed from the cargo hold.

Carriage

Hatches of the cargo spaces carrying this cargo shall be weathertight to prevent the ingress of water.

Discharge

No special requirements.

Clean-up

No special requirements.

Emergency Procedures

| |
|---|
| <p>Special emergency equipment to be carried Self-contained breathing apparatus and combined or individual oxygen and carbon monoxide meters should be available.</p> |
| <p>Emergency procedures Nil</p> |
| <p>Emergency action in the event of fire Batten down; use ship's fixed firefighting installation, if fitted. Exclusion of air may be sufficient to control fire. Extinguish fire with carbon dioxide, foam or water.</p> |
| <p>Medical first aid Refer to the Medical First Aid Guide (MFAG), as amended.</p> |

* Refer to the *Revised recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

"SYNTHETIC CALCIUM FLUORIDE

Description

Odourless white-light brown material containing up to 70-80% calcium fluoride, 5-10% aluminium fluoride and 10-20% silicon dioxide.

The product consists of large particles and lumps which may break up during transport generating powder.

The product is insoluble in water.

Characteristics

| Angle of repose | Bulk density (kg/m3) | Stowage factor (m3/t) |
|-----------------|----------------------|-----------------------|
| Not applicable | 700 to 900 | 1.11 to 1.43 |
| Size | Class | Group |
| Up to 30 mm | Not applicable | A |

Hazard

This cargo may liquefy if shipped at a moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code.

This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

"Separated from" hydrofluoric acid, chlorine fluoride, manganese fluoride and oxygen difluoride.

Hold cleanliness

No special requirements.

Weather precautions

When a cargo is carried in a ship other than a ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

Precautions

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo.

Ventilation

No special requirements.

Carriage

The appearance of the surface of the cargo shall be checked regularly during the voyage. If free water above the cargo or fluid state of the cargo is observed during the voyage, the master shall take appropriate action to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements.

Clean-up

No special requirements."

"SYNTHETIC SILICON DIOXIDE

Description:

Odourless white powder containing up to 85% silicon dioxide, about 7% aluminium fluoride and up to 8% crystal water in dry weight.

The product has very low solubility in water.

Characteristics:

| Angle of repose | Bulk density (kg/m ³) | Stowage factor (m ³ /t) |
|-------------------|-----------------------------------|------------------------------------|
| Approximately 40° | 300 to 500 | 2.00 to 3.33 |
| Size | Class | Group |
| Up to 0.1 mm | Not applicable | A |

Hazard

This cargo may liquefy if shipped at a moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code.

This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

"Separated from" hydrofluoric acid, chlorine fluoride, manganese fluoride and oxygen difluoride.

Hold cleanliness

No special requirements.

Weather precautions

When a cargo is carried in a ship other than a ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in subsection 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of this Code.

Precautions

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo.

Due consideration shall be paid to protect equipment from the dust of the cargo.

Ventilation

No special requirements.

Carriage

The appearance of the surface of the cargo shall be checked regularly during the voyage. If free water above the cargo or fluid state of the cargo is observed during the voyage, the master shall take appropriate action to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements.

Clean-up

No special requirements."

"TITANOMAGNETITE SAND

Description

Titanomagnetite Sand has a nominal iron content of 57%.

Characteristics

| Angle of repose | Bulk density (kg/m³) | Stowage factor (m³/t) |
|------------------------|--|---|
| Not Applicable | 2,740 to 2,820 | 0.35 to 0.36 |
| Size | Class | Group |
| Up to 0.4 mm | Not applicable | A |

Hazard

This cargo may liquefy if shipped at a moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code.

This cargo is non-combustible or has a low fire-risk.

Stowage & Segregation

No special requirements.

Hold Cleanliness

No special requirements.

Weather Precautions

When a cargo is carried in a ship other than a ship complying with the requirements in subsection 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in paragraph 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Cargo shall be trimmed to avoid steep surfaces of cargo that could collapse during voyage. As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution. Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.

Precautions

Bilge wells shall be clean, dry and covered to prevent ingress of cargo. Bilge covers shall not significantly degrade the capacity or operation of the bilge system. Bilges shall be sounded and pumped out, as necessary, throughout the voyage.

Ventilation

No special requirements.

Carriage

Unless this cargo is carried in a ship complying with the requirements in subsection 7.3.2 of this Code, the appearance of the surface of the cargo shall be checked regularly during the voyage. If free water above the cargo or fluid state of the cargo is observed during the voyage, the master shall take appropriate action to prevent cargo shifting and potential capsize of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements.

Clean-up

After discharge of this cargo, the bilge wells shall be checked and any blockage shall be removed. If the ship is fitted with a de-watering system of the cargo spaces, after discharge of this cargo, the system shall be checked and any blockage in the systems shall be removed."

APPENDIX 2***Laboratory test procedures, associated apparatus and standards*****1 Test procedures for materials which may liquefy and associated apparatus**

192 In the beginning of the first sentence, replace the term "Three" with "Five". After the sentence "As each method has its advantages, the selection of the test method should be determined by local practices or by the appropriate authorities", add two new sub-paragraphs as follows:

- .4 Modified Proctor/Fagerberg test procedure for Iron Ore Fines; and
- .5 Modified Proctor/Fagerberg test procedure for Coal.

193 Add a new paragraph 1.5 as follows:

1.5 Modified Proctor/Fagerberg test procedure for Coal**1.5.1 Scope**

This procedure details the laboratory determination of Transportable Moisture Limit (TML) for coals up to a nominal top size of 50 mm. The procedure is based on a modification of the Proctor/Fagerberg test described in section 1.3 of this appendix.

Key modifications to the original test procedure contained in section 1.3 of this appendix are:

- .1 Sample preparation to facilitate the testing of 0 x 50 mm coal through reconstitution to -25 mm;
- .2 Use of a 150 mm diameter compaction cylinder; and
- .3 Sample compaction using a hammer equivalent to the Proctor/Fagerberg "D" energy hammer.

The Transportable Moisture Limit is the moisture content corresponding to the intersection of the 70% degree saturation curve and the test sample compaction curve.

In the case of coals where moisture freely drains from the sample such that the test sample compaction curve does not extend to or beyond 70% saturation, the test is taken to indicate a cargo where water passes through the spaces between particles and there is no increase in pore water pressure. Therefore, the cargo is not liable to liquefy. (See subsection 7.2.2 of this Code).

The procedure commences with a drum of coal containing a sample of not less than 170 kg delivered to the testing laboratory and terminates with the laboratory reporting the test result for the coal. Details of the sample collection process are excluded from this procedure. However it is important that the sample accurately represents the size distribution of the cargo and reference should be made to the normative reference list below.

1.5.2 Normative references

The following documents are referenced in this procedure. For dated references, only the cited edition applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

- AS 1289.3.5.1:2006, Methods of testing soils for engineering purposes. Method 3.5.1: Soil classification tests – Determination of the soil particle density of a soil – Standard method;
- ISO 589:2008, Hard Coal – Determination of total moisture;
- ISO 3319-2:2013, Test requirements and testing – Part 2: Test sieves of perforated metal plate; and
- ISO 13909-4:2001, Hard coal and coke – Mechanical sampling – Part 4 – Coal – Preparation of test samples.

1.5.3 Definitions

(1) Transportable Moisture Limit (TML)

The Transportable Moisture Limit (TML) of a cargo which may liquefy means the maximum moisture content of the cargo which is considered safe for carriage in a ship not complying with the requirements in subsection 7.3.2 of this Code.

(2) Test outcomes

The Transportable Moisture Limit determined by this procedure is the moisture content corresponding to the intersection of the 70% degree saturation curve and the test sample compaction curve. This is also referred to as the PFD70 value (Proctor/Fagerberg – D energy hammer – 70% saturation).

Where moisture freely drains from the sample or the cylindrical mould at moisture content such that the test sample compaction curve does not extend to or beyond 70% saturation (as described in paragraph 1.5.5.3(4)), the test is taken to indicate a cargo where water passes through the spaces between particles and there is no increase in pore water pressure. Therefore, the cargo is not liable to liquefy. (See subsection 7.2.2 of this Code).

(3) Optimum Moisture Content (OMC)

The Optimum Moisture Content is the moisture content corresponding to the maximum compaction (maximum dry density) under the specified compaction condition.

(4) Gross water content or total moisture (W')

The moisture content of a sample is calculated as the mass of water divided by the total mass of solids plus water and is referred to as either the gross water content or the total moisture content. Gross water content is to be determined using the method for determining total moisture defined in the standard ISO 589:2008.

1.5.4 Determination of the TML of blends of two or more coals

In circumstances where a shipper intends to load a cargo consisting of a blend of two or more coals, the shipper may:

- .1 determine the TML of the blend by direct application of the test method described within this procedure to a representative sample of the blended product; or
- .2 declare the TML of the blend based on TML determinations on each of the component coals.
 - .1 Where all component coals in the blend are known to be Group A and B coals:
 - .1.1 The blended cargo should be declared as Group A and B, and
 - .1.2 The TML of the blended cargo should be determined as the lowest TML value of any of the component coals.
 - .2 Where a Group A and B cargo component is blended with a coal which is designated as Group B only:
 - .2.1 The blended cargo should be declared as Group A and B, and
 - .2.2 The TML should be taken as the lowest TML of the Group A and B component coals contained within the blend.

- .3 Where all component coals are determined to be Group B only coals, the blended cargo may be declared as a Group B only cargo.

1.5.5 Modified Proctor/Fagerberg test procedure for coal

1.5.5.1 Apparatus

(1) Work area

The work area should be located where the samples are protected from excessive temperatures, air currents and humidity variations. All samples should be stored in suitable sample containers, including plastic sample bags, and the containers should be sealed.

(2) Standard sieves

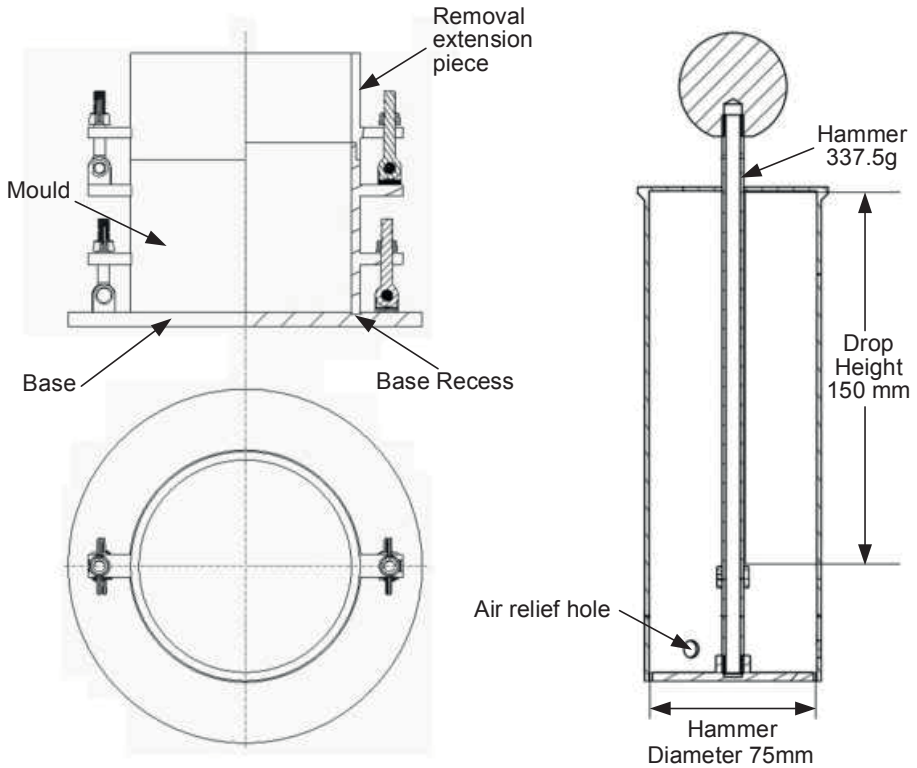
Square aperture laboratory sieves of 16 mm and 25 mm aperture as nominated in ISO 3319-2:2013 are required for reconstitution of the sample at 25 mm top size. A 2.36 mm sieve is required for generation of + 2.36 mm and -2.36 mm fractions for particle density determination. Optionally a 2 mm sieve may be used for this purpose.

(3) Proctor/Fagerberg apparatus

The Proctor/Fagerberg apparatus consists of a cylindrical stainless steel mould having 150 mm diameter and 120 mm height with a removable extension piece (the compaction cylinder) and a compaction tool guided by a pipe at its lower end (the compaction hammer), which are shown in figure 1.5.1. A schematic diagram of the Proctor/Fagerberg apparatus is shown in figure 1.5.2 with dimensions and tolerances indicated in table 1.5.5.



Figure 1.5.1 Example of Proctor/Fagerberg test apparatus, hammer and hammer guide



Compaction Cylinder

Compaction Hammer

Figure 1.5.2 Schematic of a Proctor/Fagerberg apparatus

(4) Compaction hammer

A "D" energy equivalent compaction hammer is used for this test. Dimensions are shown in figure 1.5.2 and table 1.5.5. (Note: the compaction hammer has been modified to match the mould used.)

(5) Drying oven

The drying oven should be ventilated, with forced circulation of air or inert gas, typically with a stainless steel interior and capable of maintaining a temperature within the range of $105^{\circ}\text{C} \pm 5^{\circ}\text{C}$.

(6) Weighing balance

The weighing balance should be capable of weighing the sample and the container, as received, with an accuracy of better than ± 5 g.

(7) Pycnometer

Water pycnometry equipment is used to determine the density of the full sized coal (non-crushed) in accordance with AS 1289.3.5.1:2006. Specific equipment required is as follows:

- a conical flask or density bottle of 250 ml capacity;
- a vacuum desiccator or other vacuum equipment;
- a drying oven set to 105°C to 110°C;
- balances – one with ± 0.05 g accuracy and the second with ± 1 g accuracy;
- a 0°C to 100°C thermometer;
- a 2.36 mm sieve (as noted in paragraph 1.5.5.1(2))
- a vacuum source;
- a water bath set at 60°C;
- distilled, demineralized or deionized water;
- a wash bottle containing water;
- a wire basket to hold the + 2.36 mm sample;
- a container filled with water to hold the wire basket without interference; and
- a scale to weigh the basket both suspended in water and drained.

(8) Containers for hand mixing and sample preparation

Sufficient heavy-duty plastic buckets with lids of not less than 10 litres capacity are required for storage and handling. Heavy-duty plastic bags (200 micron thick or greater) are required for storage and hand mixing of samples.

(9) Flat scraping device

A thin steel scraper is required for separating the remnant sample formed in the extension piece lying above the top level of the mould. For ease of use, the scraper should have dimensions of 160 mm wide, 200 mm long and 3 mm to 5 mm thick, such as that shown in figure 1.5.3.

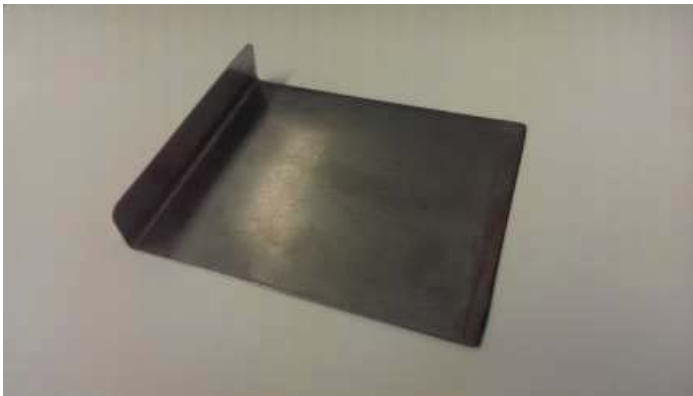


Figure 1.5.3 Typical scraping device

(10) Drying trays

Drying trays or pans should have a smooth surface, be free from contamination and heat resistant, for example stainless steel or enamel. Dimensions should be suitable to fit in the drying oven and ensure that the total sample can be contained at a loading of about 1 g/cm² of surface area.

(11) Spray bottle

A suitable plastic bottle is required to add a mist spray of water to the sample.

(12) Gloves

Heat resistant gloves are required for removal of hot trays and dishes.

(13) Sample divider

A suitable sample divider as specified in ISO 13909-4:2001 is required for sub-sampling the primary sample and blending the reconstituted sample for testing.

1.5.5.2 Sampling and sample preparation

(1) General

This procedure commences with receipt of sample of not less than 170 kg, sealed in a heavy duty (200 micron thick) plastic bag and contained in a suitable drum (e.g. 220 litres). This packaging ensures the sample does not dry prior to TML determination.

(2) Sample preparation

Representative samples are required that have been obtained using ISO 13909-4:2001 and if required may be partially air dried or partially dried at a temperature of 40°C or less to reduce the water content to a starting point suitable for dry sieving the coal with minimal fines adhering to the oversize fraction. For this purpose, samples should not be dried below 6% total moisture. The representative subsamples for the test should not be fully dried, except in the case of gross water content determination.

(2.1) Sample homogenization and division

Take the as-received sample and divide into individual sub-samples using a sample dividing apparatus as specified in ISO 13909-4:2001. Place these subsamples into heavy-duty plastic bags.

(2.2) Reconstituted sample preparation procedure

When the sample contains particles above 25 mm, the reconstitution process below should be applied.

In this process, particles above 25 mm are removed from the sample and replaced by an equivalent mass of particles in the range 16 mm to 25 mm. Through this process a final reconstituted sample of sufficient mass for TML testing is generated which contains a maximum particle size of 25 mm.

One of two methods may be selected to generate the reconstituted sample:

- .1 Split the entire as-received sample and then reconstitute; or
- .2 Scalping off particles above 25 mm and substituting particles between 16 mm and 25 mm from a separate sub-sample.

Method 1 Splitting the full as received sample and reconstitution

- (i) Take the full as-received sample;
- (ii) Screen at 25 mm, 16 mm and 2.36 mm. If a 2.36 mm screen is not available, a 2 mm screen may be used;
- (iii) Weigh each of the four size fractions and calculate the percentage represented by each size fraction;
- (iv) Sub-divide from each size fraction below 25 mm the required mass to create a 25 kg reconstituted sample using the sample size components specified in table 1.5.1:

Table 1.5.1 Reconstitution size proportions (Method 1)

| Size fraction | Quantity |
|----------------------------|---|
| -2.36 mm (or -2 mm) | percentage of this fraction in the original sample |
| 2.36 mm (or 2 mm) to 16 mm | percentage of this fraction |
| 16 mm to 25 mm | percentage of this fraction plus the percentage of + 25 mm coal |

- (v) Combine each size fraction;
- (vi) Fully mix the reconstituted sample;
- (vii) Split the sample into approximately eight representative sub-samples and place each into a heavy duty plastic bag. These bags now contain the sample for Proctor/Fagerberg testing.
- (viii) A sample of particles passing a 2.36 mm screen (or 2.0 mm if 2.36 mm is not available) is required for particle density pycnometry.

Method 2 Scalping particles above 25 mm and replacement with 16 mm to 25 mm particles

This method is described in figure 1.5.4 and table 1.5.2. The reconstitution process commences where the coal is initially sieved into particle sizes larger than 25 mm and smaller than 25 mm. Coal particles in the size range of 16 mm to 25 mm are extracted from separate subsamples and reconstituted back into the original -25 mm screened coal based on a mass equivalent to the + 25 mm sized coal removed from the initial sample to provide a final reconstituted sample of sufficient mass for TML testing.

Coal Sample

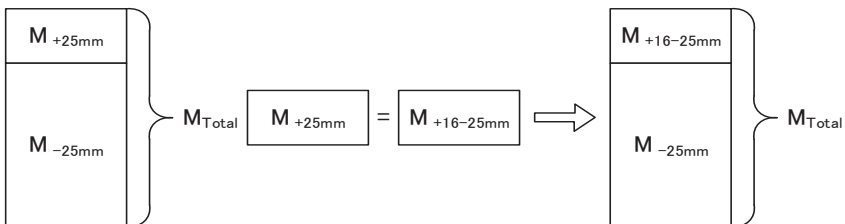


Figure 1.5.4 Overview of sample reconstitution (Method 2)

Table 1.5.2 Sample reconstitution (Method 2)

| Step | Example |
|--|---|
| a) Generate a sample of approximately 25 kg which is sufficient to complete approximately eight Proctor/Fagerberg tests. | Assumes each subsample bag contains 8 kg to 10 kg. |
| b) Screen this sample at 25 mm, ensuring minimal adhering fines on the +25 mm fraction. Weigh the +25 mm coal. | For a coal containing 20% +25 mm material, approximately 5 kg of initial sample is removed. |
| c) Create sufficient 16 mm to 25 mm coal by screening one or more further subsample bags of coal at 16 mm and 25 mm. | In the above example, 5 kg of 16 mm to 25 mm coal is required. |
| d) Extract an amount of 16 mm to 25 mm coal of mass equal to the mass of +25 mm removed in step b) within ± 0.05 kg using a rotary sample divider or similar device, recombining sector trays as required to obtain the required mass. | 5 kg in the above case. |
| e) Add the mass of 16 mm to 25 mm coal from step d) to the -25 mm coal from step b). Blend and divide into approximately eight test portions using a rotary sample divider or similar device. | |
| f) Place each reconstituted test portion in heavy duty plastic bags, label and seal. These now become the test portions used for Proctor/Fagerberg testing. | Each bag should contain approximately 2.5 kg to 3 kg of reconstituted -25 mm coal. |
| g) Discard the +25 mm and -16 mm coal. | |

(3) Initial moisture

Initial moisture is to be determined on a test portion from table 1.5.2 step e) using the method provided in ISO 589:2008. This moisture value provides a guide to the moisture steps required to develop the Proctor/Fagerberg compaction curve.

(4) Particle density measurement

In accordance with water pycnometer standard AS 1289.3.5.1:2006, measure the density of solids on the full size range (non-crushed) coal. The density of solids is used for determining the void ratio for plotting compaction curves. The recommended methodology is described below:

- (a) Generate a full particle size sample of approximately 10 kg, weigh and then screen the entire contents at 2.36 mm. If a 2.36 mm screen is not available, a 2 mm screen may be substituted. Record the following:
 - (i) The total mass of the material;
 - (ii) The mass of +2.36 mm material; and
 - (iii) The mass of -2.36 mm material.
- (b) Calculate the percentage of -2.36 mm coal in the sample.

- (c) Divide the +2.36 mm coal into two test portions using sample dividing apparatus as specified in ISO 13909-4:2001 such as a rotary sample divider. Place each test portion in a heavy duty plastic bag and label.
- (d) Divide the -2.36 mm coal into two test portions, place each test portion in a heavy duty plastic bag and label.
- (e) Determine the density of solids of the +2.36 mm fraction following the method described in Section 5.2 of AS 1289.3.5.1:2006. As noted in the standard, duplicate determinations are required.
- (f) Determine the density of solids of the -2.36 mm fraction using the method described in Section 5.1 of the above standard with the following clarifications:
 - (i) Use of 250 mm conical or pycnometry flasks is recommended.
 - (ii) From the sample bag pour 1 litre of coal into a beaker of known tare weight.
 - (iii) Weigh the 1 litre sample and calculate the approximate bulk density of the material.
 - (iv) Remove a portion of the sample (nominally a mass in kilograms of 0.18 x bulk density) and place into the flask, and complete the pycnometry analysis.
 - (v) A water bath temperature of 60°C is recommended.
- (g) Calculate the density of solids using the method in Section 6 of AS 1289.3.5.1:2006.

1.5.5.3 Test procedure

(1) Variables and definitions

The variables and definitions used in the determination of TML are summarized in table 1.5.3 with some key variables as illustrated in figure 1.5.5.

Table 1.5.3 Summary of variables and definitions

| Variable | Unit | Symbol / value used in calculations |
|---|-------------------|-------------------------------------|
| Mass of empty cylinder and base | g | <i>A</i> |
| Mass of cylinder, base and tamped test portion | g | <i>B</i> |
| Wet mass of test portion in the mould | g | $C = B - A$ |
| Wet mass of test portion removed from the mould | g | <i>C</i> ₁ |
| Dry mass of test portion removed from the mould | g | <i>D</i> ₁ |
| Gross water content | % | <i>W</i> ¹ |
| Dry mass of test portion in the mould | g | <i>D</i> |
| Mass of water in the mould | g | <i>E</i> |
| Volume of cylinder | cm ³ | <i>V</i> |
| Density of solids | g/cm ³ | <i>d</i> |
| Density of water | g/cm ³ | <i>ρ_w</i> |

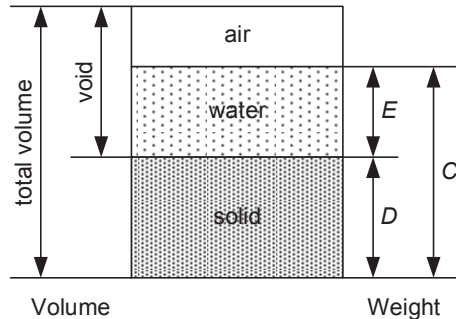


Figure 1.5.5 Illustration of key variables

(2) Establishment of the initial compaction point

The initial compaction point is obtained using the first test portion of the reconstituted material at the initial moisture content. For each compaction point determination, all steps in the procedure from packing the mould to weighing the mould and sample are to be completed at the same time without breaks. In any case, coal should not be left in the mould for longer than thirty minutes prior to weighing.

The test procedure is as follows:

- (a) Clean the mould, collar and base plate. Inspect and clean the hammer and ensure that it moves freely in the guide tube.
- (b) Determine the mass, A , of the empty cylinder, comprising the mould plus base plate.
- (c) Assemble the mould, collar and base plate and place the assembly on a stable bench.
- (d) Place approximately 0.5 litre (one fifth of the full 2.5 litres) of the test portion into the mould, level, and then tamp uniformly over the surface by dropping the hammer 25 times vertically through the full height of the guide pipe, moving the guide pipe to a new position after each drop. The required pattern for even compaction of each layer in the mould is shown in figure 1.5.6.
- (e) Repeat step (d) four more times so that there are 5 layers of material in the mould. Ensure that the compacted test portion with the final layer is above the top of the compaction mould whilst the extension piece is still attached.
- (f) When the last layer has been tamped, remove the extension piece taking care not to disturb the compacted test portion inside. Level the compacted test portion to the top of the mould using the flat scraping device, ensuring that any large particles that may hinder levelling of the test portion are removed and replaced with material contained in the extension piece and re-level. If any holes in the surface are still observed after levelling, they should be manually filled with finer material contained in the extension piece. Care should be taken to avoid any further compaction of the test portion.

- (g) Determine the mass, B , of the mould and compacted coal and then calculate the mass, C , of the wet test portion using the equation:

$$C = B - A \tag{1}$$

- (h) When the weight of the cylinder with the tamped test portion has been determined, remove the test portion from the mould, determine the mass of the wet test portion, C_1 , and dry the entire test portion in an oven at 105°C until constant mass is achieved. After drying, determine the weight, D_1 , of the dried test portion and then calculate the percentage gross water content, W^1 , as follows:

$$W^1 = (C_1 - D_1)/C_1 \times 100\% \tag{2}$$

- (i) Using the calculated gross water content, calculate the mass of the dry test portion in the mould, D , using the equation:

$$D = C - C \times W^1/100 \tag{3}$$

- (j) Calculate the mass, E , of water in the mould using the equation:

$$E = C - D \tag{4}$$

- (k) Discard the used coal sample. Coal from a previously compacted test portion should not be reused.

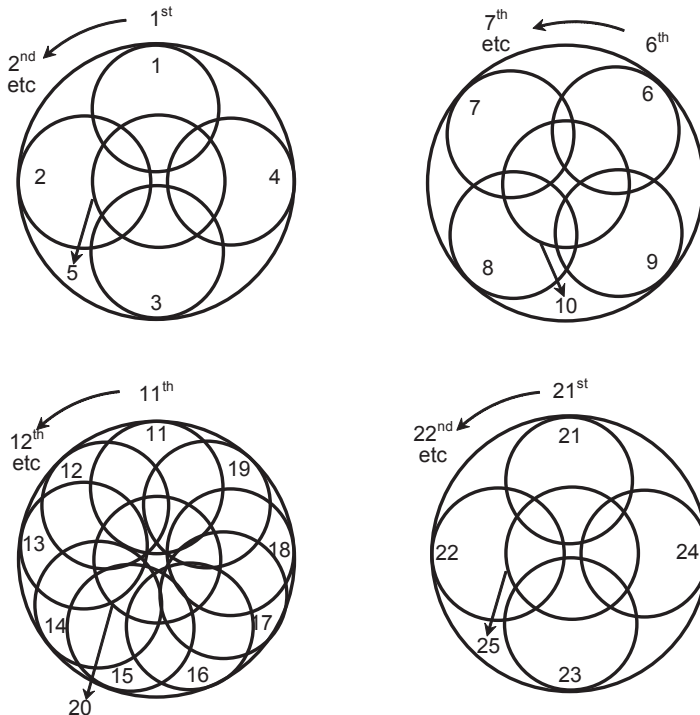


Figure 1.5.6 Recommended compaction patterns

(3) Establishment of complete compaction curve

The range of water contents should be adjusted so that partially dry to almost saturated test portions are obtained. Care should be taken to follow the precaution in paragraph 1.5.5.3(2) above regarding prompt completion of each point in the compaction curve.

The test procedure is as follows:

- (a) For each compaction test, a predetermined amount of water is added to the test portion (approximately 2.5 kg) in a heavy duty plastic bag. The water quantity added is that required to increase the moisture content to the target value for the next test. The water should be added as a mist spray to the surface of the individual test portions. The water at this point should be added slowly and in small quantities, as the introduction of large amounts of water may induce localized compaction behaviour.
- (b) After the calculated water addition, the test portion should then be mixed thoroughly in the plastic bag by sealing the bag and turning it over repeatedly for 5 minutes.
- (c) The test portion should then be allowed to equilibrate for a minimum of 12 hours prior to compaction testing.
- (d) Repeat steps (a) to (k) from paragraph 1.5.5.3(2).
- (e) Repeat the test between four and seven times using the other prepared test portions with different water contents to obtain at least five points on the compaction curve. The water contents should be chosen so that:
 - .1 at least one point corresponds to moisture content higher than the Optimum Moisture Content (OMC) or than the value corresponding to 70% of degree of saturation (S), in order to satisfactorily define the compaction curve; and
 - .2 at least one point corresponds to the degree of saturation (S) between 70% and 80%, in order to effectively assess the PFD70 value.

A point close to a degree of saturation (S) of 80% will also assist accurate assessment if the OMC is greater than 70%.

(4) Visual appearance of coal in the cylindrical mould

In order for the test to obtain a PFD70 value, all tests conducted at or below the PFD70 moisture value should have an even moisture distribution throughout the cylindrical mould.

Two examples of tests using samples of the same coal at different moisture contents are shown in figure 1.5.7. The left hand photograph shows a coal specimen at a relatively low degree of saturation. Note that the coal remains in place following removal of the collar. The right hand photograph shows a specimen near or possibly above 70% degree of saturation. Once again the coal remains in place following removal of the collar. Both tests provided valid points on the compaction curve.



Figure 1.5.7 Photographs showing valid tests for a partially saturated test portion (left) and a near fully saturated test portion (right)

Coals where water passes through the spaces between particles exhibit moisture migration within the Proctor/Fagerberg cylindrical mould. Moisture migration may take place when the degree of saturation of the specimen is less than 70%.

Evidence of moisture migration is from visual observation at the completion of each test as follows:

- .1 Moisture leakage from the base of the mould is evident as shown in figure 1.5.8; and
- .2 The portion above the top of the cylindrical mould appears unsaturated and the test portion maintains its structure without deformation or movement.

In this case, moisture migration has occurred and hence for this coal water passes through the spaces between particles.



Figure 1.5.8 Test showing water leakage from the base of the cylindrical mould indicating moisture migration

(5) Calculation of key parameters for determination of compaction curve

Carry out the following calculations for each compaction test:

d = density of solids, g/cm^3 (t/m^3) by pycnometry (see 1.5.5.2(4)).

γ = dry bulk density, g/cm^3 (t/m^3)
= D/V

e_v = net water content (percentage by volume)
= $(E/D) \times 100 \times d/\rho_w$

where ρ_w = density of water, g/cm^3 (t/m^3)

e = void ratio (volume of voids divided by volume of solids)
= $(d/\gamma) - 1$

S = degree of saturation (percentage by volume)
= e_v/e

W^i = gross (total) water content (percentage by mass) (see 1.5.5.3(2)(h)).

(6) Presentation of compaction results

Record all the compaction test results in a suitable spreadsheet (such as that shown in table 1.5.4) and from this spreadsheet create a compaction curve as shown in figure 1.5.9 by plotting the calculated void ratio (e) for each compaction test on the ordinate against either the net or gross water content plotted on the abscissa.

The lines in figure 1.5.9 correspond to plots of void ratio (e) versus net water content (e_v) at 20%, 40%, 60%, 70%, 80% and 100% degree of saturation (S). These lines are calculated at five values of void ratio using the formulae in section 1.5.5.3(7). (Note: These lines corresponding to degree of saturation will be curved in the case of plotting gross water content on the abscissa.)

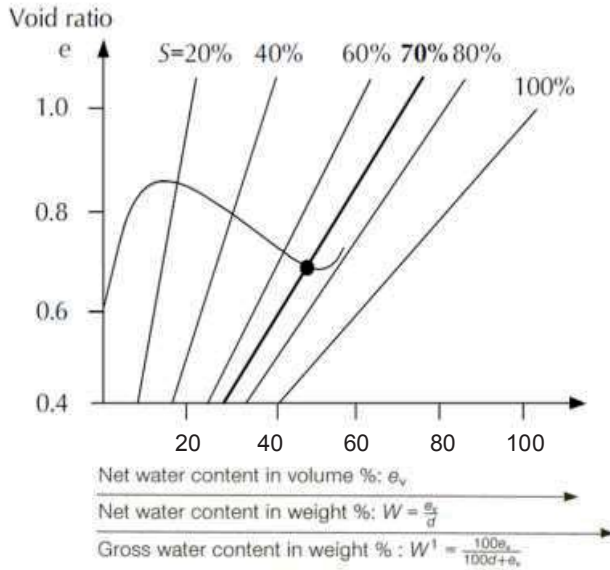


Figure 1.5.9 Typical compaction curve

(7) Sample compaction curve

An example of the results obtained when applying the Modified Proctor/Fagerberg test to a coal sample is provided in table 1.5.4, with the corresponding compaction curve and the 70% degree of saturation line plotted as described below.

The preferred approach to presenting the results is to plot the void ratio (e) against the gross water content (W^1) allowing moisture for any saturation level to be read directly from the plot as gross water content. This approach is shown in figure 1.5.10. The saturation lines are plotted according to the equation:

$$e = W^1 / (100 - W^1) \times 100 \times d / S$$

The intercept of the compaction curve with the 70% degree of saturation line in figure 1.5.10 occurs at a gross water content of 15.4%, which is the Transportable Moisture Limit (TML). For this example, the Optimum Moisture Content (OMC) occurs at a degree of saturation of about 85%.

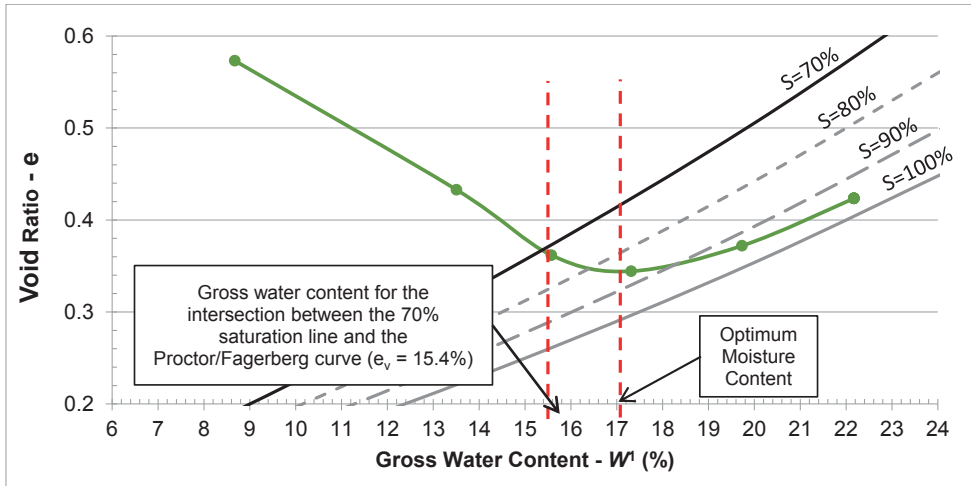


Figure 1.5.10 Example of a measured compaction curve for void ratio versus gross water content with the 70%, 80%, 90% and 100% degree of saturation lines plotted

(8) Determination of transportable moisture limit

(8.1) Determination of PFD70 moisture content

The PFD70 value is determined as the gross (total) water content corresponding to the intersection of the compaction curve and the line $S = 70\%$ saturation. The Optimum Moisture Content (OMC) is the gross (total) moisture content corresponding to the maximum compaction (maximum dry density and minimum void ratio) under the specified compaction condition.

The test procedure is applicable for determination of coal TML where the degree of saturation corresponding to the OMC of the coal is at or greater than 70%. Where the OMC lies below 70% degree of saturation, this test is not applicable for the specific coal and the PFD70 may overstate the TML. In such cases, the certificate of analysis should state that the OMC is below 70% saturation and the shipper should consult with an appropriate authority.

(8.2) Cases where the highest determinable point on the compaction curve lies below 70% saturation

In coals where there is visual evidence that water passes through the spaces between particles and the compaction curve does not extend to or beyond the 70% degree of saturation line, the coal is deemed to be free-draining and a TML value is not applicable. By reference to section 7.2.2 of this Code, such coals are cargoes which are not liable to liquefy, and hence are classified as Group B only.

1.5.6 Test report

The test report from application of the Modified Proctor/Fagerberg test procedure should include the following information:

- (a) Identification of the sample;

- (b) A unique reference to this test procedure;
- (c) Reference to the appropriate standard adopted for determining the density of the solids:
- (d) Either:
 - (i) The Transportable Moisture Limit (TML) of the sample, expressed as the gross water content as a percentage of the sample by mass;
 - (ii) The OMC lies below 70% degree of saturation and this test procedure is not applicable; or
 - (iii) A statement that the test indicated that water passes through the spaces between particles at moisture content below the value corresponding to 70% degree of saturation, and the coal is therefore Group B only.
- (e) The solids density d in g/cm^3 .

Table 1.5.4 Example of TML determination for a coal sample using the Modified Proctor/Fagerberg test procedure for coal

| | | | |
|---------------------------------|------------------------|----------------------|---------|
| Date | | Diameter of cylinder | 150 mm |
| Product | | Height of cylinder | 120 mm |
| Sample | | Volume of cylinder | 2121 ml |
| Initial gross water content (%) | 5.6 | TML | 15.4% |
| Density of solids | 1416 kg/m ³ | | |
| Laboratory temperature | 25°C | Size fraction | |
| Mass of mould (A) | 7271 g | Operator | |
| Initial Dry density | 899 kg/m ³ | Tamper | 337.5 g |

| Test number | Water added | Mass of mould + sample | Tray No. | Mass of tray | Mass of wet sample + tray | Mass of dry sample + tray | Measured gross water content | Gross water content | Net water content | Void ratio | Dry density | Degree of saturation | Wet bulk density | Mass of wet sample | Mass of dry sample | Mass of water |
|-------------|-------------|------------------------|----------|--------------|---------------------------|---------------------------|------------------------------|---------------------|-------------------|------------|----------------------|----------------------|----------------------|--------------------|--------------------|---------------|
| | (ml) | (g) | | (g) | (g) | (g) | (%) | (%) | (%v) | e | (g/cm ³) | (%) | (g/cm ³) | (g) | (g) | (g) |
| | | B | | | | | | W | ev | e | γ | S | | C | D | E |
| 1 | 0.00 | 9360.00 | T1 | 602.5 | 1656.8 | 1565.7 | 8.64 | 8.67 | 13.437 | 0.573 | 0.899 | 23.4 | 0.985 | 2089.0 | 1907.8 | 181.2 |
| | | | T2 | 602.3 | 1643.1 | 1552.5 | 8.70 | | | | | | | | | |
| 2 | 150.00 | 9692.70 | T3 | 630.7 | 1811.7 | 1649.6 | 13.73 | 13.51 | 22.097 | 0.433 | 0.988 | 51.1 | 1.142 | 2421.7 | 2094.6 | 327.1 |
| | | | T4 | 882.9 | 2126.9 | 1961.6 | 13.29 | | | | | | | | | |
| 3 | 250.00 | 9881.60 | T5 | 638.7 | 2081.4 | 1849.7 | 16.06 | 15.58 | 26.104 | 0.362 | 1.039 | 72.2 | 1.231 | 2610.6 | 2204.0 | 406.6 |
| | | | T6 | 632.4 | 1822.6 | 1643.0 | 15.09 | | | | | | | | | |
| 4 | 350.00 | 9971.00 | T7 | 882.2 | 2349.9 | 2095.4 | 17.34 | 17.31 | 29.630 | 0.344 | 1.053 | 86.1 | 1.273 | 2700.0 | 2232.5 | 467.5 |
| | | | T8 | 637.9 | 1868.8 | 1656.0 | 17.29 | | | | | | | | | |
| 5 | 450.00 | 9996.20 | T9 | 654.3 | 2013.2 | 1746.5 | 19.63 | 19.73 | 34.780 | 0.372 | 1.031 | 93.5 | 1.285 | 2725.2 | 2187.5 | 537.7 |
| | | | T10 | 639.6 | 1999.4 | 1729.7 | 19.83 | | | | | | | | | |
| 6 | 550.00 | 9980.00 | T11 | 885.0 | 2251.5 | 1931.6 | 23.41 | 22.17 | 40.311 | 0.423 | 0.994 | 95.2 | 1.277 | 2709.0 | 2108.4 | 600.6 |
| | | | T12 | 883.5 | 2181.9 | 1910.1 | 20.93 | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | |

Note: The example above uses two drying trays for each test.

Table 1.5.5 Specifications and tolerances for Proctor/Fagerberg cylindrical mould and hammer

| Parameter | Units | Dimension | Tolerance |
|---------------------------------------|-----------------|-----------|--------------|
| Hammer mass | g | 337.5 | ± 2 |
| Hammer diameter | mm | 75 | ± 0.2 |
| Drop height | mm | 150 | ± 2 |
| Tube ID | mm | 78 | ± 0.2 |
| Tube OD | mm | 82 | ± 0.2 |
| Tube wall thickness | mm | 2 | ± 0.2 |
| Tube clearance | mm | 1.5 | ± 0.2 |
| Mould inner diameter | mm | 150 | ± 0.5 |
| Mould inner height | mm | 120 | ± 1 |
| Mould inner volume | cm ³ | 2121 | ± 18 |
| Removable extension piece height | mm | 75 | ± 1 |
| Depth of recess into base to seat | mm | 1 | ± 0.2 |
| Gap between mould and base | mm | ≤ 0.1 | |
| Gap between mould and extension piece | mm | | (0 to + 0.1) |
| Clearance between mould and hammer | mm | ≤ 6 | |

APPENDIX 3

Properties of solid bulk cargoes

1 Non-cohesive cargoes

1.1 The following cargoes are non-cohesive when dry:

194 In the list, add the following new entries in alphabetical order:

- "MONOAMMONIUM PHOSPHATE (M.A.P.), MINERAL ENRICHED COATING"
- "MONOCALCIUMPHOSPHATE (MCP)"
- "OLIVINE SAND"
- "OLIVINE GRANULAR AND GRAVEL AGGREGATE PRODUCTS"
- "SAND, MINERAL CONCENTRATE, RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-I) UN 2912"
- "SUGARCANE BIOMASS PELLETS"
- "SYNTHETIC SILICON DIOXIDE"

APPENDIX 4

INDEX

195 In the entry for "ILMENITE SAND", in the column of "Group", delete the words "or C".

196 Insert the following new entries in alphabetical order:

| Material | Group | References |
|--|---------|-------------------------------|
| Beach iron | C | see IRON SMELTING BY-PRODUCTS |
| Bottom ash | A and B | see CLINKER ASH |
| Flat iron | C | see IRON SMELTING BY-PRODUCTS |
| Flint flat glass cullet | C | see GLASS CULLET |
| FOAM GLASS GRAVEL | C | |
| Granulated iron | C | see IRON SMELTING BY-PRODUCTS |
| K1-K3 bears | C | see IRON SMELTING BY-PRODUCTS |
| Iron pan edges | C | see IRON SMELTING BY-PRODUCTS |
| Iron skulls | C | see IRON SMELTING BY-PRODUCTS |
| IRON SMELTING BY-PRODUCTS | C | |
| METAL SULPHIDE CONCENTRATES, CORROSIVE UN 1759 | A and B | |
| MONOAMMONIUM PHOSPHATE (M.A.P.), MINERAL ENRICHED COATING | B | |
| MONOCALCIUMPHOSPHATE (MCP) | A and B | |
| OLIVINE SAND | A | |
| OLIVINE GRANULAR AND GRAVEL AGGREGATE PRODUCTS | C | |
| Pig iron by-product | C | see IRON SMELTING BY-PRODUCTS |
| Plate iron | C | see IRON SMELTING BY-PRODUCTS |
| Pool iron | C | see IRON SMELTING BY-PRODUCTS |
| SAND, MINERAL CONCENTRATE, RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-I) UN 2912 | A and B | |
| Separation of iron | C | see IRON SMELTING BY-PRODUCTS |
| Silicon dross | C | see SILICON SLAG |
| Steel bears | C | see IRON SMELTING BY-PRODUCTS |
| SUGARCANE BIOMASS PELLETS | B | |
| SYNTHETIC CALCIUM FLUORIDE | A | |
| SYNTHETIC SILICON DIOXIDE | A | |
| TITANOMAGNETITE SAND | A | |

"

APPENDIX 5

**Bulk Cargo Shipping Names in three languages
(English, Spanish and French)**

197 In Appendix 5 insert the following new entries in the corresponding alphabetical order:

| ENGLISH | FRENCH | SPANISH |
|---|--|--|
| Beach iron | Fer de type grès dits "beach iron" | Hierro de tipo arenisco conocido como ("beach iron") |
| Bottom ash | Cendres résiduelles | Cenizas de fondo |
| Flat iron | Fer plat | Hierro plano |
| Flint flat glass cullet | Calcin de verre de silex plat | Desperdicios gruesos de vidrio flint |
| FOAM GLASS GRAVEL | GRANULAT DE VERRE CELLULAIRE | GRAVA DE VIDRIO CELULAR |
| Granulated iron | Granulats ferreux | Hierro granulado |
| K1-K3 bears | Pièces en forme d'ours des groupes K1-K3 dites "bears" | Cuescos K1 – K3 |
| Iron pan edges | Fer en forme de poêles dits "Iron pan edges" | Hiero en forma de sartenes denominado ("Iron pan edges") |
| Iron skulls | Fer en forme de crânes ("iron skulls") | Hierro en forma de crânes conocido como ("iron skulls") |
| IRON SMELTING BY-PRODUCTS | PRODUITS DE LA FUSION DU FER | PRODUCTOS DERIVADOS DE LA FUNDICIÓN DEL HIERRO |
| METAL SULPHIDE CONCENTRATES, CORROSIVE UN 1759 | CONCENTRÉS DE SULFURES MÉTALLIQUES, CORROSIFS, ONU 1759 | CONCENTRADOS DE SULFUROS METÁLICOS, CORROSIVOS (ONU 1759) |
| MONOAMMONIUM PHOSPHATE (M.A.P.), MINERAL ENRICHED COATING | MONOPHOSPHATE D'AMMONIUM, REVÊTEMENT ENRICHÉ EN MINÉRAUX | FOSFATO MONOAMÓNICO CON RECUBRIMIENTO DE MINERAL ENRIQUECIDO |
| MONOCALCIUMPHOSPHATE (MCP) | PHOSPHATE MONOCALCIQUE EN VRAC | FOSFATO MONOCÁLCICO (MCP) |
| OLIVINE SAND | SABLE D'OLIVINE | ARENA DE OLIVINO |
| OLIVINE GRANULAR AND GRAVEL AGGREGATE PRODUCTS | OLIVINE GRANULEUX ET PRODUITS D'AGREGATS DE GRAVIER | PRODUCTOS AGREGADOS GRANULARES Y DE GRAVA DE OLIVINO |
| Pig iron by-product | Sous-produits de la fonte brute | Productos derivados del hierro en lingotes |
| Plate iron | Plaques de fer | Placas de hierro |
| Pool iron | Résidus de hauts fourneaux | Residuos de altos hornos |

| ENGLISH | FRENCH | SPANISH |
|--|---|---|
| SAND, MINERAL CONCENTRATE, RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-I) UN 2912 | MATIÈRES RADIOACTIVES DE FAIBLE ACTIVITÉ SPÉCIFIQUE (LSA-I), ONU 2912, SABLES, CONCENTRÉS DE MINÉRAUX | ARENAS DE CONCENTRADOS DE MINERALES (MATERIAL RADIATIVO DE BAJA ACTIVIDAD ESPECÍFICA (BAE-I), ONU 2912) |
| Separation of iron | Résidus du processus de séparation | Residuos del proceso de separación |
| Steel bears | Pièces d'acier en forme d'ours dites "steel bears" | Cuescos de acero |
| SILICOMANGANESE (carbo-thermic) | SILICOMANGANÈSE (carbothermique) | SILICOMANGANESO (CARBOTÉRMICO) |
| SUGARCANE BIOMASS PELLETS | Biomasse de la canne à sucre en pellets | Pellets de biomasa de caña de azúcar |
| SYNTHETIC CALCIUM FLUORIDE | FLUORURE DE CALCIUM DE SYNTHÈSE | FLUORURO DE CALCIO SINTÉTICO |
| SYNTHETIC SILICON DIOXIDE | DIOXYDE DE SILICIUM DE SYNTHÈSE | DIÓXIDO DE SILICIO SINTÉTICO |
| TITANOMAGNETITE SAND | SABLE TITANOMAGNÉTITE | ARENA DE TITANOMAGNETITA |
