



TECHNICAL CIRCULAR No. 165 of 30th December 2013

To:	All Surveyors/Auditors
Applicable to flag:	All Flags
Subject:	Early implementation of draft IMSBC Code amendments
Reference	Dangerous goods – IMSBC Code

Early implementation of draft IMSBC Code amendments Amendments related to carriage and testing of iron ore fines

At the September 2013 session of the International Maritime Organization (IMO) Dangerous Goods, Solid Bulk Cargoes and Containers Sub-Committee (DSC), a new draft schedule for iron ore fines, iron ore and a modified Proctor/Fagerberg test procedure for iron ore fines was agreed. These are expected to be adopted as part of amendment 03-15 of the IMSBC Code. The Australian Maritime Safety Authority (AMSA) have issued an exemption certificate stating that iron ore fines must be carried and tested in accordance with the draft IMSBC Code schedule.

Early implementation of draft amendments to the IMSBC code related to the carriage and testing of iron ore fines

The Maritime Safety Committee, at its ninety-first session, authorized DSC 18 to issue a DSC circular on early implementation of the draft schedule(s) for iron ore fines, after the Sub-Committee finalizes the draft schedule.

As instructed, DSC 18 prepared a draft individual schedule for IRON ORE FINES, a draft amendment to the individual schedule for IRON ORE and a draft amendment to appendix 2 to the IMSBC Code for the inclusion of "Modified Proctor/Fagerberg test procedure for iron ore fines", which are expected to be adopted as part of amendment 03-15 to the IMSBC Code by the Maritime Safety Committee, at its ninety-fifth session, in 2015.

Therefore, taking into account that the mandatory entry into force date of these amendments would be 1 January 2017, DSC 18 agreed to invite SOLAS Contracting Governments to voluntarily implement the aforementioned draft schedules and test procedure as soon as possible.

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Draft Individual Schedule for 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 color from dark grey, rusty red to yellow and contain hematite, goethite and magnetite with varying iron content.

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). This cargo may affect magnetic compasses. This cargo is non-combustible or has a low fire risk.

Loading

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code. As the density of the cargo is high, due consideration shall be given to ensure that tanktop is not overstressed during voyage and during loading by a pile of the cargo.

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 capsize of the ship, and give consideration to seeking emergency entry into a place of refuge.

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REFERENCES:

- **IMSBC Code**

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Kindest Regards,

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