

Date	28.07.2010	Re: New IMO Instruments, mandatory on or after 01.01.2011
Replace	-	
In addition to		
Issued by "Classification Department"		Sign: M.Dyankov
Approved by: Executive director		Sign: V.Feldmanov

To all Surveyors:

Please find attached IMO Resolutions and Circulars for your guidance during the surveys on MARPOL Ann.I and certification in accordance with the new IMSBC Code. The respective BRS Forms are available in BRIS for applying on or after 01.01.2011 where it is applicable.

ATTACHEMENTS:

- 1) Resolution MEPC.187(59)/17.07.2009
- 2) Annexes 1, 2 and 3 to the Resolution MEPC.187(59)
- 3) MSC-MEPC.5/Circ.6/06.08.2009
- 4) Circular No. POL 012/12.11.2010 – SVG MA
- 5) IMSBC Code/SOLAS requirements for the carriage of Solid Bulk Cargoes.

For additional information and instructions contact Classification Department.
For the other IMO mandatory instruments for 2011 will be issued an additional circular.

- END-

ANNEX 23

**DRAFT RESOLUTION MEPC.187(59)
Adopted on 17 July 2009**

**AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING TO THE
INTERNATIONAL CONVENTION FOR THE PREVENTION OF
POLLUTION FROM SHIPS, 1973**

**(Amendments to regulations 1, 12, 13, 17 and 38 of MARPOL Annex I, Supplement to the
IOPP Certificate and Oil Record Book Parts I and II)**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution,

NOTING Article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention") and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") which together specify the amendment procedure of the 1978 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL 73/78),

HAVING CONSIDERED proposed amendments to Annex I of MARPOL 73/78,

1. ADOPTS, in accordance with Article 16(2)(d) of the 1973 Convention, the amendments to Annex I of MARPOL 73/78 concerning regulations 1, 12, 13, 17 and 38 and the Supplement to the IOPP Certificate and Oil Record Book Parts I and II, the text of which is set out in the annex to the present resolution;
2. DETERMINES, in accordance with Article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 1 July 2010 unless prior, to that date, not less than one-third of the Parties or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;
3. INVITES the Parties to note that, in accordance with Article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on 1 January 2011 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with Article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL 73/78 certified copies of the present resolution and the text of the amendments contained in the annex; and
5. REQUESTS FURTHER the Secretary-General to transmit to the Members of the Organization which are not Parties to MARPOL 73/78 copies of the present resolution and its annex.

ANNEX

AMENDMENTS TO MARPOL ANNEX I

(Amendments to regulations 1, 12, 13, 17 and 38 of MARPOL Annex I, Supplement to the IOPP Certificate and Oil Record Book Parts I and II)

Annex 1

AMENDMENTS TO REGULATIONS 1, 12, 13, 17 AND 38
OF MARPOL ANNEX I

Regulation 1 – Definitions

1 The following new subparagraphs .31, .32, .33 and .34 are added after existing subparagraph .30:

- “.31 **Oil residue (sludge)** means the residual waste oil products generated during the normal operation of a ship such as those resulting from the purification of fuel or lubricating oil for main or auxiliary machinery, separated waste oil from oil filtering equipment, waste oil collected in drip trays, and waste hydraulic and lubricating oils.
- .32 **Oil residue (sludge) tank means** a tank which holds oil residue (sludge) from which sludge may be disposed directly through the standard discharge connection or any other approved means of disposal.
- .33 **Oily bilge water** means water which may be contaminated by oil resulting from things such as leakage or maintenance work in machinery spaces. Any liquid entering the bilge system including bilge wells, bilge piping, tank top or bilge holding tanks is considered oily bilge water.
- .34 **Oily bilge water holding tank** means a tank collecting oily bilge water prior to its discharge, transfer or disposal.”

Regulation 12 – Tanks for oil residues (sludge)

2 Paragraph 1 is amended to read as follows:

- “1 Every ship of 400 gross tonnage and above shall be provided with a tank or tanks of adequate capacity, having regard to the type of machinery and length of voyage, to receive the oil residues (sludge) which cannot be dealt with otherwise in accordance with the requirements of this Annex.”

3 The following new paragraph 2 is inserted, after the existing paragraph 1:

“2 Oil residue (sludge) may be disposed of directly from the oil residue (sludge) tank(s) through the standard discharge connection referred to in regulation 13, or any other approved means of disposal. The oil residue (sludge) tank(s):

- .1 shall be provided with a designated pump for disposal that is capable of taking suction from the oil residue (sludge) tank(s); and
- .2 shall have no discharge connections to the bilge system, oily bilge water holding tank(s), tank top or oily water separators except that the tank(s) may be fitted with drains, with manually operated self-closing valves and arrangements for subsequent visual monitoring of the settled water, that lead to an oily bilge water holding tank or bilge well, or an alternative arrangement, provided such arrangement does not connect directly to the bilge piping system.”

4 Existing paragraphs 2 and 3 are renumbered 3 and 4, respectively.

Regulations 12, 13, 17 and 38

5 The word “sludge” in regulations 12.2, 13, 17.2.3, 38.2 and 38.7 is replaced by the words “oil residue (sludge)”.

6 The words “and other oil residues” in regulation 17.2.3 are deleted.

Annex 2

AMENDMENTS TO THE SUPPLEMENT TO THE IOPP CERTIFICATE FORM A (SHIPS OTHER THAN OIL TANKERS) AND FORM B (OIL TANKERS)

1 The existing Section 3 of the Supplement to the IOPP Certificate, Form A and Form B, is replaced by the following:

“3 Means for retention and disposal of oil residues (sludge) (regulation 12) and oily bilge water holding tank(s)*

3.1 The ship is provided with oil residue (sludge) tanks for retention of oil residues (sludge) on board as follows:

Tank identification	Tank location		Volume (m ³)
	Frames (from)-(to)	Lateral position	
Total volume:			m ³

3.2 Means for the disposal of oil residues (sludge) retained in oil residue (sludge) tanks:

3.2.1 Incinerator for oil residues (sludge), maximum capacity kW or kcal/h (delete as appropriate).....

3.2.2 Auxiliary boiler suitable for burning oil residues (sludge).....

3.2.3 Other acceptable means, state which

3.3 The ship is provided with holding tank(s) for the retention on board of oily bilge water as follows:

Tank identification	Tank location		Volume (m ³)
	Frames (from)-(to)	Lateral position	
Total volume:			m ³

”

* Oily bilgewater holding tank(s) are not required by the Convention; if such tank(s) are provided they shall be listed in Table 3.3.

2 The term “(double bottom requirements)” at the end of paragraph 5.8.2 of Form B is deleted.

3 Paragraphs 5.8.5 and 5.8.7 are replaced by the following:

“5.8.5 The ship is not subject to regulation 20 (check which box(es) apply):

- .1 The ship is less than 5,000 tonnes deadweight
- .2 The ship complies with regulation 20.1.2
- .3 The ship complies with regulation 20.1.3

“5.8.7 The ship is not subject to regulation 21 (check which box(es) apply):

- .1 The ship is less than 600 tonnes deadweight
- .2 The ship complies with regulation 19
(Deadweight tonnes \geq 5,000)
- .3 The ship complies with regulation 21.1.2
- .4 The ship complies with regulation 21.4.2
(600 \leq Deadweight tonnes < 5,000)
- .5 The ship does not carry “heavy grade oil” as defined
in regulation 21.2 of MARPOL Annex I

4 Delete paragraph 6.1.5.4 from the Supplement to the International Oil Pollution Prevention Certificate, Form B.

Annex 3

AMENDMENTS TO THE OIL RECORD BOOK PARTS I AND II

1 Sections (A) to (H) of the Oil Record Book Part I are replaced by the following:

“(A) Ballasting or cleaning of oil fuel tanks

- 1 Identity of tank(s) ballasted.
- 2 Whether cleaned since they last contained oil and, if not, type of oil previously carried.
- 3 Cleaning process:
 - .1 position of ship and time at the start and completion of cleaning;
 - .2 identify tank(s) in which one or another method has been employed (rinsing through, steaming, cleaning with chemicals; type and quantity of chemicals used, in m³);
 - .3 identity of tank(s) into which cleaning water was transferred and the quantity in m³.
- 4 Ballasting:
 - .1 position of ship and time at start and end of ballasting;
 - .2 quantity of ballast if tanks are not cleaned, in m³.

(B) Discharge of dirty ballast or cleaning water from oil fuel tanks referred to under Section (A)

- 5 Identity of tank(s).
- 6 Position of ship at start of discharge.
- 7 Position of ship on completion of discharge.
- 8 Ship’s speed(s) during discharge.
- 9 Method of discharge:
 - .1 through 15 ppm equipment;
 - .2 to reception facilities.
- 10 Quantity discharged, in m³.

(C) Collection, transfer and disposal of oil residues (sludge)

- 11 Collection of oil residues (sludge).
Quantities of oil residues (sludge) retained on board. The quantity should be recorded weekly¹: (this means that the quantity must be recorded once a week even if the voyage lasts more than one week):
 - .1 identity of tank(s)
 - .2 capacity of tank(s) m³
 - .3 total quantity of retention m³
 - .4 quantity of residue collected by manual operation m³
(Operator initiated manual collections where oil residue (sludge) is transferred into the oil residue (sludge) holding tank(s).)

¹ Only those tanks listed in item 3.1 of Forms A and B of the Supplement to the IOPP Certificate used for oil residues (sludge).

- 12 Methods of transfer or disposal of oil residues (sludge).
State quantity of oil residues transferred or disposed of, the tank(s) emptied and the quantity of contents retained in m³:
- .1 to reception facilities (identify port)²;
 - .2 to another (other) tank(s) (indicate tank(s) and the total content of tank(s));
 - .3 incinerated (indicate total time of operation);
 - .4 other method (state which).

(D) Non-automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces

- 13 Quantity discharged, transferred or disposed of, in m³.³
14 Time of discharge, transfer or disposal (start and stop).
15 Method of discharge, transfer, or disposal:
- .1 through 15 ppm equipment (state position at start and end);
 - .2 to reception facilities (identify port)²;
 - .3 to slop tank or holding tank or other tank(s) (indicate tank(s); state quantity retained in tank(s), in m³).

(E) Automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces

- 16 Time and position of ship at which the system has been put into automatic mode of operation for discharge overboard, through 15 ppm equipment.
17 Time when the system has been put into automatic mode of operation for transfer of bilge water to holding tank (identify tank).
18 Time when the system has been put into manual operation.

(F) Condition of the oil filtering equipment

- 19 Time of system failure⁴.
20 Time when system has been made operational.
21 Reasons for failure.

(G) Accidental or other exceptional discharges of oil

- 22 Time of occurrence.
23 Place or position of ship at time of occurrence.
24 Approximate quantity and type of oil.
25 Circumstances of discharge or escape, the reasons therefor and general remarks.

² The ship's master should obtain from the operator of the reception facilities, which includes barges and tank trucks, a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book Part I, may aid the master of the ship in proving that the ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part I.

³ In case of discharge or disposal of bilge water from holding tank(s), state identity and capacity of holding tank(s) and quantity retained in holding tank.

⁴ The condition of the oil filtering equipment covers also the alarm and automatic stopping devices, if applicable.

(H) Bunkering of fuel or bulk lubricating oil

26 Bunkering:

- .1 Place of bunkering.
- .2 Time of bunkering.
- .3 Type and quantity of fuel oil and identity of tank(s) (state quantity added, in tonnes and total content of tank(s)).
- .4 Type and quantity of lubricating oil and identity of tank(s) (state quantity added, in tonnes and total content of tank(s)).”

2 Section (J) of the Oil Record Book Part II is replaced by the following:

“(J) Collection, transfer and disposal of residues and oily mixtures not otherwise dealt with

55 Identity of tanks.

56 Quantity transferred or disposed of from each tank. (State the quantity retained, in m³.)

57 Method of transfer or disposal:

- .1 disposal to reception facilities (identify port and quantity involved);
- .2 mixed with cargo (state quantity);
- .3 transferred to or from (an)other tank(s) including transfer from machinery space oil residue (sludge) and oily bilge water tanks (identify tank(s); state quantity transferred and total quantity in tank(s), in m³); and
- .4 other method (state which); state quantity disposed of in m³.”

ANNEX 24

**UNIFIED INTERPRETATION TO REGULATION 23.7.3.2 (ACCIDENTAL OIL
OUTFLOW PERFORMANCE) OF MARPOL ANNEX I**

MEPC 58 considered and approved a UI to regulation 23.7.3.2 (Accidental oil outflow performance) of MARPOL Annex I, which is set out in annex 18 to document MEPC 58/23.

MEPC 59 considered additional information and approved a revised text of the UI as follows:

“If an inert gas system is fitted, the normal overpressure, in kPa, is to be taken as 5 kPa.”

This revised UI replaces that approved at MEPC 58 (MEPC 58/23, annex 18).



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

CIRCULAR N° POL 012

AMENDMENTS OF THE SUPPLEMENT (FORM A AND B) OF THE IOPP CERTIFICATE

**TO: SHIPOWNERS, SHIPS' OPERATORS AND
MANAGERS, MASTERS, RECOGNIZED
ORGANIZATIONS**

APPLICABLE TO: ALL SHIPS SUBJECT TO MARPOL Annex I
EFFECTIVE AS FROM: 1st January 2011

Monaco, 12th November 2010

Amendments of the Supplement (Form A and B) to the IOPP Certificate, Res.MEPC.186 (59) and Res.MEPC.187 (59), annexed to this Circular, were adopted at MEPC 59th session in July 2009 and will be effective as from 1st January 2011.

Accordingly, Recognized Organizations to this Administration will re-issue the IOPP Certificate with the revised Form A and B at the first IOPP periodical survey or occasional survey in accordance with MSC-MEPC.5/Circular.6 on or after 1st January 2011.

In order to avoid problems with Port State Controls, all parties concerned are requested to comply with this Circular.

Title	RESOLUTIONs / MEPC Resolutions / Res.MEPC.187(59)
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ANNEX 23

DRAFT RESOLUTION MEPC.187(59)

Adopted on 17 July 2009

AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING TO THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973

(Amendments to regulations 1, 12, 13, 17 and 38 of MARPOL Annex I, Supplement to the IOPP Certificate and Oil Record Book Parts I and II)

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution,

NOTING Article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention") and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") which together specify the amendment procedure of the 1978 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL 73/78),

HAVING CONSIDERED proposed amendments to Annex I of MARPOL 73/78,

1. ADOPTS, in accordance with Article 16(2)(d) of the 1973 Convention, the amendments to Annex I of MARPOL 73/78 concerning regulations 1, 12, 13, 17 and 38 and the Supplement to the IOPP Certificate and Oil Record Book Parts I and II, the text of which is set out in the annex to the present resolution;
2. DETERMINES, in accordance with Article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 1 July 2010 unless prior, to that date, not less than one-third of the Parties or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;
3. INVITES the Parties to note that, in accordance with Article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on 1 January 2011 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with Article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL 73/78 certified copies of the present resolution and the text of the amendments contained in the annex; and
5. REQUESTS FURTHER the Secretary-General to transmit to the Members of the Organization which are not Parties to MARPOL 73/78 copies of the present resolution and its annex.

ANNEX

AMENDMENTS TO MARPOL ANNEX I

(Amendments to regulations 1, 12, 13, 17 and 38 of MARPOL Annex I, Supplement to the IOPP Certificate and Oil Record Book Parts I and II)

Annex 1

AMENDMENTS TO REGULATIONS 1, 12, 13, 17 AND 38 OF MARPOL ANNEX I

Regulation 1 - Definitions

1 The following new subparagraphs .31, .32, .33 and .34 are added after existing subparagraph .30:

“.31 Oil residue (sludge) means the residual waste oil products generated during the normal operation of a ship such as those resulting from the purification of fuel or lubricating oil for main or auxiliary machinery, separated waste oil from oil filtering equipment, waste oil collected in drip trays, and waste hydraulic and lubricating oils.

.32 Oil residue (sludge) tank means a tank which holds oil residue (sludge) from which sludge may be disposed directly through the standard discharge connection or any other approved means of disposal.

.33 Oily bilge water means water which may be contaminated by oil resulting from things such as leakage or maintenance work in machinery spaces. Any liquid entering the bilge system including bilge wells, bilge piping, tank top or bilge holding tanks is considered oily bilge water.

.34 Oily bilge water holding tank means a tank collecting oily bilge water prior to its discharge, transfer or disposal.”

Regulation 12 - Tanks for oil residues (sludge)

2 Paragraph 1 is amended to read as follows:

“1 Every ship of 400 gross tonnage and above shall be provided with a tank or tanks of adequate capacity, having regard to the type of machinery and length of voyage, to receive the oil residues (sludge) which cannot be dealt with otherwise in accordance with the requirements of this Annex.”

3 The following new paragraph 2 is inserted, after the existing paragraph 1:

“2 Oil residue (sludge) may be disposed of directly from the oil residue (sludge) tank(s) through the standard discharge connection referred to in regulation 13, or any other approved means of disposal. The oil residue (sludge) tank(s):

.1 shall be provided with a designated pump for disposal that is capable of taking suction from the oil residue (sludge) tank(s); and

.2 shall have no discharge connections to the bilge system, oily bilge water holding tank(s), tank top or oily water separators except that the tank(s) may be fitted with drains, with manually operated self-closing valves and arrangements for subsequent visual monitoring of the settled water, that lead to an oily bilge water holding tank or bilge well, or an alternative arrangement, provided such arrangement does not connect directly to the bilge piping system.”

4 Existing paragraphs 2 and 3 are renumbered 3 and 4, respectively.

Regulations 12, 13, 17 and 38

5 The word “sludge” in regulations 12.2, 13, 17.2.3, 38.2 and 38.7 is replaced by the words “oil residue (sludge)”.

6 The words “and other oil residues” in regulation 17.2.3 are deleted.

Annex 2

AMENDMENTS TO THE SUPPLEMENT TO THE IOPP CERTIFICATE FORM A (SHIPS OTHER THAN OIL TANKERS) AND FORM B (OIL TANKERS)

1 The existing Section 3 of the Supplement to the IOPP Certificate, Form A and Form B, is replaced by the following:

“3 Means for retention and disposal of oil residues (sludge) (regulation 12) and oily bilge water holding tank(s)*

3.1 The ship is provided with oil residue (sludge) tanks for retention of oil residues (sludge) on board as follows:

Tank identification	Tank location		Volume (m ³)
	Frames (from)-(to)	Lateral position	
Total volume:			m ³

3.2 Means for the disposal of oil residues (sludge) retained in oil residue (sludge) tanks:

3.2.1 Incinerator for oil residues (sludge), maximum capacity kW or kcal/h (delete as appropriate).....

3.2.2 Auxiliary boiler suitable for burning oil residues (sludge).....

3.2.3 Other acceptable means, state which.....

3.3 The ship is provided with holding tank(s) for the retention on board of oily bilge water as follows:

Tank identification	Tank location		Volume (m ³)
	Frames (from)-(to)	Lateral position	
Total volume:			m ³

* Oily bilgewater holding tank(s) are not required by the Convention; if such tank(s) are provided they shall be listed in Table 3.3.

2 The term “(double bottom requirements)” at the end of paragraph 5.8.2 of Form B is deleted.

3 Paragraphs 5.8.5 and 5.8.7 are replaced by the following:

“5.8.5 The ship is not subject to regulation 20 (check which box(es) apply):

- .1 The ship is less than 5,000 tonnes deadweight
- .2 The ship complies with regulation 20.1.2
- .3 The ship complies with regulation 20.1.3

“5.8.7 The ship is not subject to regulation 21 (check which box(es) apply):

- .1 The ship is less than 600 tonnes deadweight
- .2 The ship complies with regulation 19 (Deadweight tonnes \geq 5,000)
- .3 The ship complies with regulation 21.1.2
- .4 The ship complies with regulation 21.4.2 (600 \leq Deadweight tonnes < 5,000)
- .5 The ship does not carry “heavy grade oil” as defined in regulation 21.2 of MARPOL Annex I

4 Delete paragraph 6.1.5.4 from the Supplement to the International Oil Pollution Prevention Certificate, Form B.

* Oily bilgewater holding tank(s) are not required by the Convention; if such tank(s) are provided they shall be listed in Table 3.3

Annex 3

AMENDMENTS TO THE OIL RECORD BOOK PARTS I AND II

1 Sections (A) to (H) of the Oil Record Book Part I are replaced by the following:

“(A) Ballasting or cleaning of oil fuel tanks

1 Identity of tank(s) ballasted.

2 Whether cleaned since they last contained oil and, if not, type of oil previously carried.

3 Cleaning process:

- .1 position of ship and time at the start and completion of cleaning;
- .2 identify tank(s) in which one or another method has been employed (rinsing through, steaming, cleaning with chemicals; type and quantity of chemicals used, in m3);
- .3 identity of tank(s) into which cleaning water was transferred and the quantity in m3.

4 Ballasting:

- .1 position of ship and time at start and end of ballasting;
- .2 quantity of ballast if tanks are not cleaned, in m3.

(B) Discharge of dirty ballast or cleaning water from oil fuel tanks referred to under Section (A)

5 Identity of tank(s).

6 Position of ship at start of discharge.

7 Position of ship on completion of discharge.

8 Ship's speed(s) during discharge.

9 Method of discharge:

- .1 through 15 ppm equipment;
- .2 to reception facilities.

10 Quantity discharged, in m3.

(C) Collection, transfer and disposal of oil residues (sludge)

11 Collection of oil residues (sludge).

Quantities of oil residues (sludge) retained on board. The quantity should be recorded weekly*: (this means that the quantity must be recorded once a week even if the voyage lasts more than one week):

* Only those tanks listed in item 3.1 of Forms A and B of the Supplement to the IOPP Certificate used for oil residues (sludge).

- .1 identity of tank(s)
- .2 capacity of tank(s) m3
- .3 total quantity of retention m3
- .4 quantity of residue collected by manual operation m3

(Operator initiated manual collections where oil residue (sludge) is transferred into the oil residue (sludge) holding tank(s).)

12 Methods of transfer or disposal of oil residues (sludge).

State quantity of oil residues transferred or disposed of, the tank(s) emptied and the quantity of contents retained in m3:

- .1 to reception facilities (identify port)**;

** The ship's master should obtain from the operator of the reception facilities, which includes barges and tank trucks, a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book Part I, may aid the master of the ship in proving that the ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part I.

- .2 to another (other) tank(s) (indicate tank(s) and the total content of tank(s));
- .3 incinerated (indicate total time of operation);
- .4 other method (state which).

(D) Non-automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces

13 Quantity discharged, transferred or disposed of, in m3. ***

*** In case of discharge or disposal of bilge water from holding tank(s), state identity and capacity of holding tank(s) and quantity retained in holding tank.

14 Time of discharge, transfer or disposal (start and stop).

15 Method of discharge, transfer, or disposal:

- .1 through 15 ppm equipment (state position at start and end);
- .2 to reception facilities (identify port);
- .3 to slop tank or holding tank or other tank(s) (indicate tank(s); state quantity retained in tank(s), in m3).

(E) Automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces

16 Time and position of ship at which the system has been put into automatic mode of operation for discharge overboard, through 15 ppm equipment.

17 Time when the system has been put into automatic mode of operation for transfer of bilge water to holding tank (identify tank).

18 Time when the system has been put into manual operation.

(F) Condition of the oil filtering equipment

19 Time of system failure****.

**** The condition of the oil filtering equipment covers also the alarm and automatic stopping devices, if applicable.

20 Time when system has been made operational.

21 Reasons for failure.

(G) Accidental or other exceptional discharges of oil

22 Time of occurrence.

23 Place or position of ship at time of occurrence.

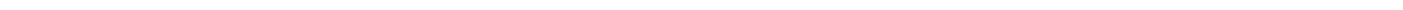
24 Approximate quantity and type of oil.

25 Circumstances of discharge or escape, the reasons therefor and general remarks.

(H) Bunkering of fuel or bulk lubricating oil

26 Bunkering:

- .1 Place of bunkering.
- .2 Time of bunkering.



.3 Type and quantity of fuel oil and identity of tank(s) (state quantity added, in tonnes and total content of tank(s)).

.4 Type and quantity of lubricating oil and identity of tank(s) (state quantity added, in tonnes and total content of tank(s)).”

2 Section (J) of the Oil Record Book Part II is replaced by the following:

“(J) Collection, transfer and disposal of residues and oily mixtures not otherwise dealt with

55 Identity of tanks.

56 Quantity transferred or disposed of from each tank. (State the quantity retained, in m3.)

57 Method of transfer or disposal:

.1 disposal to reception facilities (identify port and quantity involved);

.2 mixed with cargo (state quantity);

.3 transferred to or from (an)other tank(s) including transfer from machinery space oil residue (sludge) and oily bilge water tanks (identify tank (s); state quantity transferred and total quantity in tank(s), in m3); and

.4 other method (state which); state quantity disposed of in m3.”

ANNEX 22

DRAFT RESOLUTION MEPC.186(59)

Adopted on 17 July 2009

AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING TO THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973

(Addition of a new chapter 8 to MARPOL Annex I and consequential amendments to the Supplement to the IOPP Certificate, Form B)

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution,

NOTING Article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention") and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") which together specify the amendment procedure of the 1978 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL 73/78),

HAVING CONSIDERED proposed amendments to Annex I of MARPOL 73/78,

1. ADOPTS, in accordance with Article 16(2)(d) of the 1973 Convention, the amendments to Annex I of MARPOL 73/78 concerning the addition of a new chapter 8 and consequential amendments to the Supplement to the IOPP Certificate, Form B, the text of which is set out in the annex to the present resolution;
2. DETERMINES, in accordance with Article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 1 July 2010 unless, prior to that date, not less than one-third of the Parties or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;
3. INVITES the Parties to note that, in accordance with Article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on 1 January 2011 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with Article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL 73/78 certified copies of the present resolution and the text of the amendments contained in the annex; and
5. REQUESTS FURTHER the Secretary-General to transmit to the Members of the Organization which are not Parties to MARPOL 73/78 copies of the present resolution and its annex.

ANNEX

(Addition of a new chapter 8 to MARPOL and Annex I and consequential amendments to the Supplement to the IOPP Certificate, Form B)

1 A new chapter 8 is added:

"CHAPTER 8 - PREVENTION OF POLLUTION DURING TRANSFER OF OIL CARGO BETWEEN OIL TANKERS AT SEA

Regulation 40

Scope of application

1 The regulations contained in this chapter apply to oil tankers of 150 gross tonnage and above engaged in the transfer of oil cargo between oil tankers at sea (STS operations) and their STS operations conducted on or after 1 April 2012. However, STS operations conducted before that date but after the approval of the Administration of STS operations Plan required under regulation 41.1 shall be in accordance with the STS operations Plan as far as possible.

2 The regulations contained in this chapter shall not apply to oil transfer operations associated with fixed or floating platforms including drilling rigs; floating production, storage and offloading facilities (FPSOs) used for the offshore production and storage of oil; and floating storage units (FSUs) used for the offshore storage of produced oil*.

* Revised Annex I of MARPOL, chapter 7 (resolution MEPC.117(52)) and UNCLOS article 56 are applicable and address these operations.

3 The regulations contained in this chapter shall not apply to bunkering operations.

4 The regulations contained in this chapter shall not apply to STS operations necessary for the purpose of securing the safety of a ship or saving life at sea, or for combating specific pollution incidents in order to minimize the damage from pollution.

5 The regulations contained in this chapter shall not apply to STS operations where either of the ships involved is a warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on government non-commercial service. However, each State shall ensure, by the adoption of appropriate measures not impairing operations or operational capabilities of such ships that the STS operations are conducted in a manner consistent, so far as is reasonable and practicable, with this chapter.

Regulation 41

General Rules on safety and environmental protection

1 Any oil tanker involved in STS operations shall carry on board a Plan prescribing how to conduct STS operations (STS operations Plan) not later than the date of the first annual, intermediate or renewal survey of the ship to be carried out on or after 1 January 2011. Each oil tanker's STS operations Plan shall be approved by the Administration. The STS operations Plan shall be written in the working language of the ship.

2 The STS operations Plan shall be developed taking into account the information contained in the best practice guidelines for STS operations identified by the Organization**. The STS operations Plan may be incorporated into an existing Safety Management System required by chapter IX of the International Convention for the Safety of Life at Sea, 1974, as amended, if that requirement is applicable to the oil tanker in question.

** IMO's "Manual on Oil Pollution, Section I, Prevention" as amended, and the ICS and OCIMF "Ship-to-ship Transfer Guide, Petroleum", fourth edition, 2005.

3 Any oil tanker subject to this chapter and engaged in STS operations shall comply with its STS operations Plan.

4 The person in overall advisory control of STS operations shall be qualified to perform all relevant duties, taking into account the qualifications contained in the best practice guidelines for STS operations identified by the Organization***.

*** IMO's "Manual on Oil Pollution, Section I, Prevention" as amended, and the ICS and OCIMF "Ship-to-ship Transfer Guide, Petroleum", fourth edition, 2005.

5 Records**** of STS operations shall be retained on board for three years and be readily available for inspection by a Party to the present Convention.

**** Revised Annex I of MARPOL chapters 3 and 4 (resolution MEPC.117(52)); requirements for recording bunkering and oil cargo transfer operations in the Oil Record Book, and any records required by the STS operations Plan.

Regulation 42

Notification

1 Each oil tanker subject to this chapter that plans STS operations within the territorial sea, or the exclusive economic zone of a Party to the present Convention shall notify that Party not less than 48 hours in advance of the scheduled STS operations. Where, in an exceptional case, all of the information specified in paragraph 2 is not available not less than 48 hours in advance, the oil tanker discharging the oil cargo shall notify the Party to the present Convention, not less than 48 hours in advance that an STS operation will occur and the information specified in paragraph 2 shall be provided to the Party at the earliest opportunity.

2 The notification specified in paragraph 1 of this regulation***** shall include at least the following:

***** The national operational contact point as listed in document MSC-MEPC.6/Circ.4 of 31 December 2007 or its subsequent amendments.

.1 name, flag, call sign, IMO Number and estimated time of arrival of the oil tankers involved in the STS operations;

.2 date, time and geographical location at the commencement of the planned STS operations;

.3 whether STS operations are to be conducted at anchor or underway;

.4 oil type and quantity;

.5 planned duration of the STS operations;

.6 identification of STS operations service provider or person in overall advisory control and contact information; and

.7 confirmation that the oil tanker has on board an STS operations Plan meeting the requirements of regulation 41.

3 If the estimated time of arrival of an oil tanker at the location or area for the STS operations changes by more than six hours, the master, owner or agent of that oil tanker shall provide a revised estimated time of arrival to the Party to the present Convention specified in paragraph 1 of this regulation."

2 In the Record of Construction and Equipment for Oil Tankers, Form B, new section 8A is added as follows:

"8A Ship-to-ship oil transfer operations at sea (regulation 41)

8A.1 The oil tanker is provided with an STS operations Plan in compliance with regulation 41."

ANNEX 22

RESOLUTION MEPC.186(59)

Adopted on 17 July 2009

**AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING TO THE
INTERNATIONAL CONVENTION FOR THE PREVENTION OF
POLLUTION FROM SHIPS, 1973**

**(Addition of a new chapter 8 to MARPOL Annex I and consequential amendments to the
Supplement to the IOPP Certificate, Form B)**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution,

NOTING Article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention") and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") which together specify the amendment procedure of the 1978 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL 73/78),

HAVING CONSIDERED proposed amendments to Annex I of MARPOL 73/78,

1. ADOPTS, in accordance with Article 16(2)(d) of the 1973 Convention, the amendments to Annex I of MARPOL 73/78 concerning the addition of a new chapter 8 and consequential amendments to the Supplement to the IOPP Certificate, Form B, the text of which is set out in the annex to the present resolution;
2. DETERMINES, in accordance with Article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 1 July 2010 unless, prior to that date, not less than one-third of the Parties or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;
3. INVITES the Parties to note that, in accordance with Article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on 1 January 2011 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with Article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL 73/78 certified copies of the present resolution and the text of the amendments contained in the annex; and
5. REQUESTS FURTHER the Secretary-General to transmit to the Members of the Organization which are not Parties to MARPOL 73/78 copies of the present resolution and its annex.

ANNEX

(Addition of a new chapter 8 to MARPOL and Annex I and consequential amendments to the Supplement to the IOPP Certificate, Form B)

1 *A new chapter 8 is added:*

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Regulation 40

Scope of application

1 The regulations contained in this chapter apply to oil tankers of 150 gross tonnage and above engaged in the transfer of oil cargo between oil tankers at sea (STS operations) and their STS operations conducted on or after 1 April 2012. However, STS operations conducted before that date but after the approval of the Administration of STS operations Plan required under regulation 41.1 shall be in accordance with the STS operations Plan as far as possible.

2 The regulations contained in this chapter shall not apply to oil transfer operations associated with fixed or floating platforms including drilling rigs; floating production, storage and offloading facilities (FPSOs) used for the offshore production and storage of oil; and floating storage units (FSUs) used for the offshore storage of produced oil¹.

3 The regulations contained in this chapter shall not apply to bunkering operations.

4 The regulations contained in this chapter shall not apply to STS operations necessary for the purpose of securing the safety of a ship or saving life at sea, or for combating specific pollution incidents in order to minimize the damage from pollution.

5 The regulations contained in this chapter shall not apply to STS operations where either of the ships involved is a warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on government non-commercial service. However, each State shall ensure, by the adoption of appropriate measures not impairing operations or operational capabilities of such ships that the STS operations are conducted in a manner consistent, so far as is reasonable and practicable, with this chapter.

¹ Revised Annex I of MARPOL, chapter 7 (resolution MEPC.117(52)) and UNCLOS article 56 are applicable and address these operations.

Regulation 41

General Rules on safety and environmental protection

1 Any oil tanker involved in STS operations shall carry on board a Plan prescribing how to conduct STS operations (STS operations Plan) not later than the date of the first annual, intermediate or renewal survey of the ship to be carried out on or after 1 January 2011. Each oil tanker's STS operations Plan shall be approved by the Administration. The STS operations Plan shall be written in the working language of the ship.

2 The STS operations Plan shall be developed taking into account the information contained in the best practice guidelines for STS operations identified by the Organization². The STS operations Plan may be incorporated into an existing Safety Management System required by chapter IX of the International Convention for the Safety of Life at Sea, 1974, as amended, if that requirement is applicable to the oil tanker in question.

3 Any oil tanker subject to this chapter and engaged in STS operations shall comply with its STS operations Plan.

4 The person in overall advisory control of STS operations shall be qualified to perform all relevant duties, taking into account the qualifications contained in the best practice guidelines for STS operations identified by the Organization³.

5 Records⁴ of STS operations shall be retained on board for three years and be readily available for inspection by a Party to the present Convention.

Regulation 42

Notification

1 Each oil tanker subject to this chapter that plans STS operations within the territorial sea, or the exclusive economic zone of a Party to the present Convention shall notify that Party not less than 48 hours in advance of the scheduled STS operations. Where, in an exceptional case, all of the information specified in paragraph 2 is not available not less than 48 hours in advance, the oil tanker discharging the oil cargo shall notify the Party to the present Convention, not less than 48 hours in advance that an STS operation will occur and the information specified in paragraph 2 shall be provided to the Party at the earliest opportunity.

² IMO's "Manual on Oil Pollution, Section I, Prevention" as amended, and the ICS and OCIMF "Ship-to-ship Transfer Guide, Petroleum", fourth edition, 2005.

³ IMO's "Manual on Oil Pollution, Section I, Prevention" as amended, and the ICS and OCIMF "Ship-to-ship Transfer Guide, Petroleum", fourth edition, 2005.

⁴ Revised Annex I of MARPOL chapters 3 and 4 (resolution MEPC.117(52)); requirements for recording bunkering and oil cargo transfer operations in the Oil Record Book, and any records required by the STS operations Plan.

2 The notification specified in paragraph 1 of this regulation⁵ shall include at least the following:

- .1 name, flag, call sign, IMO Number and estimated time of arrival of the oil tankers involved in the STS operations;
- .2 date, time and geographical location at the commencement of the planned STS operations;
- .3 whether STS operations are to be conducted at anchor or underway;
- .4 oil type and quantity;
- .5 planned duration of the STS operations;
- .6 identification of STS operations service provider or person in overall advisory control and contact information; and
- .7 confirmation that the oil tanker has on board an STS operations Plan meeting the requirements of regulation 41.

3 If the estimated time of arrival of an oil tanker at the location or area for the STS operations changes by more than six hours, the master, owner or agent of that oil tanker shall provide a revised estimated time of arrival to the Party to the present Convention specified in paragraph 1 of this regulation.”

2 *In the Record of Construction and Equipment for Oil Tankers, Form B, new section 8A is added as follows:*

“8A Ship-to-ship oil transfer operations at sea
(regulation 41)

8A.1 The oil tanker is provided with an STS operations Plan in compliance with regulation 41.”

⁵ The national operational contact point as listed in document MSC-MEPC.6/Circ.4 of 31 December 2007 or its subsequent amendments.



IMO

E

Ref. T1/11.01

MSC-MEPC.5/Circ.6
6 August 2009

**GUIDANCE ON THE TIMING OF REPLACEMENT OF EXISTING CERTIFICATES
BY THE CERTIFICATES ISSUED AFTER THE ENTRY INTO FORCE OF
AMENDMENTS TO CERTIFICATES IN IMO INSTRUMENTS**

1 The Maritime Safety Committee, at its eighty-sixth session (27 May to 5 June 2009) and the Marine Environment Protection Committee at its fifty-ninth session (13 to 17 July 2009) reviewed the matter of the replacement of existing certificates by the certificates issued after the entry into force of amendments to certificates in IMO instruments.

2 In conducting such a review, both Committees noted that a comparable case was already addressed by the Marine Environment Protection Committee at its fifty-fourth session (20 to 24 March 2006). The MEPC then approved MEPC.1/Circ.513 on Validity of the IOPP Certificate and Supplements issued under the current MARPOL Annex I after 1 January 2007.

3 Both Committees agreed to approve the following guidance with regard to the replacement of existing certificates by the certificates issued after the entry into force of amendments to certificates in all IMO instruments (such as the Load Lines Convention, the SOLAS Convention and the MARPOL Conventions and codes made mandatory under these Conventions):

- .1 in cases where the ship has not to comply with new requirements, the certificate (and its supplement, if any) is not re-issued until its expiry;
- .2 in cases where the ship has to comply with new requirements, the certificate (and its supplement, if any) is re-issued at the opportunity of the survey specified with the new requirement occurring after the date of entry into force of the amendments; and
- .3 where a ship is subjected to a modification or conversion which involves an additional survey, the certificate (and its supplement, if any) is re-issued.

4 Member Governments and Parties to the IMO Conventions are invited to note the above and to bring this circular to the attention of all parties concerned, in particular port State control officers under their jurisdiction.

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Chapter 1 General

General

1. BC Code was developed at IMO with primary aim to promote safety of stowage and shipment of solid bulk cargoes. IMO Maritime Safety Committee 85th session (MSC85) held from November to December 2008 adopted the amendments of BC Code, of which individual schedules of solid bulk cargoes had been reviewed and the name had been changed to IMSBC (International Maritime Solid Bulk Cargoes) Code, and the amendments to the SOLAS Convention which makes the IMSBC Code becomes mandatory. With these amendments, the IMSBC Code is scheduled to be mandated on or after 1 January 2011.
 - On or after 1 January 2009 on a voluntary basis
 - On or after 1 January 2011 as mandatory

2. A number of states have been requiring that ships carrying solid bulk cargoes in their waters should have a BC Code fitness certificate. Taking the voluntary application date of the amendments to the SOLAS Convention mentioned in the above into consideration, it is estimated that a number of states will require that ships carrying solid bulk cargoes in their waters should have a Certificate of Compliance with the International Maritime Solid Bulk Cargoes Code (hereinafter the certificate as "IMSBC Code fitness certificate"). (please refer to the following table.)

Period Estimated	requirements of port authorities
2009.1.1 ~ 2010.12.31	Nil or BC Code or IMSBC code fitness certificate
2011.1.1 ~	Nil or IMSBC Code fitness certificate

3. ClassIBS conducts when requested, a document examination and/or a survey, and issue a certificate of fitness of a ship for the carriage of solid cargoes in bulk in accordance with the provisions of the IMSBC Code.

4. The certification are conducted for the following periods based on the issuance of the certificate.
 - Period: 2009.1.1 – 2010.12.31BC Code or IMSBC Code fitness certification
 - Period: 2011.1.1 –IMSBC Code fitness certification

5. Comparing the requirements on the vessel's construction and equipment under the BC Code and those of the IMSBC code, some requirements are found to be added. for quick reference, the said cargoes are shown in the "Table G1 – Cargoes for which some requirements on construction/equipment are added".

6. Under these Code, materials are classified into those likely to liquefy, those having chemical hazard and others. The materials having chemical hazard can be divided into those classified as dangerous goods in IMDG Code and materials hazardous only in bulk (MHB). Ships intended for the carriage of dangerous goods and constructed on or after 1 September 1984 are required to be complied with the requirements of SOLAS74 Reg.II-254 (Reg.II-2/19 under SOLAS2000) as amended.
7. The materials having chemical hazard can also be divided into non-combustible or low-fire-risk materials and other materials. Ships carrying cargoes other than those of non-combustible or low-fire-risk can not be exempted from the requirement of SOLAS Reg.II-2/53.1.1 (Reg.II-2/ 10.7 under SOLAS2000) for a fixed fire extinguishing system in cargo spaces. Ships exempted from the requirement are required to have an exemption certificate to which a list of cargoes permitted is to be carried, which are to be non-combustible or low-fire-risk cargoes.
8. BC Code or IMSBC Code fitness certification is conducted conditional upon that the ship is complied with the requirements of the rules of ClassIBS and SOLAS 74 as amended applicable for the carriage of the cargoes.

Table G1 – Cargoes for which requirements on construction/equipment are added
Additional requirements are shown in red.

a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v
MATERIALS	IMO class	UN No.	Group	Storage	NO SMOKING sign	Ventilation	SCBA	Protective clothing	Bridge line	Explosion protected electrical equipment	Dual purpose nozzles	4 jets of water	SOLAS Reg II-2/54.2 or 19.3						FFEA (SOLAS Reg II-2/10.7.3)		
													Remote control of fire pump	4 jets of water	Explosion protected electrical equipment	Mechanical ventilation	Safe type fan	Natural ventilation		Personnel protection	A-60 insulation
ALUMINIUM FERROSILICON POWDER	4.3	1395	B	A, G	Yes	MI, Sa	Yes			ICT2	Yes	Yes	X	X	X	X	X	X	X	X	(Yes)
ALUMINIUM NITRATE	5.1	1438	B				Yes	Yes													
ALUMINIUM SILICON POWDER, UNCOATED	4.3	1398	B	A, G	Yes	MI, Sa	Yes			ICT2				X	X	X	X	X	X	X	(Yes)
ALUMINIUM SMELTING BY-PRODUCTS or ALUMINIUM REMELTING BY-PRODUCTS	4.3	3170	B	A, G	Yes	MI, Sa	Yes			ICT2				X	X	X	X	X	X	X	
AMMONIUM NITRATE	5.1	1942	B	A	Yes		Yes	Yes		IS		Yes	X	X	X	X ²	X	X	X	X	(Yes)
AMMONIUM NITRATE BASED FERTILIZER (Type A)	5.1	2067	B	A	Yes		Yes	Yes		IS		Yes	X	X	X	X ²	X	X	X	X	(Yes)
AMMONIUM NITRATE BASED FERTILIZER (Type B)	9	2071	B	A	Yes		Yes	Yes		IS		Yes	X	X	X	X ²	X	X	X	X	(Yes)
AMMONIUM NITRATE, BASED FERTILIZER (non-hazardous) *			C		Yes		Yes	Yes		IS		Yes	X	X	X						
BARIUM NITRATE	5.1	1446	B			Nm	Yes	Yes			Yes	Yes	X	X							(Yes)
CALCIUM NITRATE	5.1	1454	B			Nm	Yes	Yes			Yes	Yes	X	X							(Yes)
CASIOR BEANS ¹	9	2969	B			Nm	Yes	Yes			Yes	Yes	X	X							Yes
CHOPPED RUBBER AND PLASTIC INSULATION			C										X	X							Yes ²
COAL SLURRY			A			N															
COARSE CHOPPED TYRES			C																		Yes ²
COPRA (dry)	4.2	1363	B	A	Yes	Nm							X	X					X	X	Yes
DIRECT REDUCED IRON, (A) Briquettes, hot-moulded	MHB		B	F	Yes	Nm, Sp				ICT2											
DIRECT REDUCED IRON, (B) Lumps, pellets, cold moulded briquettes ³	MHB		B	F	Yes					ICT2											Yes
DIRECT REDUCED IRON, (C) (By product fines) ³	MHB		B	F	Yes		Yes			ICT2											Yes
FERROPHOSPHORUS (including briquettes)	MHB		B			M, Sa	Yes			ICT1											
FERROSILICON with 30% or more but less than 90% silicon (including briquettes)	4.3	1408	B	A, G	Yes	MI, Sa	Yes	Yes	F, N	ICT1					X	X	X	X	X	X	
FERROSILICON 25% to 30% silicon, or 90% or more with silicon (including briquettes)	MHB		B	G	Yes	MI, Sa	Yes		F, N	ICT1											
FERROUS METAL BORINGS, SHAVINGS, TURNINGS or	4.2	2793	B	A	Yes		Yes						X	X					X	X	Yes

Part E Statutory Surveys and Certification
E27 BC Code/IMSBC Code

a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v	
MATERIALS																						
		IMO class	UN No.	Group	Stowage	NO SMOKING sign	Ventilation	SCBA	Protective clothing	Blidge line	Explosion protected electrical equipment	Dual purpose nozzles	4 jets of water	Remote control of fire pump	4 jets of water	Explosion protected electrical equipment	Mechanical ventilation	Safe type fan	Natural ventilation	Personnel protection	A-60 insulation	FFEA (SOLAS Reg-II-2/10.7.1.3)
	CUTTINGS																					
	FISHMEAL (FISHSCRAP), STABILIZED	9	2216	B			Nm	Yes						X				X				Yes
	GRANULATE TYPE RUBBER			C																		Yes ²
	IRON OXIDE, SPENT or IRON SPONGE, SPENT	4.2	1376	B	A		Nm	Yes	Yes		IIAT2	Yes		X				X		X		Yes
	LEAD NITRATE	5.1	1469	B			N	Yes	Yes			Yes	Yes	X				X		X		(Yes)
	LINTED COTTON SEED	MHB		B				Yes						X								Yes
	MAGNESIUM NITRATE	5.1	1474	B				Yes	Yes			Yes	Yes	X						X		(Yes)
	PEANUTS (in shell)			C	A																	
	POTASSIUM NITRATE	MHB		B				Yes	Yes			Yes	Yes	X								
	PITCH PRILL	5.1	1486	B			Nm	Yes	Yes			Yes	Yes	X						X		(Yes)
	SAND			C	A ⁴																	
	SAWDUST	MHB		B																		Yes
	SCRAP METAL			C			Nm															
	SEED CAKE Type (a)	4.2	1386	B	A			Yes						X	X			X	X	X	X	Yes
	SEED CAKE Type (b)	4.2	1386	B	A ⁵	Yes	Nm, Sp	Yes			IIAT3 ⁵			X	X	X ⁵	X ⁵	X	X	X	X	Yes
	SEED CAKE	4.2	2217	B	A	Yes	Nm, Sp	Yes			IIAT3			X	X	X	X	X	X	X	X	Yes
	SILICOMANGANESE (low carbon) (with known hazard profile or known to evolve gases) (with silicon content of 25% or more)	MHB		B		Yes	M, Sa	Yes			IICT1											
	SODIUM NITRATE	5.1	1498	B				Yes	Yes			Yes	Yes	X	X				X	X	X	(Yes)
	SODIUM NITRATE AND POTASSIUM NITRATE MIXTURE	5.1	1499	B				Yes	Yes			Yes	Yes	X	X				X	X	X	(Yes)
	SULPHUR (crushed lump and coarse grained) 6	4.1	1350	B	A	Yes	Nm, Sp	Yes			IIAT4			X	X	X	X ⁶	X ⁶	X	X	X	
SULPHUR (formed, solid)	MHB		C			Nm																
WOOD PELLETS	MHB		B																			
ZINC ASHES	4.3	1435	B	A	Yes	ML, Sa	Yes	Yes		IICT2				X	X		X	X	X	X	Yes	

The contents of each column in the Table G1 are as follows.

1. Materials (column "a")
Bulk Cargo Shipping Names are expressed in capital letters and identifies a bulk cargo during transport by sea.
2. IMO class (column "b")
Group B cargoes are categorized into the following classes.
Class 4.1 : Flammable solids
Class 4.2 : Substances liable to spontaneous combustion
Class 4.3 : Substances which, in contact with water, emit flammable gases
Class 5.1 : Oxidizing substances (agents)
Class 7 : Radioactive materials
Class 9 : Miscellaneous dangerous substances and article
MHB : Materials which may possess chemical hazards when transported in bulk other Than materials classified as dangerous goods in the IMDG Code.
3. UN No. (column "c")
This is a 4 -digit number assigned to a particular dangerous substance included in the dangerous substance list (approximately 3,000 items) within the United Nations Committee of Experts on the Transport of Dangerous Goods.
4. Group (column "d")
A : Group A consist of cargoes which may liquefy if shipped at moisture content in excess of their transportable moisture limit.
B : Group B consist of cargoes which posses a chemical hazard which could give rise to a dangerous situation on a ship.
C : Group C consists of cargoes which are neither liable to liquefy (Group A) nor to Possess chemical hazards (Group B).
5. Stowage (column "e")
A : Bulkheads to the engine room are to be insulated to A-60 standard.
F : Boundaries of components are to be resistant to fire and passage of water.
G : Bulkheads to the engine room are to be of gastight.
6. NO SMOKING sign (column "f")
Yes : "NO SMOKING" signs are to be posted on decks and in areas adjacent to cargo compartments
7. Ventilation (column "g")
N : Natural ventilation system is to be provided for cargo holds.
Nm : Natural or mechanical ventilation system is to be provided for cargo holds.
M : Mechanical ventilation system is to be provided for cargo holds.
ML : At least two mechanical ventilation fans are to be provided for cargo holds.
The total ventilation is to be at least six air changes per hour. Ventilation openings are to comply with the requirements of the Load Line convention as amended for openings not fitted with means of closure.
Sa : Ventilation fans are to be safe for use in a flammable atmosphere.
Sp : Spark-arresting screens (wire mesh guards with max. 13mm X 13mm) are to be Fitted to ventilation openings.
8. SCBA (column "h")
Yes : Two self contained breathing apparatuses with 200% spare cylinders are to be additionally provided

9. Protective clothing resistant to chemical attack (column "i")
Yes : Four sets of protective clothing which consists of a pair of gloves, boots, a protective clothing and helmet with goggles are to be additionally.
10. Bilge line (column "j")
F : In case where bilge lines are led to machinery space, bilge line is to be isolated either by fitting a blank flange or by a closed lockable valve.
N : a notice is to be placed adjacent to the valve warning against opening without the master's permission.
11. Electrical equipment (column "k")
Not suitable explosion protected type electrical are to be disconnected (by removal of links in the system, other than fuses) from the power source at a point external to the space.
IIAT2: Electrical equipment having an explosion protection grade of IIAT2 or upwards are considered as suitable explosion protected type electrical equipment.
IIAT3: Electrical equipment having an explosion protection grade of IIAT3 or upwards are considered as suitable explosion protected type electrical equipment.
IIAT4: Electrical equipment having an explosion protection grade of IIAT4 or upwards are considered as suitable explosion protected type electrical equipment.
IICT1: Electrical equipment having an explosion protection grade of IICT1 or upwards are considered as suitable explosion protected type electrical equipment.
IICT2: Electrical equipment having an explosion protection grade of IICT2 or upwards are considered as suitable explosion protected type electrical equipment.
IS : Intrinsically safe type electrical equipment are considered as suitable explosion protected type electrical equipment.
12. Dual purpose nozzles (column "l")
Yes : Nozzles provided with fire hoses are to be of dual-purpose type (i.e; spray/jet type).
13. 4 jets of water (column "m")
Yes : The quantity of water delivered is to be capable of supplying four nozzles at pressure as specified in SOLAS regulation and being trained on any part of the cargo space when empty.
14. Requirements of SOLAS Reg.II-2/54.2 (Reg.II-219.3 on or after 2000 amendments) (column "n" ~ "u")
X : Applicable.
15. FFEA (SOLAS Reg.II-2/10.7.1.3) (column "v")
Yes : Fixed CO₂ fire extinguishing system for cargo holds are required by SOLAS Reg.II- 2/10.7.1.3.
(Yes): Fixed gas fire -extinguishing system is ineffective and for which a fixed fire-extinguishing system giving equivalent protection shall be available. According to the Unified interpretation of IMO, water supplies defined in SOLAS Reg.II-2/19.3.1.2 are considered as the alternative of a fixed gas fire-extinguishing system in cargo spaces.

General notes:

- For the detailed requirements of the IMSBC Code, the relevant part of the Code should be referred to.
- The application of the requirements of SOLAS Reg.II-2/54.2 or 19.3 is shown just for ready reference. For the detailed requirements, the relevant part of the SOLAS should be referred to.
- Blank columns mean "Not applicable".

- Notes: 1. CASTER MEAL, CASTER POMACE and CASTER FLAKE shall not be carried in bulk.
2. For the planned voyage not exceeding 5 days from the commencement of loading to the completion of discharge, the vessel may be exempted from the requirements of FFEA.
 3. 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's fixed CO₂ fire extinguishing system shall not be used for this purpose.
 4. Only applicable to Industrial sand coated with resin.
 5. Only applicable to Seedcake containing solvent extractions only.
 6. Fine grained sulphur (flowers of sulphur) shall not be transported in bulk.
 7. With moisture content of 15% or more, the vessel may be exempted from the requirements of FFEA.
 8. To be stowed out of direct contact with a metal engine room boundary.
 9. Only suitable wire mesh guards are required.

Chapter 2 Guidance for IMSBC Code fitness certification

0201 General

Under the IMSBC Code, materials are classified into those likely to liquefy (Group A), those having chemical hazard (Group B) and others (Group C). In this guidance, they are referred to as “Group A cargoes”, “Group B cargoes” and “Group C cargoes” respectively.

0202 Requirements for construction and equipment

- 1. A loading manual and stability information booklet are required to be provided onboard regardless of the types of cargoes intended to be carried.
- 2. No special construction and equipment is required for the carriage of Group A and C cargoes except that specially designed portable divisions or permanent structural boundaries to confine any shift of cargo to an acceptable limit are required for the carriage for Group A cargoes without appropriate restrictions on their moisture contents.
- 3. For the carriage of Group B cargoes, ships are to be complied with the requirements for special construction and/or equipment specified in IMSBC Code. The requirements for the carriage of Group B cargoes except coal and brown coal (lignite) briquettes are summarized in Table 2.1 and 2.2. The requirements for the carriage of coal and brown coal (lignite) briquettes are shown in Table 2.3.

Note 2.1: The Code provides special requirements for construction and equipment for fire protection and personnel protection as well as operational precautions and information on properties of each material.

Note 2.2: The applications of the requirements of SOLAS74 Reg.II-2/53 and 54 (Reg.II-2/10.7 and 19 under SOLAS2000) are also shown in Table 2.1 for ready reference.

0203 Application

- 1. Applicant, the shipowner or their representative, should submit an application containing the information on the item listed below to Head Office, Technical Department prior to the survey onboard the ship.
 - (1) Cargoes for which a IMSBC Code fitness certificate is to be issued (for example, “Group A and C cargoes” or “Group A and C cargoes and (name of Group B cargoes)”
 - (2) In case where a survey onboard the ship is required, expected date and place of the survey and local agent to be contacted
 - (3) A list of documents submitted together with the application and of those expected to be submitted later, if any.
- 2. In case where dangerous goods are included in the cargoes, the applicant should also apply for the issue of a certificate of compliance with the requirements of SOLAS74 Reg.II-2/54 (Reg.II-2/19 under SOLAS2000) as necessary.
- 3. In case where a conversion or an alteration affecting a class requirement including the case mentioned in -2 above is made, the applicant should also apply for a class survey.

0204 Submission of documents

- 1. In case where the certification is requested for the carriage of Group B cargoes, the applicant should submit the documents as shown in Table 2.4 (other than coal and brown coal (lignite) briquettes) and/or Table 2.5 (coal and brown coal (lignite) briquettes). For the specific construction and equipment of existing ships, if the ship's compliance with the requirements, in the opinion of the surveyor, is capable of being checked by only the survey on board, submission of documents and document examination may be omitted.
- 2. In case where the certification is requested for the carriage of Group A cargoes without appropriate restrictions on their moisture contents, the applicant should submit relevant structural drawings, stability calculations and other documents considered necessary by ClassIBS.

0205 Document examination, survey and issue of certificate

- 1. Certification for cargoes other than Group B cargoes
 - (1) For the certification for the carriage of other cargoes than Group B cargoes, either document examination or survey onboard the ship is not required in principle. Head Office or Representative Office should issue a certificate and checklist (if any).
 - (a) In case where any Group A cargo is intended to be carried without appropriate restrictions on its moisture content, Technical Department should be contacted as examination of drawings of subdivision is required.
 - (b) In case where the ship is less than 100 meters in length, Head office or Representative Office should check that an appropriate loading manual containing information on allowable nominal specific gravity of cargo for each hold and longitudinal strength of the ship is provided onboard the ship. In this case **“approved”** in the condition 2 given in the certificate form should be deleted.
 - (2) The Representative Office should forward a copy of the certificate and checklist (if any) to Technical Department.
- 2. For certification for the carriage of cargoes including Group B cargoes (except where Group B cargo is only coal and/or brown coal (lignite) briquettes), (1) and (2) below should be followed.
 - (1) As shown in Table 2.4, the head office (Technical Department) or the Representative Office should examine or check the documents. Technical Department should inform the applicant and the Representative Office of the results of examination, and the Representative office of the time required for examination, if carried out by the Head Office.
 - (2) The Representative Office should:
 - (a) based on the above (1) results of examination and the those of examination into the documents which should be submitted to the Representative Office according to table 2.4, carry out a survey on board using Table 2.2 as checklist;

- (b) finalize and issue a certificate including the attachments and checklist. The checklist should not be attached to the certificate but kept on board for the periodical survey; and
- (c) forward a copy of the certificate and checklist to Technical Department.

- 3. For certification for the carriage of cargoes including only coal and/or brown coal (lignite) briquettes as Group B cargo, (1) through (3) below should be followed.
 - (1) Document examination on the Technical Department is not required. The Representative Office should prepare a certificate and checklist.
 - (2) Based on the results of examination into the documents listed in Table 2.5, the Representative Office should carry out a survey on board using Table 2.3 as checklist and issue a certificate. The checklist should not be attached to the certificate but kept on board for the periodical survey.
 - (3) A copy of the certificate and checklist should be forwarded to Technical Department.

0206 Renewal and rewrite of the certificate

- 1. Change to IMSBC Code fitness certificate from BC Code fitness certificate
Document examination at the Head Office is not required. The Head office or Representative Office when requested, prepare IMSBC Code fitness certificate, cover letter to the applicant and checklist. A copy of the certificate and checklist (if any) should be forwarded to Technical Department.
- 2. Change to IMSBC Code fitness certificate and renewal of the BC Code fitness certificate
Document examination at the Head Office is not required. The Representative Office should prepare IMSBC Code fitness certificate and the checklist. The survey on board should be carried out using the before-mentioned checklist, and certificate should be finalized and issued. The checklist should not be attached to the certificate but kept on board for the periodical survey. A copy of the certificate and checklist (if any) should be forwarded to Technical Department. (Refer to note 6.1)
- 3. Renewal of IMSBC code fitness certificate
Document examination at the head office is not required. The Representative office should carry out a survey using the checklist kept on board and, based on the results of the survey, prepare a certificate referring to Appendix 2.1. A copy of the certificate should be forwarded to Technical Department. (Refer to note 6.1)
- 4. Rewrite of IMSBC code fitness certificate due to flag change or change of ship's name.
Document examination at the Head Office is not required. The Representative Office should carry out a survey using the checklist kept on board and, based on the results of the survey, prepare a certificate referring to Appendix 2.1 (Refer to Note 6.2) In case where the expiry date of new certificate is not changed from the previous one, the survey is not required. A copy of the certificate should be forwarded to Technical Department.

Note 6.1: The period of validity of the certificate should be five year after the date of issue

Table 2.1
Requirements of construction and equipment for individual cargoes
under the provisions of the IMSBC Code and SOLAS Reg. II-2/54.2 (Reg. II-2/19.3 on or after 2000 amendments)

a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v
	IMO class	UN No.	Group	Stowage	NO SMOKING sign	Ventilation	SCBA	Protective clothing	Bilge line	Explosion protected electrical equipment	Dual purpose nozzles	4 jets of water	Remote control of fire pump	4 jets of water	Explosion protected electrical equipment	Mechanical ventilation	Safe type fan	Natural ventilation	Personnel protection	A-60 insulation	
MATERIALS																					
ALFALFA			C																		
ALUMINA			C																		
ALUMINA, CALCINED			C																		
ALUMINA, SILICA			C																		
ALUMINA SILICA, pellets			C																		
ALUMINIUM FERROSILICON POWDER	4.3	1395	B	A, G	Yes	ML ₃ Sa	Yes			IICT2		Yes		X	X	X	X	X	X	X	
ALUMINIUM NITRATE	5.1	1438	B		Yes		Yes				Yes		X	X	X	X	X	X	X	X	(Yes)
ALUMINIUM SILICON POWDER, UNCOATED	4.3	1398	B	A, G	Yes	ML ₃ Sa	Yes			IICT2				X	X	X	X	X	X	X	
ALUMINIUM SMELTING BY-PRODUCTS or ALUMINIUM REMELTING BY-PRODUCTS	4.3	3170	B	A, G	Yes	ML ₃ Sa	Yes			IICT2				X	X	X	X	X	X	X	
AMMONIUM NITRATE	5.1	1942	B	A	Yes		Yes	Yes		IS		Yes	X	X	X ⁹	X ⁹	X	X	X	X	(Yes)
AMMONIUM NITRATE BASED FERTILIZER (Type A)	5.1	2067	B	A	Yes		Yes	Yes		IS		Yes	X	X	X	X ⁹	X	X	X	X	(Yes)
AMMONIUM NITRATE BASED FERTILIZER (Type B)	9	2071	B	A	Yes		Yes	Yes		IS		Yes	X	X	X	X ⁹	X	X	X	X	(Yes)
AMMONIUM NITRATE, BASED FERTILIZER (non-hazardous) ⁸			C		Yes		Yes	Yes		IS		Yes									
AMMONIUM SULPHATE			C																		
Antimony ore AND residue			C																		
BARIUM NITRATE	5.1	1446	B			Nm	Yes	Yes			Yes	Yes	X	X			X	X			(Yes)
BARYTES			C																		
BAUXITE			C																		
BIOSLUDGE			C																		
BORAX, ANHYDROUS, crude or refined			C																		
BORAX (PENTAHYDRATE CRUDE)			C																		
BROWN COAL BRIQUETTES	MHB		B																		
CALCIUM NITRATE	5.1	1454	B				Yes	Yes			Yes	Yes	X	X			X	X			(Yes)
CALCIUM NITRATE FERTILIZER			C																		
CARBORUNDUM			C																		
CASTOR BEANS ¹	9	2969	B			Nm	Yes	Yes			Yes		X	X			X	X			Yes
CEMENT			C																		
CEMENT CLINKERS			C																		

a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v
	IMO class	UN No.	Group	Storage	NO SMOKING sign	Ventilation	SCBA	Protective clothing	Bilge line	Explosion protected electrical equipment	Dual purpose nozzles	4 jets of water	Remote control of fire pump	4 jets of water	Explosion protected electrical equipment	Mechanical ventilation	Safe type fan	Natural ventilation	Personnel protection	A-60 insulation	
MATERIALS																					
CEMENT COPPER			A																		
CHAMOTTE			C																		Yes
CHARCOAL	MHB		B																		Yes ²
CHOPPED RUBBER AND PLASTIC INSULATION			C																		
CHROME PELLETS			C																		
CHROMITE ORE			C																		
CLAY			C																		
COAL			A and B																		
							See Table 2.3.														
COAL SLURRY			A			N															Yes ²
COARSE CHOPPED TYRES			C																		
COKE			C																		
COKE BREEZE			A																		
COLEMANITE			C																		
COPPER CONCENTRATE			A																		
COPPER GRANULES			C																		
COPPER MATTE			C																		
COPRA (dry)	4.2	1363	B	A	Yes	Nm							X	X			X	X	X	X	Yes
CRYOLITE			C																		
DIAMMONIUM PHOSPHATE (D.A.P.)			C																		
DIRECT REDUCED IRON, (A)	MHB		B	F	Yes	Nm, Sp				IICT2											
Briquettes, hot-moulded																					
DIRECT REDUCED IRON, (B)	MHB		B	F	Yes					IICT2											Yes
Lumps, pellets, cold moulded briquettes 3																					
DIRECT REDUCED IRON, (C)	MHB		B	F	Yes		Yes			IICT2											Yes
(By product fines) 3																					
DOLOMITE			C																		
FELSPAR LUMP			C																		
FERROCHROME			C																		
FERROCHROME, exothermic			C																		
FERROMANGANESE			C																		
FERRONICKEL			C																		
FERROPHOSPHORUS (including briquettes)	MHB		B		Yes	M,Sa	Yes			IICT1											
FERROSILICON with 30% or more but less than 90% silicon	4.3	1408	B	A,G	Yes	M,Sa	Yes		F,N	IICT1					X	X	X	X	X	X	

a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v
MATERIALS																					
	(including briquettes)																				
	FERROSILICON 25% to 30% silicon, or 90% or more with silicon (including briquettes)	MHB		B	G	Yes	ML ₂ Sa	Yes	F,N	IICTI											
	FERROUS METAL BORINGS, SHAVINGS, TURNINGS or CUTTINGS	4.2	2793	B	A	Yes		Yes					X	X				X	X	X	Yes
	FERTILIZERS WITHOUT NITRATES (non-hazardous)			C																	
	FISH (IN BULK)			A																	
	FISHMEAL (FISHSCRAP), STABILIZED	9	2216	B			Nim	Yes					X	X				X	X		Yes
	FLUORSPAR	MHB		A and B																	
	FLY ASH			C																	
	GRANULATED SLAG			C																	
	GRANULATE TYPE RUBBER			C																	
	GYPNUM			C																	
	ILMENITE CLAY			A																	
	ILMENITE SAND			C																	
	IRON ORE			C																	
	IRON ORE PELLETS			C																	
	IRON OXIDE, SPENT or IRON SPONGE, SPENT	4.2	1376	B	A		Nim	Yes	Yes		IIAT2	Yes		X	X			X	X	X	Yes
	IRONSTONE			C																	
	LABRADORITE			C																	
	LEAD NITRATE	5.1	1469	B			N	Yes	Yes			Yes	Yes	X	X			X	X		(Yes)
	LEAD ORE			C																	
	LIME (UNSLAKED)	MHB		B																	
LIMESTONE			C																		
LINTED COTTON SEED	MHB		B				Yes													Yes	
MAGNESIA (DEADBURNED)			C																		
MAGNESIA (UNSLAKED)	MHB		B																		
MAGNESITE, natural			C																		
MAGNESIUM NITRATE	5.1	1474	B				Yes	Yes			Yes	Yes	X	X			X	X		(Yes)	
MANGANESE ORE			C																		
MARBLE CHIPS			C																		
METAL SULPHIDE CONCENTRATES	MHB		A and B				Yes														
Mineral Concentrates			A																		

a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v
	IMO class	UN No.	Group	Stowage	NO SMOKING sign	Ventilation	SCBA	Protective clothing	Bioge line	Explosion protected electrical equipment	Dual purpose nozzles	4 jets of water	Remote control of fire pump	4 jets of water	Explosion protected electrical equipment	Mechanical ventilation	Safe type fan	Natural ventilation	Personnel protection	A-60 insulation	FFEA (SOLAS Reg. II-2/10.7.1.3)
MATERIALS																					
MONOAmmonium phosphate (M.A.P.)			C																		
PEANUTS (in shell)			C	A																	
PEAT MOSS	MHB		A and B			Nm															
PEBBLES (sea)			C																		
PELLETS (concentrates)			C																		
PERLITE ROCK			C																		
PETROLEUM COKE, calcined or uncalcined	MHB		B				Yes	Yes			Yes										
PHOSPHATE, defluorinated			C																		
PHOSPHATE ROCK, calcined			C																		
PHOSPHATE ROCK, uncalcined			C																		
PIG IRON			C																		
PITCH PRILL	MHB		B			Nm	Yes	Yes			Yes										
POTASH			C																		
POTASSIUM CHLORIDE			C																		
POTASSIUM NITRATE	5.1	1486	B				Yes	Yes			Yes	Yes	X	X			X	X			(Yes)
POTASSIUM SULPHATE			C																		
PUMICE			C																		
PYRITE (containing copper and iron)			C																		
PYRITES, CALCINED (Calcined Pyrites)	MHB		A and B																		
PYROPHYLLITE			C																		
QUARTZ			C																		
QUARTZITE			C																		
RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-I)	7	2912	B				Yes	Yes													
RADIOACTIVE MATERIAL, SURFACE CONTAMINATED OBJECTS (SCO-I)	7	2913	B				Yes	Yes													
RASORITE (ANHYDROUS)			C																		
RUTILE SAND			C																		
SALT			C																		
SALT CAKE			C																		
SALT ROCK			C																		
SAND			C	A ⁴																	
SAWDUST	MHB		B																		Yes
SCRAP METAL			C			Nm															

a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v	
MATERIALS	IMO class	UN No.	Group	Storage	NO SMOKING sign	Ventilation	SCBA	Protective clothing	Bilge line	Explosion protected electrical equipment	Dual purpose nozzles	4 jets of water	Remote control of fire pump	4 jets of water	Explosion protected electrical equipment	Mechanical ventilation	Safe type fan	Natural ventilation	Personnel protection	A-60 insulation	SOLAS Reg. II-2/54.2 or 19.3	
																					FFEA (SOLAS Reg. II-2/10.7.1.3)	Yes
SEED CAKE Type (a)	4.2	1386	B	A			Yes						X	X				X	X	X	Yes	
SEED CAKE Type (b)	4.2	1386	B	A ³	Yes	Nm, Sp	Yes			IIAT3 ³			X	X	X ²	X ²	X	X	X	X	Yes	
SEED CAKE	4.2	2217	B	A	Yes	Nm, Sp	Yes			IIAT3			X	X	X	X	X	X	X	X	Yes	
SEED CAKE (non-hazardous)			C																			
SILICOMANGANESE (low carbon) (with known hazard profile or known to evolve gases) (with silicon content of 25% or more)	MHB		B		Yes	M, Sa	Yes			IICT1												
SODA ASH			C																			
SODIUM NITRATE	5.1	1498	B				Yes	Yes			Yes	Yes	X	X				X	X		(Yes)	
SODIUM NITRATE AND POTASSIUM NITRATE MIXTURE	5.1	1499	B				Yes	Yes			Yes	Yes	X	X				X	X		(Yes)	
STAINLESS STEEL GRINDING DUST			C																			
STONE CHIPPINGS			C																			
SUGAR			C																			
SULPHATE OF POTASH AND MAGNESIUM			C																			
SULPHUR (crushed lump and coarse grained) ⁶	4.1	1350	B	A	Yes	Nm, Sp	Yes			IIAT4			X	X	X	X ⁹	X	X	X	X		
SULPHUR (formed, solid)			C			Nm																
SUPERPHOSPHATE			C																			
SUPERPHOSPHATE (triple, granular)			C																			
TACONITE PELLETS			C																			
TALC			C																			
TANKAGE	MHB		B				Yes														Yes	
TAPIOCA			C																			
UREA			C																			
VANADIUM ORE	MHB		B				Yes															
VERMICULITE			C																			
WHITE QUARTZ			C																			
WOODCHIPS	MHB		B																		Yes ⁷	
WOOD PELLETS	MHB		B																		Yes	
WOOD PULP PELLETS	MHB		B																		Yes ⁷	
ZINC ASHES	4.3	1435	B	A	Yes	ML, Sa	Yes	Yes		IICT2				X	X	X	X	X	X	X		
ZIRCON SAND			C																			

The contents of each column in the Table 2.1 are as follows.

1. MATERIALS (column “a”)
Bulk Cargo Shipping Names are expressed in capital letters and identifies a bulk cargo during transport by sea.
2. IMO class (column “b”)
Group B cargoes are categorized into the following classes.
 - Class 4.1 : Flammable solids
 - Class 4.2 : Substances liable to spontaneous combustion
 - Class 4.3 : Substances which, in contact with water, emit flammable gases
 - Class 5.1 : Oxidizing substances (agents)
 - Class 7 : Radioactive materials
 - Class 9 : Miscellaneous dangerous substances and articles
 - MHB : Materials which may possess chemical hazards when transported in bulk other than materials classified as dangerous goods in the IMDG Code.
3. UN No. (column “c”)
This is a 4-digit number assigned to a particular dangerous substance included in the dangerous substance list (approximately 3,000 items) within the United Nations Recommendations on the Transport of Dangerous Goods issued by the United Nations Committee of Experts on the Transport of Dangerous Goods.
4. Group (column “d”)
 - A : Group A consists of cargoes which may liquefy if shipped at moisture content in excess of their transportable moisture limit.
 - B : Group B consists of cargoes which possess a chemical hazard which could give rise to a dangerous situation on a ship.
 - C : Group C consists of cargoes which are neither liable to liquefy (Group A) nor to possess chemical hazards (Group B).
5. Stowage (column “e”)
 - A : Bulkheads to the engine room are to be insulated to A-60 standard.
 - F : Boundaries of components are to be resistant to fire and passage of water.
 - G : Bulkheads to the engine room are to be of gastight.
6. NO SMOKING sign (column “f”)
Yes : “NO SMOKING” signs are to be posted on decks and in areas adjacent to cargo compartments.
7. Ventilation (column “g”)
 - N : Natural ventilation system is to be provided for cargo holds.
 - Nm : Natural or mechanical ventilation system is to be provided for cargo holds.
 - M : Mechanical ventilation system is to be provided for cargo holds.
 - ML : At least two mechanical ventilation fans are to be provided for cargo holds. The total ventilation is to be at least six air changes per hour. Ventilation openings are to comply with the requirements of the Load Line Convention as amended for openings not fitted with means of closure.
 - Sa : Ventilation fans are to be safe for use in a flammable atmosphere.
 - Sp : Spark-arresting screens (wire mesh guards with max. 13mm X 13mm) are to be fitted to ventilation openings.
8. SCBA (column “h”)
Yes : Two self contained breathing apparatuses with 200% spare cylinders are to be additionally provided.
9. Protective clothing resistant to chemical attack (column “i”)
Yes : Four sets of protective clothing which consists of a pair of gloves, boots, a protective clothing and helmet with goggles are to be additionally provided.
10. Bilge line (column “j”)
 - F : In case where bilge lines are led to machinery space, bilge line is to be isolated either by fitting a blank flange or by a closed lockable valve.
 - N : A notice is to be placed adjacent to the valve warning against opening without the master’s permission.
11. Electrical equipment (column “k”)
Not suitable explosion protected type electrical equipment are to be disconnected (by removal of links in the system, other than fuses) from the power source at a point external to the space.
IIAT2: Electrical equipment having an explosion protection grade of IIAT2 or upwards are considered as suitable explosion protected type electrical equipment.

- IIAT3: Electrical equipment having an explosion protection grade of IIAT3 or upwards are considered as suitable explosion protected type electrical equipment.
- IIAT4: Electrical equipment having an explosion protection grade of IIAT4 or upwards are considered as suitable explosion protected type electrical equipment.
- IICT1: Electrical equipment having an explosion protection grade of IICT1 or upwards are considered as suitable explosion protected type electrical equipment.
- IICT2: Electrical equipment having an explosion protection grade of IICT2 or upwards are considered as suitable explosion protected type electrical equipment.
- IS: Intrinsically safe type electrical equipment are considered as suitable explosion protected type electrical equipment.
12. Dual purpose nozzles (column "l")
Yes : Nozzles provided with fire hoses are to be of dual-purpose type (i.e., spray/jet type).
13. 4 jets of water (column "m")
Yes : The quantity of water delivered is to be capable of supplying four nozzles at pressure as specified in SOLAS regulation and being trained on any part of the cargo space when empty.
14. Requirements of SOLAS Reg.II-2/54.2 (Reg.II-2/19.3 on or after 2000 amendments) (column "n" ~ "u")
X : Applicable.
15. FFEA (SOLAS Reg.II-2/10.7.1.3) (column "v")
Yes : Fixed CO2 fire extinguishing system for cargo holds are required by SOLAS Reg.II-2/10.7.1.3.
(Yes): Fixed gas fire-extinguishing system is ineffective and for which a fixed fire-extinguishing system giving equivalent protection shall be available. According to the Unified Interpretation of IMO, water supplies defined in SOLAS Reg.II-2/19.3.1.2 are considered as the alternative of a fixed gas fire-extinguishing system in cargo spaces.

General notes:

- For the detailed requirements of the IMSBC Code, the relevant part of the Code should be referred to.
- The application of the requirements of SOLAS Reg.II-2/54.2 or 19.3 is shown just for ready reference. For the detailed requirements, the relevant part of the SOLAS should be referred to.
- Blank columns mean "Not applicable".

- Notes :
1. CASTER MEAL, CASTER POMACE and CASTER FLAKE shall not be carried in bulk.
 2. For the planned voyage not exceeding 5 days from the commencement of loading to the completion of discharge, the vessel may be exempted from the requirements of FFEA.
 3. 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's fixed CO2 fire extinguishing system shall not be used for this purpose.
 4. Only applicable to Industrial sand coated with resin.
 5. Only applicable to Seedcake containing solvent extractions only.
 6. Fine grained sulphur (flowers of sulphur) shall not be transported in bulk.
 7. With moisture content of 15% or more, the vessel may be exempted from the requirements of FFEA.
 8. To be stowed out of direct contact with a metal engine room boundary.
 9. Only suitable wire mesh guards are required.