



# Technical Circular

No.: 064/2022

Date: 05<sup>th</sup> December 2022

## **Subject: Amendments (06-21) to IMSBC Code.**

1. The International Maritime Solid Bulk Cargoes (IMSBC) Code is subject to updates every two years to reflect the changes in the nature and variety of solid bulk cargoes presented for shipment. In April 2022, IMO's Maritime Safety Committee adopted Resolution MSC.500 (105) specifying forthcoming amendments (06-21) to the IMSBC Code.
2. The amendments (06-21) to IMSBC Code will become mandatory from **1 December 2023**, however Administrations may choose to apply the amendments on a voluntary basis from **1 January 2023**.
3. The amendments (06-21) to IMSBC Code includes (but is not limited to);
  - a. A revised definition of Group A to include dynamic separation as well as liquefaction. The revised definition reads – "Group A consists of cargoes which possesses a hazard due moisture that may result in liquefaction or dynamic separation if shipped at a moisture content in excess of their transportable moisture limit."
  - b. New definition for Dynamic separation is included and reads - "Dynamic separation means the phenomenon of forming a liquid slurry (water and fine solids) above the solid material, resulting in a free surface effect which may significantly affect the ship's stability."
  - a. Revisions to various existing individual schedules for solid bulk cargoes.
  - b. Reclassification of Ammonium Nitrate based fertilizer (non-hazardous) and new individual schedules and clarification of the term 'intrinsically safe' for the same.
  - c. In the heading for "Section 7", the words "Cargoes which may liquefy" is replaced with the words "Cargoes which may liquefy or undergo dynamic separation".
  - d. Following new schedules have been added to Appendix 1 of the Code:

<b>Cargo</b>	<b>Group</b>
AMMONIUM NITRATE BASED FERTILIZER	C
AMMONIUM NITRATE BASED FERTILIZER MHB	B
CLAM SHELL	C
SUPERPHOSPHATE (TRIPLE, GRANULAR)	B



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. While we have taken utmost care to be as factual as possible, readers/ users are advised to verify the exact text and content of the Regulation from the original source/ issuing Authority.

LEACH RESIDUE CONTAINING LEAD	A and B
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- e. Existing individual schedule - Ammonium Nitrate based fertilizer (non-hazardous) and Superphosphate (triple, granular) are deleted.
4. MSC.1/Circ.1395/Rev.4 has been revised and replaced by MSC.1/Circ.1395/Rev.5 – Lists of solid bulk cargoes for which a fixed gas fire extinguishing system may be exempted or for which a fixed gas fire extinguishing system is ineffective.

Following new cargoes have been added in MSC.1/Circ.1395/Rev.5

- AMMONIUM NITRATE BASED FERTILIZER MHB
- SUPERPHOSPHATE (TRIPLE, GRANULAR)
- LEACH RESIDUE CONTAINING LEAD

For Ships which are issued with Exemption certificate for fixed gas fire extinguishing system, if the above mentioned cargoes are carried or intended to be carried, exemption certificate will need to be replaced due to change to addendum i.e. MSC.1/Circ.1395/Rev.5.

5. Ship Owners and Operators are advised to ensure their vessels comply with the amended IMSBC Code (06-21) requirements from 1 December 2023 or earlier if required by the vessel's flag state or the National Authorities at a port of call.

**Enclosure:**

1. IMO Resolution, MSC. 500 (105).
2. MSC Circular – MSC.1/Circ. 1395/Rev.5

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**ANNEX 7**

**RESOLUTION MSC.500(105)  
(adopted on 28 April 2022)**

**AMENDMENTS TO THE INTERNATIONAL MARITIME  
SOLID BULK CARGOES (IMSBC) CODE**

THE MARITIME SAFETY COMMITTEE,

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

RECALLING ALSO resolution MSC.268(85) by which it adopted the International Maritime Solid Bulk Cargoes Code (hereinafter referred to as "the IMSBC Code"), which has become mandatory under chapter VI of the International Convention for the Safety of Life at Sea, 1974, as amended ("the Convention"),

RECALLING FURTHER article VIII(b) and regulation VII/1.1 of the Convention concerning the procedure for amending the IMSBC Code,

HAVING CONSIDERED, at its 105th session, amendments to the IMSBC Code, proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the IMSBC Code, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 June 2023, unless prior to that date more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet have notified their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 December 2023 upon their acceptance in accordance with paragraph 2 above;

4 AGREES that Contracting Governments to the Convention may apply the aforementioned amendments in whole or in part on a voluntary basis as from 1 January 2023;

5 REQUESTS the Secretary-General, for the purpose of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

6 ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

## ANNEX

### AMENDMENTS TO THE INTERNATIONAL MARITIME SOLID BULK CARGOES (IMSBC) CODE

#### Table of contents

For "Section 7", replace the text to read "Cargoes which may liquefy or undergo dynamic separation".

For "Section 8", replace the text to read "Test procedures for group A cargoes".

#### Section 1 General provisions

##### 1.7 Definitions

In the definition for "*GHS*", replace the word "seventh" with the word "ninth" and replace "ST/SG/AC.10/30/Rev.7" with "ST/SG/AC.10/30/Rev.9".

In the definition for "*Group A*", replace the text to read "*Group A* consists of cargoes which possess a hazard due to moisture that may result in liquefaction or dynamic separation if shipped at a moisture content in excess of their transportable moisture limit."

In the definition for "*Group C*", replace the text to read "*Group C* consists of cargoes which are classified as neither group A nor group B."

In the definition for "*Manual of Tests and Criteria*", replace the definition to read "*Manual of Tests and Criteria* means the seventh revised edition of the United Nations publication entitled Manual of Tests and Criteria (ST/SG/AC.10/11/Rev.7 and Amend.1)."

In the definition for "*Transportable moisture limit (TML)*", replace the text to read "*Transportable moisture limit (TML)* of a group A cargo means the maximum moisture content of the cargo which is considered safe for carriage in ships not complying with the special provisions of 7.3.2. It is determined by the test procedures, approved by a competent authority, such as those specified in paragraph 1 of appendix 2."

Add the following new definitions in alphabetical order:

"*Cargoes which may undergo dynamic separation* means cargoes which contain a certain proportion of fine particles and a certain amount of moisture, and may undergo dynamic separation if shipped at a moisture content in excess of their transportable moisture limit."

"*Dynamic separation* means the phenomenon of forming a liquid slurry (water and fine solids) above the solid material, resulting in a free surface effect which may significantly affect the ship's stability."

## **Section 4**

### **Assessment of acceptability of consignments for safe shipment**

#### **4.1 Identification and classification**

In 4.1.4, replace the words "Manual of Tests and Criteria" with the words "*Manual of Tests and Criteria*".

#### **4.2 Provision of information**

In 4.2.2.9, replace the existing text to read as follows:

"additional information in the form of a certificate on the moisture content of the cargo and its transportable moisture limit in the case of a group A cargo;"

In 4.2.3, in the table for "Form for cargo information for solid bulk cargoes", in the "Group of the cargo" box, delete the asterisks and the corresponding footnote text "For cargoes which may liquefy (group A and group A and B cargoes)". Under "Transportable moisture limit", add the words "For group A and B and group A cargoes". Under "Moisture content at shipment", add the words "For group A and B and group A cargoes".

#### **4.3 Certificates of test**

In 4.3.2, replace the first sentence to read as follows:

"When a group A cargo is carried, the shipper shall provide the ship's master or his representative with a signed certificate of the TML, and a signed certificate or declaration of the moisture content, each issued by an entity recognized by the competent authority of the port of loading."

In 4.3.3, replace the first sentence to read as follows:

"When a group A cargo is carried, procedures for sampling, testing and controlling moisture content to ensure the moisture content is less than the TML when it is on board the ship shall be established by the shipper, taking account of the provisions of this Code."

In 4.3.5, replace the first sentence to read as follows:

"When a group A cargo is to be loaded into more than one cargo space of a ship, the certificate or the declaration of moisture content shall certify the moisture content of each type of finely grained material loaded into each cargo space."

#### **4.4 Sampling procedures**

In 4.4.3, replace the existing text with the following:

"For a group A cargo, the shipper shall facilitate access to stockpiles for the purpose of inspection, sampling and subsequent testing by the ship's nominated representative."

#### **4.8 Documentation required on board the ship carrying dangerous goods**

In 4.8.3, after the words "SOLAS regulation II-2/19.4", add the words "(or II-2/54.3)\*", and add a corresponding footnote, as follows:

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\* Refer to 1.1.1.2 of the IMDG Code."

### **Section 7 Cargoes which may liquefy**

In the heading for "Section 7", replace the words "Cargoes which may liquefy" with the words "Cargoes which may liquefy or undergo dynamic separation".

#### **7.1 Introduction**

In 7.1.1, replace the existing text with the following:

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

In 7.1.3, replace the existing text with the following:

"Some group A cargoes may also heat spontaneously."

#### **7.3 Provisions for cargoes that may liquefy**

In the heading for 7.3, replace the words "Provisions for cargoes that may liquefy" with the words "Provisions for cargoes which may liquefy or undergo dynamic separation".

##### **7.3.1 General**

In 7.3.1.1, replace the existing text with the following:

"Group A cargoes shall only be accepted for loading when the actual moisture content of the cargo is less than its TML. Notwithstanding this provision, cargoes having moisture content in excess of the TML may be carried on a specially constructed or fitted cargo ship for confining cargo shift specified in 7.3.2."

In 7.3.1.2, replace the existing text with the following:

"Notwithstanding the provisions in 1.4 of this Code, the requirements in 4.2.2.9, 4.2.2.10, 4.3.2 to 4.3.5, 4.5, 4.6 and 8 of this Code need not apply to a group A cargo provided that the cargo is carried on a specially constructed or fitted cargo ship for confining cargo shift specified in 7.3.2 or on a specially constructed ship for dry powdery cargoes specified in 7.3.3."

## **Section 8**

### **Test procedures for cargoes which may liquefy**

In the heading for "Section 8", replace the words "Test procedures for cargoes which may liquefy" with the words "Test procedures for group A cargoes".

## **Section 9**

### **Materials possessing chemical hazards**

#### **9.2 Hazard classification**

##### **9.2.3 Materials hazardous only in bulk (MHB)**

###### **9.2.3.2 Combustible solids: MHB (CB)**

In 9.2.3.2.2, replace the word "33.2.1.4.3.1" with the word "33.2.4.3.1".

###### **9.2.3.3 Self-heating solids: MHB (SH)**

In 9.2.3.3.2, replace the word "33.3.1.6" with the word "33.4.6".

In 9.2.3.3.3, replace the word "33.4.1.4.3.5" with the word "33.5.4.3.5".

###### **9.2.3.4 Solids that evolve flammable gas when wet: MHB (WF)**

In 9.2.3.4.2, replace the word "33.4.1" with the word "33.5".

###### **9.2.3.5 Solids that evolve toxic gas when wet: MHB (WT)**

In 9.2.3.5.2, replace the word "33.4.1" with the word "33.5".

###### **9.2.3.7 Corrosive solids: MHB (CR)**

In 9.2.3.7.3, replace the existing text with the following:

"A material shall be classified as MHB when the corrosion rate on a steel surface is between 4 mm and 6.25 mm a year at a test temperature of 55°C. For the purposes of testing steel, type S235JR+CR (1.0037 resp. St 37-2), S275J2G3+CR (1.0144 resp. St 44-3), ISO 3574:1999, Unified Numbering Systems (UNS) G10200 or SAE 1020 shall be used. An acceptable test is prescribed in the United Nations Manual of Tests and Criteria, part III, section 37. A representative sample of the cargo shall be tested at typical as-shipped cargo conditions, including moisture content by mass, bulk density, particle size distribution and atmospheric conditions. The assessment of localized corrosion occurring upon the steel surface shall be performed using national or international standards. The test shall be conducted taking into account the guidance developed by the Organization.\*",

and add a corresponding footnote, as follows:

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\* Refer to the *Guidance for conducting the refined MHB (CR) test* (MSC.1/Circ.1600/Rev.1)."

## APPENDIX 1

### INDIVIDUAL SCHEDULES OF SOLID BULK CARGOES

#### Amendments to existing individual schedules

Amend the following individual schedules as indicated below:

#### **ALFALFA**

In the individual schedule for "ALFALFA", in the section for "Characteristics", in the table, replace the words "Fine Powder" with the words "Fine powder".

#### **ALUMINIUM NITRATE UN 1438**

In the individual schedule for "ALUMINIUM NITRATE UN 1438", in the section for "Emergency procedures", in the table, replace the word "overalls" with the word "coveralls".

#### **AMMONIUM NITRATE UN 1942**

In the individual schedule for "AMMONIUM NITRATE UN 1942", in the section for "Description", in the "Note", replace the word "UN" by the word "UN". In the section for "Loading", delete the word "intrinsically".

#### **AMMONIUM NITRATE BASED FERTILIZER UN 2067**

In the individual schedule for "AMMONIUM NITRATE BASED FERTILIZER UN 2067", in the section for "Loading", delete the word "intrinsically".

#### **AMMONIUM NITRATE BASED FERTILIZER UN 2071**

In the individual schedule for "AMMONIUM NITRATE BASED FERTILIZER UN 2071", under the BCSN, replace the word "UN" by the word "UN". In the section for "Loading", delete the word "intrinsically".

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

Delete the individual schedule for "AMMONIUM NITRATE BASED FERTILIZER (non-hazardous)".

#### **BARIUM NITRATE UN 1446**

In the individual schedule for "BARIUM NITRATE UN 1446", in the section for "Emergency procedures", in the table, replace the word "overalls" with the word "coveralls".

#### **BROWN COAL BRIQUETTES**

In the individual schedule for "BROWN COAL BRIQUETTES", in the appendix, under the section for "Stowage and segregation", in paragraph 5, with regard to the footnote text, replace "MSC.1/Circ.1351/Rev.1" with "MSC.1/Circ.1351".



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

In the individual schedule for "CASTOR BEANS or CASTOR MEAL or CASTOR POMACE or CASTOR FLAKE UN 2969", move the sentence "Castor meal, castor pomace and castor flakes shall not be carried in bulk." from the section for "Precautions" to underneath the BCSN.

### **COAL**

In the individual schedule for "COAL", in the appendix, under the section for "Segregation and stowage requirements", in paragraph 4, with regard to the footnote text, replace "MSC.1/Circ.1351/Rev.1" with "MSC.1/Circ.1351".

### **COAL TAR PITCH**

In the individual schedule for "COAL TAR PITCH", under the section for "Description", replace the words "Coal Tar" with the words "coal tar" and replace the word "Cokes" with the word "cokes".

### **CRUSHED CARBON ANODES**

In the individual schedule for "CRUSHED CARBON ANODES", under the section for "Description", replace the words "Crushed Carbon Anodes" with the words "Crushed carbon anodes".

### **FISH MEAL (FISH SCRAP), STABILIZED UN 2216 Anti-oxidant treated**

In the individual schedule for "FISH MEAL (FISH SCRAP), STABILIZED UN 2216 Anti-oxidant treated", under the BCSN, replace the word "fishmeal" with the words "fish meal".

### **FLUE DUST, CONTAINING LEAD AND ZINC**

In the individual schedule for "FLUE DUST, CONTAINING LEAD AND ZINC", in the table for "Characteristics", in "Class", insert a footnote and the corresponding footnote text "Pursuant to 4.1.1.3 of this Code for UN 3077, class 9 cargoes, the "Class" box is left blank."

### **IRON ORE FINES**

In the individual schedule for "IRON ORE FINES", in the table for "Characteristics", regarding bulk density, replace the words "1,500 to 3,000" with the words "1,500 to 3,500".

### **MATTE CONTAINING COPPER AND LEAD**

In the individual schedule for "MATTE CONTAINING COPPER AND LEAD", in the table for "Characteristics", in "Class", insert a footnote and the corresponding footnote text "Pursuant to 4.1.1.3 of this Code for UN 3077, class 9 cargoes, the "Class" box is left blank."

### **METAL SULPHIDE CONCENTRATES, CORROSIVE UN 1759**

In the individual schedule for "METAL SULPHIDE CONCENTRATES, CORROSIVE UN 1759", under the BCSN, replace the words "Packing Group" with the words "packing group".

## **METAL SULPHIDE CONCENTRATES, SELF-HEATING UN 3190**

In the individual schedule for "METAL SULPHIDE CONCENTRATES, SELF-HEATING UN 3190", under the BCSN, replace the words "Packing Group" with the words "packing group".

### **Mineral concentrates**

In the individual schedule for "Mineral concentrates", replace the words "NEFELENE SYENITE (mineral)" with the words "NEPHELINE SYENITE (mineral)".

### **PITCH PRILL**

In the individual schedule for "PITCH PRILL", in the section for "Emergency procedures", in the table, replace the word "overalls" with the word "coveralls".

### **SUPERPHOSPHATE (triple, granular)**

Delete the individual schedule for "SUPERPHOSPHATE (triple, granular)".

### **SYNTHETIC CALCIUM FLUORIDE**

In the individual schedule for "SYNTHETIC CALCIUM FLUORIDE", under the section for "Description", replace "70%-80%" with the words "70% to 80%", replace "5%-10%" with the words "5% to 10%" and replace "10%-20%" with the words "10% to 20%".

### **New individual schedules**

Insert the following new individual schedules in alphabetical order:

#### **"AMMONIUM NITRATE BASED FERTILIZER**

This schedule shall only apply to ammonium nitrate based fertilizers which do not meet any of the criteria on dangerous goods or materials hazardous only in bulk specified in 9.2.2 or 9.2.3 of this Code, respectively.

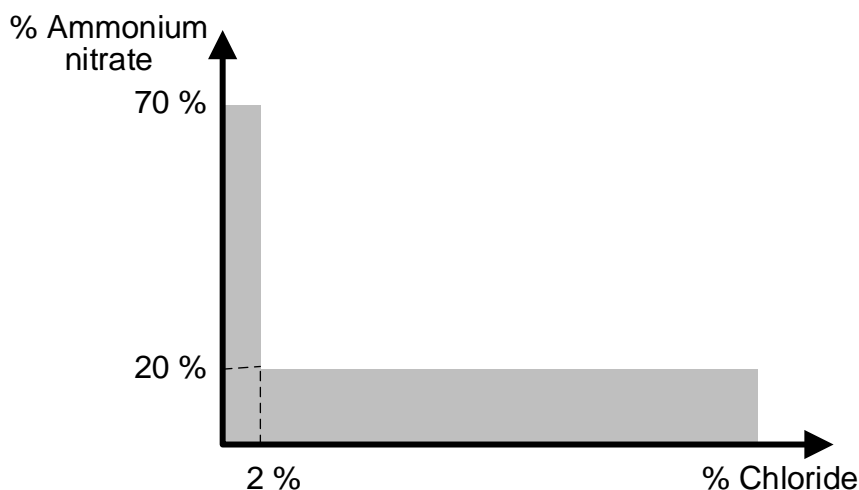
Ammonium nitrate based fertilizers transported in conditions mentioned in this schedule are straight nitrogen fertilizers or compound fertilizers within the following composition limits:

Straight nitrogen fertilizers containing less than 2% chloride, and

- .1 not more than 70% ammonium nitrate with other inorganic materials; or
- .2 not more than 80% ammonium nitrate mixed with calcium carbonate and/or dolomite and/or mineral calcium sulphate and not more than 0.4% total combustible organic material calculated as carbon; or
- .3 mixtures of ammonium nitrate and ammonium sulphate with not more than 45% ammonium nitrate and not more than 0.4% total combustible organic material calculated as carbon.

Compound NPK/NK/NP fertilizers

- .1 mixtures of nitrogen with phosphate and/or potash containing not more than 70% ammonium nitrate and not more than 0.4% total combustible organic material calculated as carbon or not more than 45% ammonium nitrate and unrestricted combustible material; and
- .2 either less than 20% of ammonium nitrate content or less than 2% of chloride (as indicated in the grey area of the figure for NPK/NP/NK fertilizers below).



The shipper shall declare the ammonium nitrate content and the chloride content in accordance with 4.2 of this Code.

Notwithstanding the above, fertilizers within these composition limits are not subject to the provisions of this schedule, if they are assigned class 9 due to the hazard of self-sustaining decomposition based on the results of the trough test (referred to in the UN *Manual of Tests and Criteria*, part III, section 39).

**Description**

Crystals, granules or prills. Non-cohesive when dry. Wholly or partly soluble in water. Common products, listed (non-exhaustive) under this schedule are:

- .1 calcium ammonium nitrate;
- .2 ammonium sulphate nitrate;
- .3 ammonium nitrate with other sulphates (e.g. calcium or magnesium sulphate); and
- .4 compound NPK/NP/NK fertilizer.

**Characteristics**

Physical properties			
Size	Angle of repose	Bulk density (kg/m <sup>3</sup> )	Stowage factor (m <sup>3</sup> /t)
1 to 5 mm	27° to 42°	1,000 to 1,200	0.83 to 1.00
Hazard classification			

<b>Class</b>	<b>Subsidiary hazard(s)</b>	<b>MHB</b>	<b>Group</b>
Not applicable	Not applicable	Not applicable	C

### **Hazard**

When this cargo is heated strongly, it will decompose and give off toxic gases with the risk of toxic fumes in the cargo hold, adjacent spaces and on deck. If decomposition is initiated in a localized area, it is highly unlikely to spread throughout the mass of the fertilizer.\*

Fertilizer dust might be irritating to skin and mucous membranes. It is a hygroscopic cargo and will cake if wet.

### **Stowage and segregation**

"Separated from" sources of heat.

### **Hold cleanliness**

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

### **Weather precautions**

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

### **Loading**

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

### **Precautions**

"NO SMOKING" signs shall be displayed on deck whenever this cargo is on board. Smoking shall not be allowed on deck and in the cargo spaces.

No welding, burning, cutting or other operations involving the use of fire, open flame, spark or arc-producing equipment shall be carried out on equipment or structures in direct contact with the fertilizer.

In order to avoid heating the cargo, all electrical equipment or other equipment capable of developing heat, other than that of approved safe type, in the cargo spaces to be used for this cargo shall be electrically disconnected from the power source, by appropriate means other than a fuse, at a point external to the space. This situation shall be maintained while the cargo is on board.

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo.

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

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\* For the hazards associated with the spread of decomposition, see the individual schedule for AMMONIUM NITRATE BASED FERTILIZER MHB.

### Ventilation

The cargo spaces carrying this cargo shall not be ventilated during voyage, except in an emergency.

### Carriage

No special requirements.

### Discharge

This cargo is hygroscopic and may cake in overhangs, impairing safety during discharge.

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

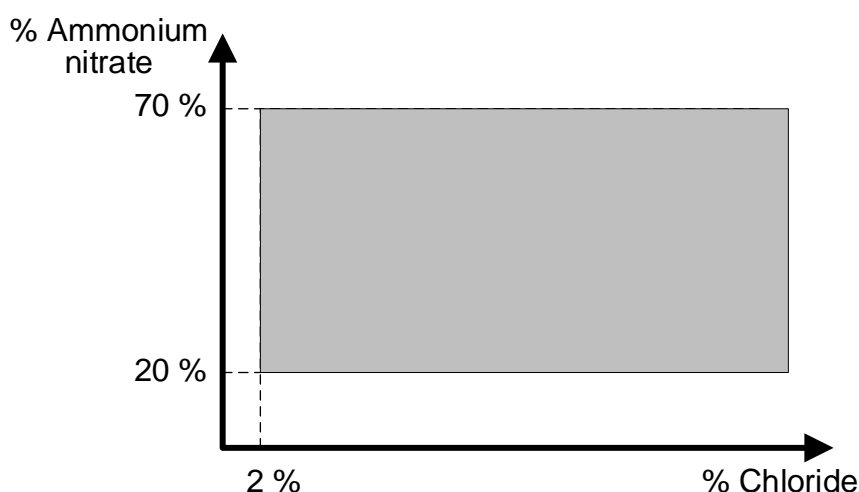
### Clean-up

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

### "AMMONIUM NITRATE BASED FERTILIZER MHB

Ammonium nitrate based fertilizers transported under conditions mentioned in this schedule are uniform mixtures of nitrogen with or without potash and/or phosphate within the following composition limits:

- .1 not more than 70% ammonium nitrate and not more than 0.4% total combustible organic material calculated as carbon or not more than 45% ammonium nitrate and unrestricted combustible material; and
- .2 both the ammonium nitrate content is equal to or greater than 20% and the chloride content is equal to or greater than 2% (as indicated in the grey area of the figure below).



The shipper shall declare the ammonium nitrate content and the chloride content in accordance with 4.2 of this Code.

Notwithstanding the above, fertilizers within these composition limits are not subject to the provisions of this schedule, if they are assigned class 9 due to the hazard of self-sustaining decomposition based on the results of the trough test (referred to in the UN *Manual of Tests and Criteria*, part III, section 39).

### Description

Crystals, granules or prills. Non-cohesive when dry. Wholly or partly soluble in water. Common products listed under this schedule are compound NPK/NK fertilizers.

### Characteristics

Physical properties			
Size	Angle of repose	Bulk density (kg/m <sup>3</sup> )	Stowage factor (m <sup>3</sup> /t)
1 to 5 mm	27° to 42°	1,000 to 1,200	0.83 to 1.00
Hazard classification			
Class	Subsidiary hazard(s)	MHB	Group
Not applicable	Not applicable	OH	B

### Hazard

Although this cargo passes the trough test (referred to in the UN *Manual of Tests and Criteria*, part III, section 39), and hence does not fall in class 9, when carried in bulk in large quantities, it may still be subject to decomposition if strongly heated from external sources. Once initiated, decomposition might gradually spread through the remainder of the cargo, producing large volumes of toxic gases.

This cargo is not subject to an explosion hazard.

Fertilizer dust might be irritating to skin and mucous membranes. It is hygroscopic cargo and will cake if wet.

### Stowage and segregation

"Separated from" sources of heat (see also Loading). Not to be stowed immediately adjacent to any tank, double bottom or pipe containing heated fuel oil, unless there are permanent means and procedures to monitor and control the temperature so that it does not exceed 50°C. Fertilizers of this type shall be stowed out of direct contact with a metal engine-room boundary. This may be done, for example, by using flame-retardant bags containing inert materials or by any equivalent arrangement approved by the competent authority of the country of origin. This requirement does not apply if the bulkhead is class A-60 or to short international voyages.

The hatches of the cargo spaces, including those of 'tween decks, shall be kept free at all times. In case of an emergency, whenever this material is on board, opening the hatches must be enabled (see 9.3.1.13 of this Code).

### Hold cleanliness

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

### Weather precautions

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

### Loading

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

### ***Prior to loading, the following provisions shall be complied with***

In order to avoid heating up of the cargo, all electrical equipment or other equipment capable of developing heat, other than that of approved safe type, in the cargo spaces to be used for

this cargo, shall be electrically disconnected from the power source, by appropriate means other than a fuse, at a point external to the space. This situation shall be maintained while the cargo is on board.

Due consideration shall be given to the necessity to open hatches in case of decomposition to provide maximum ventilation, release pressure and heat, and slow down the reaction.

***During loading, the following provisions shall be complied with***

Organic contamination aggravates decomposition behaviour in the presence of sources of heat, and therefore bunkering of fuel oil shall not be allowed during loading.

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

**Precautions**

"NO SMOKING" signs shall be displayed on deck whenever this cargo is on board. Smoking shall not be allowed on deck and in the cargo spaces.

No welding, burning, cutting or other operations involving the use of fire, open flame, spark or arc-producing equipment shall be carried out on equipment or structures in direct contact with the fertilizer.

The master and officers are to note that the ship's fixed gas fire-fighting installation will be ineffective on decompositions involving this cargo and must not be used. If decomposition is identified, water must be applied without delay. Injection to the seat of decomposition is the first control measure because it uses less water and can be more effective in early decomposition stages. Total flooding is the final control measure but can introduce stability and stress issues. The consequential risk to the stability of the ship through fluidization of the cargo must be taken into account in both cases. Application of water to the surface of the cargo is much less effective and can give a false sense of safety.

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo.

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

**Ventilation**

The cargo spaces carrying this cargo shall not be ventilated during the voyage, except in an emergency.

**Carriage**

There shall be a daily monitoring, recording and assessment of the trends of the cargo temperature and oxygen concentration in the cargo space(s) throughout the voyage.

Increase of temperature and decrease of oxygen concentration give an early indication of a decomposition.

In addition, should decomposition occur, the residue left after decomposition may have only half the mass of the original cargo. Due consideration shall be given to the effect of the loss of mass on the stability of the ship.

### Discharge

Organic contamination aggravates decomposition behaviour in the presence of sources of heat, and therefore bunkering of fuel oil shall not be allowed during discharge.

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

This cargo is hygroscopic and may cake in overhangs, impairing safety during discharge.

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

### Clean-up

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

### Emergency procedures

<b>Special emergency equipment to be carried</b> Protective clothing (boots, gloves, coveralls and headgear) Self-contained breathing apparatus
<b>Emergency procedures</b> Wear protective clothing and self-contained breathing apparatus
<b>Emergency action in the event of fire or decomposition</b> <b><i>Decomposition in a cargo space containing this material:</i></b> The master and officers are to note that the ship's fixed gas fire-fighting installation will be ineffective on decompositions involving this cargo and must not be used. If decomposition is identified, water must be applied without delay. Injection to the seat of decomposition is the first control measure (e.g. using Victor lance) because it uses less water and can be more effective in early decomposition stages. Total flooding is the final control measure but can introduce stability and stress issues. The consequential risk to the stability of the ship through fluidization of the cargo must be taken into account in both cases. Application of water to the surface of the cargo is much less effective and can give a false sense of safety. <b><i>Fire in an adjacent cargo space:</i></b> Heat transferred from fire in an adjacent space can cause the material to decompose with consequent evolution of toxic fumes. Open hatches to provide maximum ventilation. Dividing bulkheads should be cooled.
<b>Medical first aid</b> Refer to the <i>Medical First Aid Guide (MFAG)</i> , as amended

### "CLAM SHELL

This schedule shall only apply to whole clam shells.

### Description

This cargo is a by-product generated in the process of clam farming. Dark grey to beige, granular in form, not soluble, solid and natural material.



**Characteristics**

Physical properties			
Size	Angle of repose	Bulk density (kg/m <sup>3</sup> )	Stowage factor (m <sup>3</sup> /t)
5 mm to 30 mm	34°	1,058	0.945
Hazard classification			
Class	Subsidiary hazard(s)	MHB	Group
Not applicable	Not applicable	Not applicable	C

**Hazard**

No special hazards.  
This cargo is non-combustible or has a low fire risk.

**Stowage and segregation**

No special requirements.

**Hold cleanliness**

No special requirements.

**Weather precautions**

No special requirements.

**Loading**

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

**Precautions**

No special requirements.

**Ventilation**

No special requirements.

**Carriage**

No special requirements.

**Discharge**

No special requirements.

**Clean-up**

After discharge of this cargo, the cargo spaces and the bilge wells shall be swept clean and then thoroughly washed out."

**"LEACH RESIDUE CONTAINING LEAD**

**Description**

Intermediate by-product formed as a result of the hydrometallurgical production of zinc and/or zinc compounds. Insoluble grey to brown granular substance obtained during dissolution of zinc ores or concentrate in sulphuric acid to produce zinc sulphate solutions after physical separation such as flotation and filtration.

## Characteristics

Physical properties			
Size	Angle of repose	Bulk density (kg/m <sup>3</sup> )	Stowage factor (m <sup>3</sup> /t)
Fines up to 100 µm	45° to 52°	800 to 1,600	0.63 to 1.25
Hazard classification			
Class*	Subsidiary hazards	MHB	Group
	Not applicable	TX and CR	A and B

### Hazard

This cargo may liquefy if shipped at a moisture content in excess of its transportable moisture limit (TML). See sections 7 and 8 of this Code.

Harmful if swallowed or inhaled.

This cargo is corrosive to eyes and may cause long-term health effects.

On heating (>1000°C), this cargo may release toxic and corrosive gases or vapours.

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

### Stowage and segregation

"Separated from" foodstuffs and all class 8 acids.

### Hold cleanliness

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

### Weather precautions

When this cargo is carried in a ship other than a ship complying with the requirements in 7.3.2 of this Code, the following provisions shall be complied with:

- .1 the moisture content of the cargo shall be kept less than its TML during loading operations and the voyage;
- .2 unless expressly provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
- .3 unless expressly provided otherwise in this individual schedule, during handling of the cargo, all non-working hatches of the cargo spaces into which the cargo is loaded, or to be loaded, shall be closed;
- .4 the cargo may be handled during precipitation under the conditions stated in the procedures required in 4.3.3 of this Code; and
- .5 the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

### Loading

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

\* Pursuant to 4.1.1.3 of this Code for UN 3077, class 9 cargoes, the "Class" box is left blank.

### Precautions

Bilge wells shall be clean, dry and covered as appropriate, to prevent ingress of the cargo. Bilge covers shall not significantly degrade the capacity or operation of the bilge system. Bilges shall be sounded and pumped out, as necessary, throughout the voyage. Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Due consideration shall be given to protect equipment from dust of the cargo.

Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

During loading, carriage and discharging, welding or other hot work shall not be carried out in the vicinity of the cargo spaces containing this cargo.

### Ventilation

No special requirements.

### Carriage

Unless this material is carried in a ship complying with the requirements in 7.3.2 of this Code, the appearance of the surface of the cargo shall be checked regularly during the voyage. If free water above the cargo or fluid state of the cargo is observed during the voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge.

### Discharge

Mechanisms are to be put in place to catch any material spilling from the cargo handling equipment into the water. Spillage onto the ship shall be cleaned up regularly.

### Clean-up

After discharge of this cargo, the cargo spaces and the bilge wells shall be swept clean and then thoroughly washed out. All cargo residues are to be removed from the ship before sailing.

### Emergency procedures

#### Special emergency equipment to be carried

Protective clothing (safety goggles, gloves, dustproof clothing).  
Self-contained breathing apparatus.

#### Emergency procedures

Wear protective clothing and self-contained breathing apparatus.

#### Emergency action in the event of fire

Batten down and use ship's fixed fire-fighting installation, if fitted.  
Exclusion of air may be sufficient to control the fire. **Do not use water.**

#### Medical first aid

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

"**SUPERPHOSPHATE (triple, granular)**

### Description

Particles made from phosphate rock and phosphoric acid. Main component is calcium superphosphate with content of about 70%. Always used as superphosphate fertilizer.

### Characteristics

Physical properties			
Size	Angle of repose	Bulk density (kg/m <sup>3</sup> )	Stowage factor (m <sup>3</sup> /t)
Not less than 90% particles: 2 to 4.75 mm	35° to 38°	900 to 1,150	0.87 to 1.11
Hazard classification			
Class	Subsidiary hazard(s)	MHB	Group
Not applicable	Not applicable	CR	B

### Hazard

Corrosive to eyes from dust during handling, placement and transportation.

This cargo is hygroscopic and will cake if wet.

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

### Stowage and segregation

Separated from alkali and urea.

### Hold cleanliness

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

### Weather precautions

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

### Loading

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

### Precautions

Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo.

Bilge wells of the cargo spaces shall be protected from ingress of the cargo.

Due consideration shall be given to protect equipment from the dust of the cargo.

Persons who may be exposed to the dust of the cargo shall wear protective clothing, gloves, goggles or other equivalent dust eye-protection and dust filter masks, as necessary.

### Ventilation

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

### Carriage

Condensation in the cargo spaces carrying this cargo, sweating of this cargo and entering of water from hatch covers to the cargo spaces shall be checked regularly during the voyage. Due attention shall be given to the sealing of hatches of the cargo spaces.

### Discharge

Granular triple superphosphate is hygroscopic and may cake in overhangs, impairing safety during discharge. If this cargo has hardened, it shall be trimmed to avoid the formation of overhangs, as necessary.

### Clean-up

After discharge of this cargo, particular attention shall be given to bilge wells of the cargo spaces.

### Emergency procedures

<p style="text-align: center;"><b>Special emergency equipment to be carried</b> Protective clothing (gloves, boots, coveralls and headgear). Self-contained breathing apparatus.</p>
<p style="text-align: center;"><b>Emergency procedures</b> Wear protective clothing and self-contained breathing apparatus.</p> <p style="text-align: center;"><b>Emergency action in the event of fire</b> Batten down and use ship's fixed fire-fighting installation, if fitted. Exclusion of air may be sufficient to control the fire.</p> <p style="text-align: center;"><b>Medical first aid</b> Refer to the <i>Medical First Aid Guide</i> (MFAG), as amended.</p>

## APPENDIX 2

### LABORATORY TEST PROCEDURES, ASSOCIATED APPARATUS AND STANDARDS

#### 1 Test procedures for materials which may liquefy and associated apparatus

In the heading, replace the words "Test procedures for materials which may liquefy and associated apparatus" with the words "Test procedures for materials which may liquefy or undergo dynamic separation and associated apparatus".

#### 1.2 Penetration test procedure

##### 1.2.2 Apparatus (see figure 1.2.2)

In figure 1.2.2.2, replace the words "Vibration table" with the words "Vibrating table".

#### 1.6 Modified Proctor/Fagerberg test procedure for bauxite

##### 1.6.1 Scope

In 1.6.1.4, replace the last sentence to read "Therefore, the cargo is not classified as group A".

**4 Trough test for determination of the self-sustaining exothermic decomposition of fertilizers containing nitrates**

In the footnote text for the heading, delete the words "*Recommendation on the Transport of Dangerous Goods*".

## APPENDIX 3

### PROPERTIES OF SOLID BULK CARGOES

#### 1 Non-cohesive cargoes

1.1 The following cargoes are non-cohesive when dry:

In the list, delete the entry for "AMMONIUM NITRATE BASED FERTILIZERS (TYPE A, TYPE B and NON HAZARDOUS)".

In the list, replace the entry for "SUPERPHOSPHATE" by "SUPERPHOSPHATE (triple, granular)".

In the list, add the following new entries in alphabetical order:

"AMMONIUM NITRATE BASED FERTILIZER"  
"AMMONIUM NITRATE BASED FERTILIZER MHB"  
"AMMONIUM NITRATE BASED FERTILIZER UN 2067"  
"AMMONIUM NITRATE BASED FERTILIZER UN 2071"  
"CLAM SHELL"  
"LEACH RESIDUE CONTAINING LEAD"

#### 2 Cargoes which may liquefy

In the heading, replace the words "Cargoes which may liquefy" with the words "Cargoes which may liquefy or undergo dynamic separation".

## APPENDIX 4

### INDEX

In the table:

Delete the entry for "AMMONIUM NITRATE BASED FERTILIZER (non-hazardous)".  
Delete the entry for "SUPERPHOSPHATE (triple, granular)" (group C).

In the entries for "CASTOR FLAKE UN 2969", "CASTOR MEAL UN 2969" and "CASTOR POMACE UN 2969", in the column for "References", add the text "(Carriage in bulk is prohibited)".

Replace the word "FISHMEAL" with the words "FISH MEAL" and replace the word "FISHSCRAP" with the words "FISH SCRAP".

With regard to the entries for "Blende (zinc sulphide)", "Zinc ore, burnt", "Zinc ore, calamine", "Zinc ore, concentrates", "Zinc ore, crude", "Zinc sulphide" and "Zinc sulphide (blende)", in column for "References", replace the words "see ZINC CONCENTRATE" with the words "see Mineral Concentrates schedule".

With regard to the entry for "Sand, ilmenite", in column for "Group", replace the word "C" with the word "A".

Insert the following new entries in alphabetical order:

"

<b>Material</b>	<b>Group</b>	<b>References</b>
AMMONIUM NITRATE BASED FERTILIZER	C	
AMMONIUM NITRATE BASED FERTILIZER MHB	B	
CLAM SHELL	C	
Granular triple superphosphate	B	see SUPERPHOSPHATE (triple, granular)
LEACH RESIDUE CONTAINING LEAD	A and B	
SUPERPHOSPHATE (triple, granular)	B	

"



**APPENDIX 5**

**BULK CARGO SHIPPING NAMES IN THREE LANGUAGES  
(ENGLISH, SPANISH AND FRENCH)**

In the table:

Delete the entry for "AMMONIUM NITRATE BASED FERTILIZER (non-hazardous)".

Replace the word "FISHMEAL" with the words "FISH MEAL" and replace the word "FISHSCRAP" with the words "FISH SCRAP".

Replace the words "DIOXYDE DE SILICONE DE SYNTHÈSE" with the words "DIOXYDE DE SILICE DE SYNTHÈSE".

Insert the following new entries in the corresponding alphabetical order:

"

<b>ENGLISH</b>	<b>FRENCH</b>	<b>SPANISH</b>
AMMONIUM NITRATE BASED FERTILIZER	ENGRAIS AU NITRATE D'AMMONIUM	ABONOS A BASE DE NITRATO AMÓNICO
AMMONIUM NITRATE BASED FERTILIZER MHB	ENGRAIS AU NITRATE D'AMMONIUM MDV	ABONOS A BASE DE NITRATO AMÓNICO PPG
CLAM SHELL	COQUILLES DE PALOURDES	CONCHA DE ALMEJA
LEACH RESIDUE CONTAINING LEAD	RÉSIDU DE LIXIVIATION CONTENANT DU PLOMB	RESIDUOS DE LIXIVIACIÓN QUE CONTIENEN PLOMO

"

\*\*\*

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MSC.1/Circ.1395/Rev.5  
28 April 2022

**LISTS OF SOLID BULK CARGOES FOR WHICH A FIXED GAS FIRE-EXTINGUISHING SYSTEM MAY BE EXEMPTED OR FOR WHICH A FIXED GAS FIRE-EXTINGUISHING SYSTEM IS INEFFECTIVE**

- 1 The Maritime Safety Committee, at its sixty-fourth session (5 to 9 December 1994), agreed that there was a need to provide Administrations with guidelines regarding the provisions of SOLAS regulation II-2/10 concerning exemptions from the requirements for fire-extinguishing systems.
- 2 Consequently, the Committee approved MSC/Circ.671 whereby it agreed to:
  - .1 a list of solid bulk cargoes, for which a fixed gas fire-extinguishing system may be exempted (table 1) and recommended Member States to take into account the information contained in table 1 when granting exemptions under the provisions of SOLAS regulation II-2/10.7.1.4; and
  - .2 a list of solid bulk cargoes for which a fixed gas fire-extinguishing system is ineffective (table 2), and recommended that cargo spaces in a ship engaged in the carriage of cargoes listed in table 2 be provided with a fire-extinguishing system which provides equivalent protection. The Committee also agreed that Administrations should take account of the provisions of SOLAS regulation II-2/19.3.1 when determining suitable requirements for an equivalent fire-extinguishing system.
- 3 The Maritime Safety Committee, at its seventy-ninth session (1 to 10 December 2004), reviewed the above-mentioned tables and approved MSC/Circ.1146. The Committee decided that the annexed tables should be periodically reviewed and invited Member States to provide the Organization, when granting exemptions to ships for the carriage of cargoes not included in table 1, with data on the non-combustibility or fire risk properties of such cargoes. Member States were also requested to provide the Organization, when equivalent fire-extinguishing systems are required for the agreed carriage of cargoes not included in table 2, with data on the inefficiency of fixed gas fire-extinguishing systems for such cargoes.
- 4 The Maritime Safety Committee, at its eighty-ninth session (11 to 20 May 2011), noting the mandatory status of the IMSBC Code, reviewed the aforementioned lists of solid bulk cargoes to align certain names in the lists with those in the recent version of the IMDG Code and approved MSC.1/Circ.1395 on *Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective*, superseding MSC/Circ.1146. The Maritime Safety Committee, at its ninety-second session (12 to 21 June 2013), approved a revision of MSC.1/Circ.1395 (MSC.1/Circ.1395/Rev.1).

5 The Maritime Safety Committee, at its ninety-fifth session (3 to 12 June 2015), considering a proposal by the Sub-Committee on Carriage of Cargoes and Containers, at its first session, approved a revision of tables 1 and 2 of MSC.1/Circ.1395/Rev.1 (MSC.1/Circ.1395/Rev.2).

6 The Maritime Safety Committee, at its ninety-eighth session (7 to 16 June 2017), considering a proposal by the Sub-Committee on Carriage of Cargoes and Containers, at its third session, approved a revision of tables 1 and 2 of MSC.1/Circ.1395/Rev.2 (MSC.1/Circ.1395/Rev.3).

7 The Maritime Safety Committee, at its 101st session (5 to 14 June 2019), considering a proposal by the Sub-Committee on Carriage of Cargoes and Containers, at its third session, approved a revision of tables 1 and 2 of MSC.1/Circ.1395/Rev.3 (MSC.1/Circ.1395/Rev.4).

8 The Maritime Safety Committee, at its 105th session (20 to 29 April 2022), considering the proposal by the Sub-Committee on Carriage of Cargoes and Containers, at its seventh session, approved a revision of tables 1 and 2 of MSC.1/Circ.1395/Rev.4, as set out in the annex.

9 The purpose of this circular is to provide guidance to Administrations. However, Administrations are not prevented from granting exemptions for cargoes not included in table 1 or imposing any conditions when granting such exemptions under the provisions of SOLAS regulation II-2/10.7.1.4.

10 This circular supersedes MSC.1/Circ.1395/Rev.4.

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**ANNEX**

**TABLE 1**

**LIST OF SOLID BULK CARGOES FOR WHICH A FIXED  
GAS FIRE-EXTINGUISHING SYSTEM MAY BE EXEMPTED**

- 1 Cargoes including, but not limited to, those listed in SOLAS regulation II-2/10:
- Ore
  - Coal (COAL and BROWN COAL BRIQUETTES)
  - Grain
  - Unseasoned timber
- 2 Cargoes listed in the International Maritime Solid Bulk Cargoes (IMSBC) Code, which are not combustible or constitute a low fire risk, as follows:
- .1 all cargoes not categorized into group B in the IMSBC Code;
  - .2 the following cargoes categorized into group B in the IMSBC Code:
    - ALUMINA HYDRATE
    - ALUMINIUM SMELTING BY-PRODUCTS UN 3170  
(Both the names ALUMINIUM SMELTING BY-PRODUCTS or ALUMINIUM REMELTING BY-PRODUCTS are in use as proper shipping name)
    - ALUMINIUM FERROSILICON POWDER UN 1395
    - ALUMINIUM SILICON POWDER, UNCOATED UN 1398
    - AMORPHOUS SODIUM SILICATE LUMPS
    - BORIC ACID
    - CLINKER ASH
    - COAL TAR PITCH
    - DIRECT REDUCED IRON (A) Briquettes, hot-moulded
    - FERROPHOSPHORUS (including briquettes)
    - FERROSILICON UN 1408, with 30% or more but less than 90% silicon (including briquettes)
    - FERROSILICON, with at least 25% but less than 30% silicon, or 90% or more silicon
    - FLUE DUST, CONTAINING LEAD AND ZINC
    - FLUORSPAR
    - GRANULATED NICKEL MATTE (less than 2% moisture content)
    - LEACH RESIDUE CONTAINING LEAD
    - LIME (UNSLAKED)
    - LOGS
    - MAGNESIA (UNSLAKED)
    - MATTE CONTAINING COPPER AND LEAD
    - MONOCALCIUMPHOSPHATE (MCP)
    - MONOAMMONIUM PHOSPHATE (M.A.P.), MINERAL ENRICHED COATING
    - PEAT MOSS
    - PETROLEUM COKE (calcined or uncalcined)\*
    - PITCH PRILL

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\* When loaded and transported under the provisions of the IMSBC Code.

PULP WOOD  
 PYRITES, CALCINED (calcined pyrites)  
 RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-I), non-fissile or fissile-excepted UN 2912  
 RADIOACTIVE MATERIAL, SURFACE CONTAMINATED OBJECTS (SCO-I), non-fissile or fissile-excepted UN 2913  
 ROUNDWOOD  
 SAND, MINERAL CONCENTRATE, RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-I) UN 2912  
 SAW LOGS  
 SILICOMANGANESE (low carbon)  
 SULPHUR, UN 1350 (crushed lump and coarse grained)  
 SUPERPHOSPHATE (triple, granular)  
 TIMBER  
 VANADIUM ORE  
 WOODCHIPS, with moisture content of 15% or more  
 WOOD PELLETS NOT CONTAINING ANY ADDITIVES AND/OR BINDERS  
 ZINC ASHES UN 1435  
 ZINC OXIDE ENRICHED FLUE DUST

- .3 cargoes assigned to the following generic group B shipping schedules when they do not exhibit any self-heating, flammability or water-reactive flammability hazards in accordance with the MHB tests and classification criteria contained in the Code:

METAL SULPHIDE CONCENTRATES  
 METAL SULPHIDE CONCENTRATES, CORROSIVE UN 1759

- 3 Solid bulk cargoes which are not listed in the IMSBC Code, provided that:
- .1 they are assessed in accordance with section 1.3 of the Code;
  - .2 they do not present hazards of group B as defined in the Code; and
  - .3 a certificate has been provided by the competent authority of the port of loading to the master in accordance with 1.3.2 of the Code.

**TABLE 2**

**LIST OF SOLID BULK CARGOES FOR WHICH A FIXED GAS FIRE-EXTINGUISHING SYSTEM IS INEFFECTIVE AND FOR WHICH A FIRE-EXTINGUISHING SYSTEM GIVING EQUIVALENT PROTECTION SHALL BE AVAILABLE**

The following cargoes are categorized into group B of the IMSBC Code:

ALUMINIUM NITRATE UN 1438  
 AMMONIUM NITRATE UN 1942, with not more than 0.2% total combustible material, including any organic substance, calculated as carbon to the exclusion of any other added substance  
 AMMONIUM NITRATE BASED FERTILIZER MHB  
 AMMONIUM NITRATE BASED FERTILIZER UN 2067  
 AMMONIUM NITRATE BASED FERTILIZER UN 2071  
 BARIUM NITRATE UN 1446  
 CALCIUM NITRATE UN 1454

LEAD NITRATE UN 1469  
MAGNESIUM NITRATE UN 1474  
POTASSIUM NITRATE UN 1486  
SODIUM NITRATE UN 1498  
SODIUM NITRATE AND POTASSIUM NITRATE, MIXTURE UN 1499

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