

EDITORIAL AND TECHNICAL GROUP OF
THE SUB COMMITTEE ON CARRIAGE OF
CARGOES AND CONTAINERS
25th session
Agenda item 3.2

E&T 25/3/2
6 January 2016
ENGLISH ONLY

PREPARATION OF DRAFT AMENDMENT 04-17 TO THE IMSBC CODE

New proposals of amendments to the Code, new individual schedules or amendments to existing ones

Amendments to the existing schedules for ILMENITE SAND

Submitted by Germany

SUMMARY

Executive summary: This document provides a proposal to amend the existing schedule for ILMENITE SAND

Strategic direction: 5.2

High-level action: 5.2.3

Output: 5.2.3.3

Action to be taken: Paragraph 8

Related document: MSC.393(95)

Introduction

- 1 ILMENITE SAND is currently categorized in just one schedule as Group A or C cargo.
- 2 The cargoes in the IMSBC Code are divided in different categories such as:
 - .1 "**Group A** consists of cargoes which may liquefy if shipped at moisture content in excess of their transportable moisture limit"; or
 - .2 "**Group C** consists of cargoes which are neither liable to liquefy (Group A) nor to possess chemical hazards (Group B)."
- 3 The different categories are caused by the different behaviour of the cargoes and, consequently, different action of the shipper or the captain is needed, in order to guarantee a safe carriage of the ILMENITE SAND.

4 The regulations on the calculation of the TML for Group A cargoes are clearly described in section 4, subsection 4.4 and appendix 2.

5 The determination of the guaranteed moisture content, within a limit of 1% to 2% for a Group C Cargo is, however, very unlikely. If section 4, paragraph 4.4.6 of the IMSBC Code is applicable, no further procedure is described for such narrow moisture limit. Furthermore, the behaviour of ILMENITE SAND is not clear if the moisture content increases more than 2% during the voyage for the reasons such as cargo sweat, ship sweat or air moisture.

6 The ILMENITE SAND is the only entry with a misleading category of one Group "A or C". This came from a former regulation, as the Code was not yet mandatory. Therefore, it seems to be a relic from the non-mandatory BC code, which should be corrected.

Proposal

7 It is proposed to amend the schedule for ILMENITE SAND as set out in the annex.

Action requested of the group

8 The group is invited to consider the proposal in paragraph 7 and take action as appropriate.

ANNEX

MODIFIED INDIVIDUAL SCHEDULE FOR ILMENITE SAND

Ilmenite sand

~~This cargo can be categorized as Group A or C.~~

Description

Very heavy black sand. Abrasive. May be dusty. Titanium, monazite and zinc ore are obtained from ilmenite sand. ~~The moisture content of this cargo in Group C is 1% to 2%.~~
~~When moisture content is above 2%, this cargo is to be categorized in Group A.~~

Characteristics

ANGLE OF REPOSE	BULK DENSITY (kg/m ³)	STOWAGE FACTOR (m ³ /t)
Not applicable	2380 to 3225	0.31 to 0.42
SIZE	CLASS	GROUP
Up to 0.15 mm	Not applicable	A or C

Hazard

~~This cargo in Group C has no special hazards.~~ This cargo in Group A may liquefy if shipped at a moisture content in excess of its TML. See section 7 of this Code.
This cargo is non-combustible or has a low fire-risk.

Stowage & segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

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

Loading

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

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

Precautions

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

Ventilation

No special requirements.

Carriage

The appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsize of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements.

Clean-up

No special requirements.
