

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

E&T 25/INF.2
8 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**

**Report on progress made in drafting a new schedule for
Direct Reduced Iron (By-product Fines)**

Submitted by the International Iron Metallurgical Association (IIMA)

SUMMARY

<i>Executive summary:</i>	This document provides a further progress report and seeks the advice of the group on the mechanism for submission of the eventual schedule
<i>Strategic direction:</i>	5.2
<i>High-level action:</i>	5.2.3
<i>Output:</i>	5.2.3.3
<i>Action to be taken:</i>	Paragraph 10
<i>Related documents:</i>	E&T 21/5/8; CCC 1/5/18 and CCC 2/5/17

Background

1 After the proposed schedule to the IMSBC Code submitted by the Bolivarian Republic of Venezuela (E&T 21/5/8) and the consequential need to make improvements thereto, the International Iron Metallurgical Association (IIMA), the trade association for producers and traders of merchant metallurgical (i.e. pig iron, direct reduced iron, hot briquetted iron, etc.), offered to assist and coordinate the work of the industry in developing a schedule for Direct Reduced Iron (By-product Fines) that would be acceptable to all stakeholders.

2 The Bolivarian Republic of Venezuela submitted an update to CCC 1 (CCC 1/5/18) and the International Iron Metallurgical Association submitted a progress report to CCC 2 (CCC 2/5/17).

Progress

3 IIMA and its experts continue to work with a group of key stakeholders from the shipping and insurance sectors towards a mutually acceptable IMSBC Code schedule for Direct Reduced Iron (By-product Fines). This stakeholder group comprises the following:

- .1 International Group of P&I Clubs;
- .2 International Association of Dry Cargo Shipowners;
- .3 International Chamber of Shipping;
- .4 Baltic & International Maritime Council; and
- .5 International Foundation for Aids to Navigation.

4 This stakeholder group has retained the services of a highly respected firm of consulting scientists and engineers to liaise and work with the IIMA's taskforce.

5 The current focus of the work is on ventilation and IIMA has submitted relevant data for reviewing and analysing by the stakeholder's appointed consultant.

6 IIMA's intention was to introduce the new/revised schedule to E&T 25, but the earlier timing of this meeting has precluded this. Therefore, the new/revised schedule is now planned for submission to CCC 3 in September 2016.

7 IIMA plans to discuss the new/revised schedule with key representatives of IMO Member States in due time in order to address any issues or concerns that they may have.

8 IIMA sees two possible options for submission of a new/revised schedule:

- Option 1 a revision to the existing schedule for Direct Reduced Iron (C) (By-product Fines); and/or
- Option 2 a completely new schedule for Direct Reduced Iron (By-product Fines with moisture content above 0.3%).

9 IIMA can see arguments for and against both options. The principal argument against option 1 is that this material does not exist in the commercial world due to the requirement for maximum moisture content of 0.3%. IIMA is unaware of any shipment of by-product fines having been made with moisture content at this level. Nevertheless, IIMA is inclined towards option 2 in order to retain a mechanism for shipping by-product fines with moisture content up to 0.3%, should shipment of such a material ever become a reality.

Action requested of the group

10 The group is invited to note the information provided.