

# IMO DSC 18

## Summary Report

### Executive Summary

The 18th session of the IMO Sub-Committee on the Carriage of Dangerous Goods, Solid Cargoes, and Containers (DSC 18) took place from 16 to 20 September 2013, at the IMO headquarters in London. This brief summarises subjects that were discussed which are relevant to the work of Lloyd's Register. Due attention should be made to the "Advice" sections given under each annex.

DSC 18 agreed:

1. Draft SOLAS amendments to Chapter VI/2 introducing mandatory container weight prior to loading and related guidelines.
2. Draft amendments (03-15) of the IMSBC code and supplements including new schedule for Iron Ore Fines.
3. SOLAS amendments to Chapter XI-1/7 introducing mandatory carriage requirements for portable atmosphere testing instruments on all ships.

### Detailed Summary

#### Development of measures to prevent loss of containers (Agenda item 5)

DSC 18 agreed draft amendments to SOLAS regulation VI/2 introducing mandatory verification of the gross mass weight of containers and the guidelines for its implementation. Shippers will be responsible under SOLAS to obtain the gross mass of a container and provide this information in advance to ship's master and terminals. The ship's master will be able to refuse a container that has not been provided with a verified gross mass.

The amendments are expected to enter into force on 1 July 2016.

#### Development of amendments to the IMSBC code and supplements, including evaluating of properties of solid bulk cargoes (Agenda item 6)

IMSBC Code is amended every 2 years since it became mandatory on 1 January 2013. The last amendment to the code adopted, is amendment 02-13 this will be voluntarily applied from 1 January 2014 and will be applied on mandatory basis from 1 January 2015.

The new set of amendments 03-15 will be voluntarily applied from 1 January 2016 and will be mandatory from 1 January 2017.

The following elements were incorporated into the new amendment:

##### New schedule for Iron Ore Fines

A new schedule for Iron Ore Fines (IOF) was agreed at this meeting. The schedule introduces new criteria into the IMSBC Code which involves a declaration of "Goethite content of the ore fines". This content is to be of 35% or more by mass to exempt the cargo from being Group A (cargo that may liquefy) and to allow its carriage under the schedule for Iron Ore (Group C) only.

To accommodate the above exemption the current schedule for Iron Ore (Group C) was amended and a modified Proctor/Fagerberg test procedure for determining transportable moisture limit of the IOF only was developed and included into the Code.

### **Advice to clients**

Special attention is to be made to the test that has to be carried out to comply with the new criteria to provide Goethite content as condition for its carriage.

The following elements were not included

### **MARPOL Annex V – solid bulk cargoes residues which are harmful to the marine environment**

The development of this list to comply with the new requirements under MARPOL Annex V is still in its infancy. The list of cargoes which are harmful to the marine environment (HME) will be indicative. It was noted that the classification criteria being used for the list is not part of MARPOL Annex V, instead it is contained in the non-mandatory 2012 guidelines for the implementation of MARPOL Annex V.

### **Advice to clients**

The list is still to be developed, however one of the main problems for shipowners will be the lack of reception facilities.

In addition the following was discussed

### **IACS Unified interpretation on fire extinguishing arrangements in cargo spaces SC 250**

This unified interpretation (UI) clarifies that fixed fire extinguishing systems or inert gas systems installed on board which are dedicated exclusively to protect one space (e.g. engine-room) cannot be used for the purpose of "inerting" a cargo space to prevent self-heating of the cargo because this would jeopardize the protection of other spaces on the ship. The fixed gas fire extinguishing systems required for cargo spaces under SOLAS regulations II-2/10.7.1.3 or II-2/10.7.2 are considered sufficient to meet the IMSBC requirement.

### **Advice to clients**

This IACS UI clarifies the intention of the IMSBC Code requirements for some cargoes that require inerting to prevent self-heating of the cargo.

## **Development of amendments to SOLAS and the relevant codes concerning mandatory carriage of appropriate atmosphere testing instruments on board ships (Agenda item 9)**

DSC 18 debated whether to introduce SOLAS carriage requirements only for oxygen meters or multi-meters. After much debate it was agreed that the issue being addressed was the testing of the atmosphere within an enclosed spaces on any ship, irrespective of the cargoes they are carrying, therefore, it was agreed that portable multi-meters should be introduced to cover a range of gases, not only oxygen that may be present in an enclosed space. The portable testing instrument (multi-meter) should be used to test the space from the outside to render the space safe for entry. The multi-meter should cover as a minimum the concentration of the following gases: Oxygen, flammable gases or vapours, carbon monoxide and hydrogen sulphide.

Amendments to the MODU Code 1979 (resolution A.414 (XI)), 1989 (resolution A.649 (16)), 2009 resolution A.1023 (26) were also agreed to include the carriage of this mandatory requirement.

The amendments is expected to enter into force on 1 July 2016

### **Advice to clients**

**Owners/managers:** This instrument will be part of the ships equipment and should only be used by a competent person. Proper training to use the instruments, learn measurement procedure including the interpretation of the obtained readings prior to entering enclosed spaces should be provided. The revised recommendations for entering enclosed spaces aboard ships resolution (A.1050 (27)) should be read in conjunction with the guidance to the selected instrument.

Special attention should be made to the MODU Code amendments to include the mandatory carriage requirement of an atmosphere testing instrument.

**Flag Administrations/ Recognised organizations:** In order to avoid duplication, equipment already available on board, required by SOLAS or other Codes as applicable to the ship type can be considered to fulfil this

requirement, provided the equipment is in compliance with the new regulation XI-1/7 and is not used as part of the personal protective safety equipment.

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