

Loss Prevention 19 Aug, 2021

Cargo Declarations under The International Maritime Solid Bulk Cargoes (IMSBC) Code



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Under section 4 of the IMSBC Code, Shippers must provide the Master or his representative with appropriate information on the cargo sufficiently in advance of loading to enable the precautions necessary for proper stowage and safe carriage of the cargo to be put into effect. They must also declare that the cargo information is correct.

Unfortunately, the Club regularly sees Cargo Declarations that are inaccurate or incomplete. These can be for many reasons, such as:

1. Cargo is declared as not Group A, but a Transportable Moisture Limit (TML) and Moisture Content is stated.

2. Cargo is declared as Group A; however, there is also a contrary statement that the cargo will not liquefy.

3. Cargo is not declared a Group A, although the cargo sizing given shows Group A would apply - in the absence of any other required certification to exclude the cargo from being Group A.

4. Cargo group declared does not agree with those given within the IMSBC Code schedule for the given Bulk Cargo Shipping Name (BCSN).

5. Trade name is given rather than BCSN.

6. The given BCSN is not listed in the IMSBC Code, and provisions of section 1.3 of the IMSBC Code have not been followed.

7. Additional certification required by the applicable IMSBC Code schedule is not provided or is out of date.

8. When presented for loading, cargo properties are seen to not agree with those stated on the Cargo Declaration.

9. Not all information required by the relevant IMSBC Code schedule is given.

10. The latest edition of the IMSBC Code and cargo schedule is not applied.

SHIPPER'S DECLARATION

This form meets the requirements of SOLAS 1974, Chapter VI, Reg 2 (for general cargo, cargo in cargo units, cargo carried in solid bulk) and the IMSBC Code, section 4.2.

General Information		
Shipper : JAKARTA SELATAN, INDONESIA	Transport document number : /2021	Carrier : MV Instructions or other matters REFER TO IMSBC CODE
Consignee : TO ORDER		
Name/means of transport : MOTHER VESSEL		
Port/place of departure : COAL TERMINAL, INDONESIA		
Port/place of destination : BANGLADESH		
Cargo Information		
General description of the cargo (For solid bulk cargo – type of material/particle size)		
Gross mass (kg/tonnes) : 25,000 MT +/- 10%	Relevant special properties of the cargo (eg highly soluble in water. For solid bulk cargo, see Section 4 of the IMSBC Code)	
General cargo :		
Cargo unit(s) : METRIC TONNES		
Bulk cargo : COAL		
Solid Bulk Cargo Information		
BCSN : COAL		
Specification of bulk cargo (if applicable) :		
Stowage factor : 42.5 CUFT / MT - WOG (without guarantee)		
Size crush coal : MM Size (1-10MM) : Less Than 50%		
Size (-50 MM) : 5 % Size (0-1MM) : Less Than 10%		
Angle of repose : Size 10 - 50MM : 35%		
Trimming procedures: If potential hazard - chemical properties*: *eg: Class, UN number or MHB		
<input checked="" type="checkbox"/> This commodity is not considered a cargo which may liquefy during the voyage		
<input checked="" type="checkbox"/> The cargo is not considered liable to emit significant amounts of methane		
<input checked="" type="checkbox"/> The cargo is considered not liable to spontaneous combustion		
<input checked="" type="checkbox"/> The Cargo is Not Harmful to the Marine environment		
Transportable moisture limit: N/A	Moisture content at shipment: 26%	Group of the cargo <input checked="" type="checkbox"/> Group A and B* <input type="checkbox"/> Group A* <input type="checkbox"/> Group B <input type="checkbox"/> Group C * For cargoes which may liquefy (Group A and Group A and B cargoes)
Sulfur Content at Shipment: 0.9%		
EHS/HME (see Chapters 2.10 and 2.9.3 of the IMDG Code and MARPOL Annex 17) Cargo residues must be disposed of in accordance with MARPOL Annex V		
EHS/Marine Pollutant	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Additional certificate(s) (if required) Certificate of moisture content and transportable moisture limit <input type="checkbox"/> Weathering certificate <input type="checkbox"/> Exemption certificate <input type="checkbox"/> Other (specify):
Human Health Criteria Met	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Not available	
Rubber/Plastic	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Note: Human Health Criteria data may not be available only until 31 December 2014. From 1 January 2015 Human Health Criteria data must be available.		
Declaration		
I hereby declare that the consignment is fully and accurately described and that the given test results and other specifications are correct to the best of my knowledge and belief and can be considered as representative for the cargo to be loaded.		
Name/status, company/organization of signatory	Place and date JAKARTA, 08-2021	Signature

Shippers' may deliver this declaration by fax or other electronic means. In any electronic transmission, where the signature of the declarant cannot be transmitted, full name of the declarant in capital letters must be provided on the form.

The above list should not be considered exhaustive but indicates frequent issues seen by the Club.

Before accepting a dry bulk cargo for loading, Masters must familiarise themselves thoroughly with the applicable IMSBC Code schedule and the information that needs to be provided by Shippers. They can then review the information supplied and:

- In cases of discernible error in the information provided, the Master must refuse to load until an accurate Cargo Declaration is presented. Similarly, if any required information is not provided, the Master must not allow loading to start.
- If the Shipper provides what is suspected to be inaccurate or falsified information, the cargo should not be loaded until it can be verified that it is safe to load and that the certification is as per the IMSBC Code.
- If the Master is confident that the information is complete and accurate, then cargo may be loaded subject to any relevant provisions under the applicable IMSBC Code schedule

In case of doubt, they should consult with owners, charterers and their P&I Club.

Members are reminded that compliance with the IMSBC Code is mandatory under SOLAS; therefore, cover may be prejudiced when an inaccurate Cargo Declaration is knowingly accepted.