



MLIT

Ministry of Land, Infrastructure, Transport and Tourism
2-1-3 Kasumigaseki, Chiyoda-ku, Tokyo 100-8918, JAPAN

No.2011-001

Date : 2/September/2011

**NOTIFICATION OF CERTIFICATION FOR SHIPMENT OF SOLID BULK CARGOES
NOT LISTED IN THE IMSBC CODE**

Reference is made to IMSBC Code sub-section 1.3.1.2 that requires the relevant competent authorities be advised of the authorization for the carriage of solid bulk cargoes not listed in the Code.

This is to notify the acceptance and subsequent authorization by Japanese Government, as a competent authority of a port of loading, for shipment of the cargo mentioned below, providing the characteristics of the cargo as well as the required conditions for carriage and handling thereof, in accordance with sub-section 1.3.1 of the Code.

TENTATIVE BULK CARGO SHIPPING NAME (in capital letters)

FERROUS SCRAP FOR SMELTING AND/OR RE-ROLLING, EXCLUDING "FERROUS METAL BORINGS, SHAVINGS, TURNINGS or CUTTINGS UN 2793"

DESCRIPTION

Ferrous scrap covers an enormous range of ferrous metals intended for smelting and rolling and/or heating and re-rolling, generated from industrial production activities, demolition activities, and likelihoods.

This cargo is warranted not to contain "FERROUS METAL BORINGS, SHAVINGS, TURNINGS or CUTTINGS UN 2793".

Although the shape and weight of individual pieces will vary greatly, granular fines will not be contained.

CHARACTERISTICS:

Group	C
Bulk Density (kg/m ³)	Varies
Stowage factor (m ³ /t)	Varies

Size	Varies (fines below 1 mm: up to 1 %)
Class (as applicable)	Not applicable
UN number (as applicable)	Not applicable
Angle of repose	Not applicable

HAZARD

No special hazards.

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

CONDITIONS

Stowage & segregation

No special requirements.

Hold cleanliness

No special requirements.

Weather precautions

No special requirements.

Loading

The shipper shall declare to the master that this cargo does not contain "FERROUS METAL BORINGS, SHAVINGS, TURNINGS or CUTTINGS UN 2793".

Appropriate cargo handling measures shall be taken to prevent spillage of the cargo, taking into account the size. Handling of this cargo may be executed by magnets, spider grabs, and/or steel bins lifted by cranes.

Before loading, the cargo spaces shall be prepared as per general loading practice.

A layer of this cargo shall be carefully placed over the tanktop in the square to cushion any fall out.

Magnet, grab, and/or crane drivers shall be instructed not to release their loads too high above the pile.

The usual method of loading is to form a pile along the ship's centre line and use the slope to roll material into the ends and sides.

Every effort must be made to work the wings and ends to evenly distribute the weight.

When pumping the bilge wells, the master shall be aware of that a certain amount of dirt and oil can be expected from old machinery and so on.

Before hatches are closed, the cargo spaces shall be checked that no sharp projections could pierce the ship's sidewall.

Precautions

Broken glass and sharp jagged edges may be present and care shall be taken by personnel



working near this cargo.

Ventilation

No special requirements.

Carriage

Bilges in the cargo spaces carrying this cargo shall not be pumped unless absolutely necessary.

Bilgewater of this cargo may contain a certain amount of dirt and oil from old machinery and so on.

Discharge

The deck and deck machineries shall be protected from falling cargo.

Damages to the ship shall be checked, after the completion of discharge.

Clean-up

Prior to cleaning up the cargo spaces for this cargo, the crew shall be informed of danger due to broken glass and sharp edges.

Prior to washing out the residues of this cargo, any oil spillages shall be cleaned from the tanktops and the bilge wells of the cargo spaces for this cargo.

Emergency procedures

No special requirements.

Remarks

If you should have any queries, please contact the following:

Dangerous Goods Transport Office

Inspection and Measurement Division

Maritime Bureau

Ministry of Land, Infrastructure, Transport and Tourism

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