

Proposed amendments to the Regulations on the carriage of cargoes on Norwegian ships and barges due to amendments to the IMSBC Code to implement Resolution MSC.539(107).

About the amended Regulations

The Regulations on the carriage of cargoes on Norwegian ships and barges serve to implement the International Maritime Solid Bulk Cargoes (IMSBC) Code into Norwegian legislation. The reference in section 2 first paragraph (b) makes the IMSBC Code applicable to ships engaged on foreign voyages. The reference in section 2 second paragraph makes the IMSBC Code applicable to cargo ships and barges engaged on domestic voyages.

The Regulations on the carriage of cargoes on Norwegian ships and barges now also has an updated reference in section 2 first paragraph (a) to the International Convention for the Safety of Life at Sea, 1974 (SOLAS) consolidated edition 2020 chapter VI.

The amendments to the IMSBC Code

In 2011, the IMSBC Code became binding legislation under SOLAS chapter VI, cf. SOLAS regulation VI/1-2. Since then, the Code has been amended on a regular two-year cycle, with amendments approved and adopted collectively. The latest revision of the IMSBC Code, as contained in IMO Resolution MSC.539(107), includes the amendment 07-23 to the Code. The Resolution consolidates the entire text of the IMSBC Code. The amendments adopted in MSC.539(107) will enter into force on 1 January 2025.

They will form part of an update process of the Code due to industry developments, new technological knowledge and the harmonisation of legislation for the carriage of solid bulk cargoes on land and at sea.

The amendments arising from MSC.539(107) were adopted internationally on 8 June 2023 and are likely familiar to the affected industry. However, here is a summary of some of the amendments:

- New cargo conditions have been added for 12 new cargoes, including:

For group A cargo conditions: "Baryte, Flotation Chemical Grade", "Crushed Granodiorite Fines", "Dunite Fines", "Ground Granulated Blast Furnace Slag Powder" and "Magnesite Fines".

For group C cargo conditions: "Brown Fused Alumina", "Dunite", "Potassium Nitrate", "Sodium Nitrate" and "Sodium Nitrate and Potassium Nitrate Mixture".

- In the existing cargo conditions, only minor adjustments have been made, with the exception of "FISH MEAL (FISH SCRAP), STABILIZED UN 2216 Anti-oxidant treated", which has been removed and replaced by the new "FISH MEAL (FISH SCRAP), STABILIZED Anti-oxidant treated". This cargo is no

longer classified as UN 2216, but is now classified as MHB(SH) and remains a Group B cargo.

Administrative and financial implications

The amendments are expected to improve safety in the carriage of solid cargoes in bulks on board ships and reduce the likelihood of disputes between shipowners, shippers and charterers.

Some modifications and upgrades may be required for ships carrying specific types of solid bulk cargoes as a result of the amendments. The NMA assumes that the amendments to the IMSBC Code were negotiated within the IMO, with the interests of the various stakeholders taken into account. The amendments are therefore deemed both cost-effective and essential for ensuring health, environmental protection and safety.

Ships engaged on domestic voyages that are affected by the amendments to the IMSBC Code should contact the NMA to determine whether additional certification is needed.

Apart from the costs associated with implementing the necessary amendments to the Regulations on the carriage of cargoes on Norwegian ships and barges, the amendments to the IMSBC Code are not expected to have further financial consequences for the authorities.