



Federale Overheidsdienst
Mobiliteit en Vervoer
Maritiem Vervoer

Scheepvaartcontrole - Hazmat

Natienkaai 5

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Declaration IMSBC 2016-01-Rev2-00

According to section 1.3 and 1.5 of the International Maritime Solid Bulk Cargoes (IMSBC) code, the undersigned, competent authority of the Kingdom of Belgium hereby declares that product

BLAST FURNACE DUST

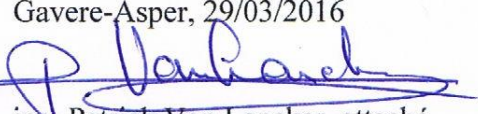
may be transported in bulk on seagoing vessels on the conditions specified hereafter:

1. The conditions in the schedule in the attachment (IMSBC 2016-01-00 – Schedule for BLAST FURNACE DUST) shall be followed;
2. All other provisions of the IMSBC code shall be complied with;
3. A copy of the declaration shall accompany the transport documents;
4. The representatives of the transport shall send to the Maritime Inspectorate, Ostend Bureau detailed report of any accident occurring during the loading or unloading of a vessel, the transport to and from the port area and the voyage;
5. Declaration IMSBC 2016-01-00 is revoked and replaced by IMSBC 2016-01-Rev1-00.
6. This administration reserves the right to withdraw this declaration at any time it considers necessary to do so.

In any case this declaration will expire on the 31st of March 2017, but can be subject to renewal.



Gavere-Asper, 29/03/2016


ing. Patrick Van Lancker, attaché

IMSBC 2016-01-Rev2-00 – Schedule for BLAST FURNACE DUST

BLAST FURNACE DUST

Description

Blast Furnace Dust is the residual product from the dedusting of the Blast Furnace by means of an electrostatic, cyclone or baghouse filter. Grey colored, possibly ranging from light grey to near-black. May have a slight odour depending on the process of the producer. It is typically humidified to about 15% moisture when stored in open air to avoid dust emissions. Insoluble in water.

Characteristics

Angle of repose	Bulk Density (kg/m ³)	Stowage Factor (m ³ /t)
35% - 40%	800 – 1,000	1 – 1,25
Size	Class	Group
Less than 1mm	MHB (SH, WF)	A and B

Hazard

The material may liquefy if shipped at a moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of the Code. It may create flammable atmospheres, may heat spontaneously and may deplete the oxygen concentration. Furnace Dust is irritating to eyes, skin and mucous membranes.

Stowage & Segregation

No special requirements.

Hold Cleanliness

No special requirements.

Weather precautions

When a cargo is carried in a ship other than a specially constructed or fitted cargo ship complying with the requirements in subsection 7.3.2. of this Code, the following provisions shall be complied with:

1. the moisture content of the cargo shall be kept less than its TML, during loading operations and the voyage;
2. unless expressly provide otherwise in this individual schedule, the cargo shall not be handled during precipitations;



4. the cargo may be handled during precipitations under the conditions stated in the procedures required in paragraph 4.3.3 of the IMSBC code; and
5. the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo in the cargo space is to be discharged in the port.

Loading

Prior to loading this cargo, the shipper shall provide the master with a certificate stating that the temperature of the cargo does not exceed 40°C. Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

Precautions

Bilge wells shall be clean, dry and covered as appropriate to prevent ingress of the cargo. Avoid breathing dust. Persons who may be exposed to the dust component of the cargo shall wear protective equipment including goggles or other equivalent eye-protection and respiratory equipment as necessary. Wash hands and face before eating, drinking or smoking.

Ventilation

Mechanical ventilation shall be conducted during the entire voyage for the cargo spaces carrying this cargo. Ventilation fans shall be of certified safe type for use in a flammable atmosphere. They shall normally be run continuously whenever this cargo is on board unless this is impossible due to weather conditions. As soon as the weather permits they shall be operated and in any case for a reasonable period prior to discharge.

Carriage

The appearance of the surface of this cargo shall be checked regularly during the voyage. If free water above the cargo or fluid state of the cargo is observed during the voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsize of the ship, and give consideration to seeking emergency entry into a place of refuge.

Discharge

No special requirements.

Clean-Up

Cargo residues cannot be disposed of at sea.

Emergency procedures

SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED

Protective clothing (gloves, boots, coveralls, headgear). Self-contained breathing apparatus. Spray nozzles.

EMERGENCY PROCEDURES

Wear protective clothing and self-contained breathing apparatus.



EMERGENCY ACTION IN THE EVENT OF FIRE

Batten down; use ship's fixed fire-fighting installation if available. Exclusion of air may be sufficient to control fire.

MEDICAL FIRST AID

Refer to the Medical First Aid Guide (MFAG), as amended.

