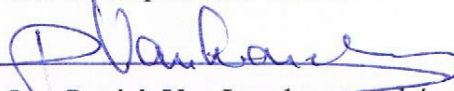
 <p>Federale Overheidsdienst Mobiliteit en Vervoer Scheepvaart</p>	<p>Veiligheid en Milieuvrijwaring Natienskaai 5 8400 Oostende</p> <p>IJW contactpersoon : ing.p. Van Lancker, attaché Tel. : 059/561462 - : 059/561474 Gsm : 0477/424204 e-mail : patrick.vanlancke@mobiliteit.fgov.be</p>
<p>Declaration IMSBC 2017-01-01</p>	

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 LEAD CONCENTRATE, leach product UN 3077 may be transported in bulk on seagoing vessels on the conditions specified hereafter:

1. The conditions in the schedule in the attachment (IMSBC 2017-01-00 — Schedule for LEAD CONCENTRATE, leach product UN 3077) 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 transport documents shall clearly indicate that “LEAD CONCENTRATE, leach product UN 3077” is a marine pollutant and a material harmful to the marine environment as defined in Marpol Annex V;
5. The representatives of the transport shall send to the DG Scheepvaart, Veiligheid en Milieuvrijwaring, 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;
6. By this declaration IMSBC 2017-01-00 is revoked;
7. 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 31<sup>st</sup> of December 2019, but can be subject to renewal.

Gavere-Asper, 12th of June 2017

  
Ing. Patrick Van Lancker, attaché



IMSBC 2017-01-00 - Schedule for  
LEAD CONCENTRATE, leach product UN 3077

LEAD CONCENTRATE, leach product UN 3077

Description

Insoluble grey — brown granular substance obtained during dissolution of zinc ores or concentrate in sulfuric acid to produce zinc sulphate solutions after physical separation such as flotation and filtration.

Characteristics

Angle of repose	Bulk density (kg/m <sup>3</sup> )		Stowage factor (m <sup>3</sup> /t)
450	800 - 1600		0.63 - 1.25
Size	Class	Subsidiary risk	Group
< 71 m	9*		

\*This material also meets the MHB Criteria.

Hazard

This cargo may liquefy if shipped at a moisture content in excess of its Transportable Moisture Limit (TML). See sections 7 and 8 of this Code. Toxic if swallowed or dust inhaled.

Stowage and segregation

"Separated from" foodstuffs and all class 8 acids.

Hold Cleanliness

No special requirements.

Weather precautions

When this cargo is carried in a ship other than a 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 provided otherwise in this individual schedule, the cargo shall not be handled during precipitation;
3. unless expressly provided otherwise in this individual schedule, during handling of this cargo, all non-working hatches of the cargo spaces into which the cargo is loaded or to be loaded shall be closed;
4. the cargo may be handled during precipitation under the conditions stated in the procedures required un subsection 4.3.3 od this code; and



5. the cargo in a cargo space may be discharged during precipitation provided that the total amount of the cargo is to be discharged in the port.

### Loading

Trim in accordance with 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. Bilge covers shall not significantly degrade the capacity or operation of the bilge system. Bilges shall be sounded and pumped out, as be necessary, throughout the voyage. Appropriate precautions shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of the cargo spaces shall be protected from ingress of the cargo. Due consideration shall be paid to protect equipment from the dust of the cargo. Persons who may be exposed to the dust of the cargo shall wear goggles or other equivalent dust eye-protection and dust filter masks. Those persons shall wear protective clothing, as necessary.

### Ventilation

No special requirements

### Carriage

Unless this material is carries in a ship complying with the requirements in subsection 7.3.2 of this Code, the appearance of the surface of this cargo shall be checked regularly during voyage. If free water above the cargo or fluid state of the cargo is observed during voyage, the master shall take appropriate actions to prevent cargo shifting and potential capsizing of the ship, and give consideration to seeking emergency entry into a place of refuge.

### Discharge

Mechanisms are to be put in place to catch any material spilling from the cargo handling equipment into the water. Spillage onto the ship shall be cleaned up regularly.

### Clean-up

After discharge of this cargo, the cargo spaces and the bilge wells shall be swept clean and then thoroughly washed out. All cargo residues are to be removed from the ship before sailing.



<p><b>Special emergency equipment to be carried</b> Self-contained breathing apparatus</p>
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