

JAPAN P&I NEWS

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To the Members

Dear Sirs,

Carriage of Bauxite that may liquefy

Following the sinking of the bulk carrier, "Bulk Jupiter" on January 2015, safe carriage of bauxite is one of the growing international concern.

The bulk carrier, "Bulk Jupiter" laden with 46,000MT bauxite sunk on 2 January 2015 resulting in loss of her 18 crew while proceeding from the loading port, Kuantan, Malaysia to the Chinese discharging port. Recently the IMO Sub-Committee on the Carriage of Cargoes and Containers (CCC) considered submissions from the lost bulk carrier's flat state, the Bahamas relating to the carriage of bauxite including some initial considerations of the circumstances surrounding the loss of Bulk Jupiter. The Bahamas advised that although the cargo had been declared as a Group C cargo under the IMSBC Code, the loss of the vessel may have been caused by liquefaction of the cargo. Also pending ongoing research in to the cargo material properties following which the IMO would consider to amend the IMSBC Code the master is recommended to observe the following guidance.

The master should not accept this cargo for loading unless:

1. the moisture content of the cargo indicated in the certificate is less than the indicative moisture limit of 10% and the particle size distribution as is detailed in the individual schedule for BAUXITE in the IMSBC Code; or
2. the cargo is declared as Group A and the shipper declares the TML and moisture content in accordance with paragraph 4.3.1 of the IMSBC Code; or
3. the competent authority has assessed the cargo and determines that the particular cargo does not present Group A properties. Such assessments shall be provided by the shipper to the master as required by paragraph 1.2.1 of the IMSBC Code

For more detail please find the attached IMO Circular CCC.1/Circ.2 dated 20 October 2015.

The Members who engage and/or plan to engage in a carriage of the bauxite should take precaution for safe carriage of this cargo.

Yours faithfully,

The Japan Ship Owners' Mutual Protection & Indemnity Association

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CCC.1/Circ.2
20 October 2015

CARRIAGE OF BAUXITE THAT MAY LIQUEFY

1 The Sub-Committee on Carriage of Cargoes and Containers (CCC), at its second session (14 to 18 September 2015), considered submissions made by the Bahamas in document CCC 2/5/16 relating to the carriage of this cargo, including some initial considerations of the circumstances surrounding the loss of the 10-year-old Bahamas flag Supramax bulk carrier **BULK JUPITER** with the loss of 18 lives on 2 January 2015.

2 The cargo of bauxite was declared as a Group C cargo under the International Maritime Solid Bulk Cargoes (IMSBC) Code. However, the Sub-Committee noted the information in the Bahamas document CCC 2/5/16 that loss of the vessel may have been caused by liquefaction of the cargo. The Sub-Committee also considered proposals made by Australia and co-sponsors with respect to the properties of bauxite and the need for the cargoes material properties to be further examined in order to ensure that the cargo can be carried safely.

3 Pending the outcome of ongoing research, the Sub-Committee concluded that:

- .1 there is a need to raise awareness, despite the efforts to date made by the Member clubs of the International Group of P&I Clubs, of the possible dangers of liquefaction associated with carriage of bauxite;
- .2 the potential for bauxite to liquefy is not specifically addressed in the IMSBC Code, since it is only classified as Group C cargo;
- .3 if a Group A cargo is shipped with moisture content in excess of its transportable moisture limit (TML) there is a risk of cargo shift, which may result in capsizing;
- .4 the master should not accept this cargo for loading unless:
 - .1 the moisture content of the cargo indicated in the certificate is less than the indicative moisture limit of 10% and the particle size distribution as is detailed in the individual schedule for BAUXITE in the IMSBC Code; or

- .2 the cargo is declared as Group A and the shipper declares the TML and moisture content in accordance with paragraph 4.3.1 of the IMSBC Code; or
- .3 the competent authority has assessed the cargo and determines that the particular cargo does not present Group A properties. Such assessments shall be provided by the shipper to the master as required by paragraph 1.2.1 of the IMSBC Code;
- .5 if the master has reason to doubt that the cargo being loaded is consistent with the shipper's declaration then the master should stop loading and have the shipper verify the properties of the cargo¹. If necessary, advice should be sought from the competent authority of the country of loading; and
- .6 if the cargo is declared as Group A, the master should refer to section 7 of the IMSBC Code, which warns about cargoes that may liquefy.

4 The International Maritime Organization is taking action to investigate the hazards and risks associated with the carriage of bauxite and, upon finalizing that investigation, would consider any necessary amendments to the IMSBC Code².

5 Member Governments are invited to bring the above information to the attention of shippers, terminal operators, shipowners, ship operators, charterers, shipmasters and all other entities concerned, requesting that extreme care and appropriate action be taken, taking into account the provisions of relevant IMO instruments when handling and carrying bauxite in bulk.

¹ Refer to regulation 2 of chapter VI of SOLAS 1974, as amended.

² The CCC Sub-Committee has established a correspondence group (CG) and Member Governments and international organizations are invited to submit relevant information regarding the safe handling and carriage of this cargo, at their earliest convenience, to the Organization. The outcome of the CG will be considered by the Sub-Committee at its third session in September 2016.