

Sub: Additional Safeguards for safe carriage of solid bulk cargo especially Iron ore fines from Indian Ports.

Further to [M.S. Notice No. 31 of 2009](#) dated 24.09.2009 issued by the Directorate following couple of casualties/ near misses of ships in Indian ports, the Directorate has received more reports from various sources that the shippers and port authorities are not extending the support to the Masters of the ships calling Indian ports for loading Iron ore fines, to comply with their obligations under the provisions of SOLAS 74 as amended, BC Code & BLU Code.

Recognizing these facts, the Director General of Shipping issues following additional directions to the concerned authorities and organizations.

1. The agent of the ships calling Indian Ports for shipment of captioned cargo should advise and encourage the Masters to use their discretion and overriding Authority under National & International Laws (Please refer to Part V of M.S. Notice No 18 of 2009 Monsoon Advisory)
2. The Masters should also be encouraged to verify the moisture contents of Iron ore fines, if in any doubts, as per the provision of BC Code, prior to the acceptance of shipment and during the entire loading operations.
3. The concerned ports shall do everything possible to ensure safe carriage & transportation of solid bulk cargo including Iron ore fines as per the provisions of M.S. Notice 31 of 2009
4. The Port Should not refuses the entry of vessels in need of assistance as places of refuge when the Masters are suspicious about their cargoes not complying with the BC Code requirements, especially related to moisture contents. In doing so the ports shall take all measures for the safety of ports and environment on the coast. Further the port authorities may be guided by IMO Resolution A 949 (23) places of refuge and A 950 (23) - Maritime Assistance Service (MAS).

Sd/-

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