



Merchant Shipping Directorate



CARRIAGE OF BAUXITE THAT MAY LIQUEFY

Technical Notice SLS.28

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

The Directorate draws the attention of all concerned to [IMO Circular CCC.1/Circ.2](#) concerning the possible dangers of liquefaction associated with carriage of bauxite.

Inter alia, the circular notes that while bauxite is currently classified as a Group C cargo (cargoes that do not liquefy or possess a chemical hazard) under the International Maritime Solid Bulk Cargoes (IMSBC) Code more awareness is needed regarding the possible dangers of liquefaction associated with the carriage of such cargo. If a Group A cargo (cargo which may liquefy) 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 of the ship.

The mandatory IMSBC Code requires Group A cargoes to be tested, before loading, to determine their TML and their actual moisture content. The testing should confirm the cargo is below the maximum moisture content considered safe for carriage.

To this effect, Masters of Maltese registered ships are urged not to accept bauxite for carriage unless:

- The moisture limit for the specific cargo is certified as 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
- The cargo is declared as Group A (cargoes that may liquefy) and the shipper declares the transportable moisture limit (TML) and moisture content; or
- The cargo has been assessed as not presenting Group A properties.

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Merchant Shipping Directorate
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