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**GUIDELINES ON CONSOLIDATED IMO PROVISIONS FOR THE SAFE CARRIAGE OF
DANGEROUS GOODS IN PACKAGED FORM BY SEA**

1 The Maritime Safety Committee, at its ninety-sixth session (11 to 20 May 2016), approved the *Guidelines on consolidated IMO provisions for the safe carriage of dangerous goods in packaged form by sea* following the recommendations made by the Sub-Committee on Carriage of Cargoes and Containers, at its second session, and the Sub-Committee on Human Element, Training and Watchkeeping, at its second session.

2 Member States and international organizations are invited to bring the contents of the present guidelines to the attention of senders, consignors, consolidators, packers, shippers, terminals, seafarers, shipowners, companies, training organizations and all personnel involved in the transport chain of dangerous goods that includes ships carrying dangerous goods in packaged form by sea, in order to ensure that all the required training is completed and updated and the resulting knowledge and skills are applied, as the Code and other instruments are amended.

3 The Committee agreed to keep the Guidelines under review and amend them as necessary.

ANNEX

GUIDELINES ON CONSOLIDATED IMO PROVISIONS FOR THE SAFE CARRIAGE OF DANGEROUS GOODS IN PACKAGED FORM BY SEA

1 Application

1.1 These Guidelines are intended for senders, consignors, consolidators, packers, shippers, terminals, seafarers, shipowners, companies, training organizations and all personnel involved in the transport chain of dangerous goods that includes ships carrying dangerous goods in packaged form by sea.

1.2 The Guidelines are intended to consolidate existing IMO provisions for the safe carriage of dangerous goods in packaged form by sea.

2 References and relevant IMO instruments

2.1 Mandatory

- .1 SOLAS regulation II-2/19, providing additional safety measures for ships carrying dangerous goods;
- .2 SOLAS chapter VII, part A, giving mandatory effect to the IMDG Code;
- .3 STCW Code, part A, specifying competency requirements for master, mates and others in relation to the carriage of dangerous goods (Training requirements for seafarers);
- .4 the International Maritime Dangerous Goods (IMDG) Code, adopted through resolution MSC.122(75), and subsequently amended on a regular basis (Training requirements for shore-based personnel as set out in chapter 1.3 of the Code);
- .5 International Safety Management (ISM) Code, in particular the safety management objectives for ship operation and a safe working environment as specified in 1.2.2 to the extent that attainment of those objectives may be prejudiced by shortcomings ashore or on board in meeting the specified requirements and guidelines; and
- .6 *Code of safe practice for cargo stowage and securing* (resolution A.714(17)).

2.2 Non-mandatory

- .1 STCW Code, part B-V/c: Guidance regarding training of officers and ratings responsible for cargo handling on ships carrying dangerous and hazardous substances in packaged form;
- .2 Procedures for the control of operational requirements related to the safety of ships and pollution prevention (resolution A.742(18));
- .3 Procedures for port State Control (resolution A.1052(27)); and
- .4 *IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)* (MSC.1/Circ.1497).

3 Linkages between IMO instruments

- .1 The safe carriage of packaged dangerous goods in accordance with chapter VII of SOLAS is dependent on:
 - .1 shore-side personnel being trained in accordance with chapter 1.3 of the IMDG Code;
 - .2 classification, packaging, labelling, and documentation of individual dangerous goods items being in accordance with the relevant provisions of the IMDG Code;
 - .3 segregation, packing and securing of cargo inside cargo transport units being in accordance with the provisions of the IMDG Code and the CTU Code;
 - .4 cargo transport units being documented and placarded in accordance with the IMDG Code; and
 - .5 onboard stowage and segregation of cargo transport units being planned and arranged in compliance with the IMDG Code.
- .2 Provision of the necessary training to ship's officers should generally be evidenced by completion of STCW Convention training requirements, but this training should be updated and refreshed, as appropriate.

4 Relevant international requirements and guidelines

Training requirements for shore-side personnel

4.1 IMDG Code

4.1.1 Chapter 1.3 of the IMDG Code, dealing with training, commences with the statement:

"The successful application of regulations concerning the transport of dangerous goods and the achievement of their objectives are greatly dependent on the appreciation by all persons concerned of the risks involved and on a detailed understanding of the regulations. This can only be achieved by properly planned and maintained initial and retraining programmes for all persons concerned with the transport of dangerous goods."

4.1.2 Importantly, the training specified in 1.3.1.1 to 1.3.1.3 of the Code in relation to general awareness/familiarization and function-specific training is mandatory for shore-side personnel. These personnel are nominated as those who:

- .1 classify dangerous goods and identify Proper Shipping Names of dangerous goods;
- .2 pack dangerous goods;
- .3 mark, label or placard dangerous goods;
- .4 load/unload cargo Transport Units;
- .5 prepare transport documents for dangerous goods;

- .6 offer dangerous goods for transport;
- .7 accept dangerous goods for transport;
- .8 handle dangerous goods in transport;
- .9 prepare dangerous goods loading/stowage plans;
- .10 load/unload dangerous goods into/from ships;
- .11 carry dangerous goods in transport;
- .12 enforce or survey or inspect for compliance with applicable rules and regulations; or
- .13 are otherwise involved in the transport of dangerous goods as determined by the competent authority.

4.1.3 The further training recommended in 1.3.1.6 of the IMDG Code describes sections of the Code, or other relevant instruments, that may be appropriate to be considered in the training of any person involved in the transport of dangerous goods. Some of these functions are generally carried out shore-side, while others are controlled by shipboard personnel.

These functions combined cover:

- .1 all of IMDG Code;
- .2 SOLAS regulation II-2/19;
- .3 port local regulations;
- .4 national transport regulations;
- .5 International Convention for Safe Containers;
- .6 guidelines for packing of cargo transport units;
- .7 emergency response procedures;
- .8 first aid measures; and
- .9 safe handling procedures.

4.2 Training provisions for seafarers within the STCW Code

The following table outlines the relevant provisions contained in the STCW Code related to training for officers and ratings in relation to the carriage of dangerous goods in packaged form by sea.

STCW Code	Competence
PART A of the Code	
Table A-II/1 – Standard of competence for officers in charge of a navigational watch on ships of 500 gross tonnage or more	- Monitor the loading, stowage, securing, care during the voyage and the unloading of cargoes
Table A-II/2 – Standard of competence for masters and chief mates on ships of 500 gross tonnage or more	- Plan and ensure safe loading, stowage, securing, care during the voyage and unloading of cargoes - Carriage of dangerous goods
Table A-II/3 – Standard of competence for officers in charge of a navigational watch and for masters on ships of less than 500 gross tonnage engaged on near-coastal voyages	- Monitor the loading, stowage, securing and unloading of cargoes and their care during the voyage
Table A-II/5 – Standard of competence of ratings as able seafarer deck	- Contribute to the handling of cargo and stores
Part B of the Code	
Section B-V/c:	- Guidance regarding training of officers and ratings responsible for cargo handling on ships carrying dangerous and hazardous substances in packaged form

4.3 Responsibilities of companies – International Safety Management (ISM) Code

4.3.1 In accordance with the ISM Code, the Safety Management System should take account of the risks associated with handling and transport of dangerous goods and establish procedures, plans and instructions. Tasks should be assigned to qualified personnel with relevant training in accordance with paragraphs 6.3 and 6.5 of the ISM Code. Further, the Company should ensure that its personnel both ashore and on board have adequate understanding of relevant rules, regulations, codes and guidelines (ISM Code, paragraph 6.4).

4.3.2 Taking into consideration that an apparent major cause of hazardous occurrences with carriage of dangerous goods is non-conformity with the specified requirements and guidelines before the cargo arrives at the terminal or on board the ship, the Company should, in accordance with paragraph 8.1 of the ISM Code, address this risk in its identification of possible emergency situations, and establish procedures to respond, and there should be programmes of drills and exercises to prepare for emergency actions (ISM Code, paragraph 8.2).

5 Evidence of training

All companies and organizations should ensure that documentation is maintained to provide evidence of compliance with the relevant requirements and that guidelines of the instruments have been taken into account.