

Additional guidance for the carriage of dangerous goods in packaged form on ships

1. With effect from 1 January 2004, the carriage of dangerous goods and marine pollutants in packaged form on ships shall be conducted in accordance with the mandatory provisions of the *2002 Edition of the International Maritime Dangerous Goods Code* (IMDG Code of 2002), which includes *the Amendment 31-02* adopted by IMO resolution MSC.122 (75), published by the International Maritime Organization (IMO).

2. To supplement the mandatory provisions of the IMDG Code of 2002, following additional guidance for the carriage of dangerous goods in packaged form on ships is given: -

2.1 Safety precautions regarding bilge-pumping arrangements in enclosed cargo spaces carrying flammable or toxic liquids

2.1.1 For ships to which the Merchant Shipping (Safety) (Fire Protection) (Ships Built On or After 1 September 1984) Regulations do **NOT** apply, Marine Department will accept blanking off of the bilge suctions leading to the machinery space pumps as a mean to ensure against inadvertent pumping of flammable or toxic liquids through machinery space piping or pumps.

2.1.2 When 150 tonnes or more of toxic or flammable liquid are carried, alternative means of draining the compartment shall be provided; e.g. by an ejector system or a suitable pump located in the hold space.

2.2 Offshore Supply Vessels

2.2.1. For the purposes of this notice, Offshore Supply Vessels are those vessels which are primarily engaged in the transport of stores, materials and equipment to and from mobile offshore drilling rigs, fixed and floating platforms and other similar offshore installations.

2.2.2. By organizing the loading schedules for these vessels the shipper assumes a high degree of control and responsibility for the cargo operation. All persons must ensure that correct segregation is at all times achievable and the required information and documentation of the dangerous goods being carried should be given to the master well in advance of the loading operation so that, if found necessary, he is given sufficient opportunity to reject dangerous substances or articles before they are loaded on board.