

# 海 事 處

## 船舶事務科

香港 中環 統一碼頭道 38 號  
海港政府大樓 24 樓

電話號碼 : (852) 2852 4510  
傳真號碼 : (852) 2545 0556



## MARINE DEPARTMENT

### Shipping Division

24/F., Harbour Building  
38 Pier Road, Central, Hong Kong

Tel. No. : (852) 2852 4510  
Fax No. : (852) 2545 0556

網站 Web Site : <http://www.mardep.gov.hk>  
電郵地址 E-mail : [ss\\_css@mardep.gov.hk](mailto:ss_css@mardep.gov.hk)  
貴署檔案 Your Ref. :  
本處檔案 Our Ref. : SD/S 930/6

4 August 2010

To: Shipowners / Managers

Dear Sirs/Madams,

**Tokyo MOU Concentrated Inspection Campaign  
on Harmful Substances  
(1 September to 30 November 2010)**

The Tokyo MOU on Port State Control will start a Concentrated Inspection Campaign (CIC) on Harmful Substances (Marine Pollutants) Carried in Packaged Form under MARPOL Annex III, SOLAS VII and the IMDG Code. The inspection campaign will last for 3 months, stating from 1 September to 30 November 2010.

2. The CIC is only applicable for ships carrying or loading marine pollutants in packaged form.
3. The purposes of the campaign are to ensure that marine pollutant cargoes carried in packaged form are properly documented, marked, stowed and secured.
4. This campaign will focus on 12 areas with respect to the documentation, cargo marking, stowage and securing of the marine pollutant cargoes carried in packaged form. Six (6) of them are considered critical that any non-compliance of which would result in ship detention.
5. To facilitate masters of Hong Kong registered ships to prepare for this CIC exercise, relevant guidelines are attached for reference (see Annex I). In addition management companies and shipboard staff are advised to take the following actions before the campaign:
  - (a) Management companies should distribute this circular letter and guidelines to all Hong Kong ships in the company's fleet to make sure that all shipboard staff are aware of the campaign and urge them to verify compliance with the requirements accordingly;
  - (b) Management companies or shipboard staff should carry out similar inspection to verify the compliance with the requirements of MARPOL Annex III, SOLAS Chapter VII and the IMDG Code prior to the commencement of the campaign, if applicable;

- (c) Management companies should ensure that masters and senior officers onboard ship could communicate effectively with PSCOs, since poor communications shown to the PSCO during interview could lead to ship being detained.

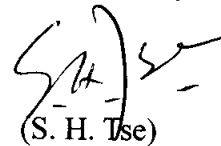
6. During the CIC, PSCOs will apply a questionnaire listing a number of items to cover the campaign. The questionnaire has been published on the website of Tokyo MOU:

<http://www.tokyo-mou.org/PRESS-CIC%20MARPOL%20III.pdf>

7. May I reiterate that maintaining a good PSC record for the Hong Kong registered ships is an on-going task for all of us. Therefore, we should work closely and in co-operation to achieve the target.

8. If you have any questions, please contact Senior Surveyor / Cargo Ships Safety Section at telephone number (852) 2852 4510, fax number (852) 2545 0556 or e-mail "[ss\\_css@mardep.gov.hk](mailto:ss_css@mardep.gov.hk)".

Yours faithfully,



(S. H. Tse)  
Senior Surveyor of Ships  
Cargo Ships Safety Section  
for Director of Marine

Encl.

## **Guideline for Preparation of the Tokyo MOU Concentrated Inspection Campaign on Harmful Substances**

### **Purpose of Campaign**

The Concentrated Inspection Campaign is only applicable for ships carrying or loading marine pollutants in packaged form.

The purposes of the campaign are to ensure that marine pollutant cargoes carried in packaged form are properly documented, marked, stowed and secured and that the crew is aware of the emergency procedures to be employed in the event of an incident involved marine pollutants.

### **Issues to be Attended**

This campaign will focus on the following 12 areas with respect to the documentation, cargo marking, stowage and securing of the marine pollutant cargoes carried in packaged form. Six of them (refer those marked with “\*”) are considered critical that any non-compliance detected by a PSCO may result in ship detention. Management companies and shipmasters should pay special attention to the following issues:

#### **A. Documentation**

The following documents should be properly maintained on board for the inspections by an attending PSCO:

- (i)\* A valid document of compliance (DOC) for ship carrying dangerous goods (marine pollutants) under the requirements of SOLAS II-2/19.4 and the DOC covers the marine pollutant cargoes carried in packaged form on board. The standard format of a DOC is provided in MSC.1/Circ.1266 - Carriage of Dangerous Goods (see Appendix 1).
- (ii) A transport document (shipping document) for each of the marine pollutant carried which will be required with the implementation of the 2010 edition of the IMDG Code. It can be in hard or electronic form. Details of the new

requirements of transport information are found under Chapter 5.4 – Documentation on pages 54 and 55 in IMO circular letter 2999 (see Appendix 2).

- (iii) That the transport document contains correct order of information, the proper shipping name of the marine pollutant, including the technical name enclosed in parenthesis in accordance with section 5.4.1.4 of Chapter 5.4 of the IMDG Code.
- (iv) That the transport document includes a certification or declaration that the consignment is acceptable for transport in accordance with section 5.4.1.6 of Chapter 5.4 of the IMDG Code. The certification or declaration should be signed and dated by the consignor. In case of electronic form, the signature may be replaced by the name of the person authorized to sign.
- (v)\* Emergency response procedures as required under MARPOL III/8(1). Methods of compliance are stated in section 5.4.3.2 of Chapter 5.4 of the IMDG Code. The procedures should also include reporting requirements prescribed in Protocol I to MARPOL 73/78 and Article 8 of the MARPOL 73/78 Convention. The general principles for reporting are provided in IMO Res.A.851(20).
- (vi)\* That the crewmembers are well trained and aware of the emergency response procedures and could take correct actions in case of emergency.
- (vii)\* A special list or manifest on board which containing the details as well as the location of the marine pollutant in accordance with the requirements in section 5.4.3 of Chapter 5.4 of the IMDG Code.
- (viii) That the information on the special list or manifest or detailed plan is compliant with section 5.4.3 of Chapter 5.4 of the IMDG Code.

## **B. Marking, Stowage and Securing**

The management companies should instruct their masters to ensure that:

- (ix) The marine pollutant cargoes carried in packaged form are stowed in accordance with the special list or manifest or detailed plan.

- (x)\* The marine pollutant cargoes carried in packaged form are stowed as required by section 7.1.4 of Chapter 7.1 of the IMDG Code.
- (xi)\* All the stowage of marine pollutant cargoes carried in packaged form are stowed and secured in accordance with DOC and Cargo Securing Manual.
- (xii) The containers loaded with marine pollutants are appropriately marked/placarded and carried with the Marine Pollutant marks in accordance with the requirements in Chapter 5.3 of the IMDG Code.

Ship Safety Branch  
Marine Department  
4 August 2010



IMO

*E*

Ref. T3/1.01

MSC.1/Circ.1266  
18 December 2008

## **CARRIAGE OF DANGEROUS GOODS**

### **Document of compliance with the special requirements for ships carrying dangerous goods under the provisions of regulation II-2/19 of the 1974 SOLAS Convention, as amended, and of paragraph 7.17 of the 2000 HSC Code, as amended**

1 The Maritime Safety Committee, at its sixty-third session (16 to 25 May 1994), approved a standard format for the document of compliance required by regulation II-2/54.3 of the 1974 SOLAS Convention, as amended. The Committee further agreed that the period of validity of the document of compliance should not exceed 5 years and should not be extended beyond the expiry date of the valid Cargo Ship Safety Construction Certificate issued to the ship concerned under the provisions of SOLAS regulation I/12.

2 The Committee, at its seventy-fifth session (15 to 24 May 2002), in view of the amendments to SOLAS chapter II-2, adopted by resolution MSC.99(73), approved a revised standard format for the document of compliance required by regulation II-2/19.4 of the 1974 SOLAS Convention, as amended, applicable as from 1 July 2002. This format is reproduced in MSC/Circ.1027.

3 The Committee, at its seventy-ninth session (1 to 10 December 2004), recognizing the need to take into account the amendments to table 19.3 of SOLAS regulation II-2/19 which had been adopted by resolution MSC.134(76), decided that it was necessary to highlight the prohibition on stowage of class 5.2 dangerous goods under deck or in enclosed ro-ro spaces in documents of compliance required by regulation II-2/19 of the 1974 SOLAS Convention, as amended, for any ship built on or after 1 July 2004 when issuing or renewing the said documents.

4 The Committee, recognizing also that this prohibition on stowage under the IMDG Code also applies to all ships built before 1 July 2004 and subject to regulation II-2/19 (or II-2/54) of the 1974 SOLAS Convention, as amended, also decided that the prohibition on stowage should be taken into account when renewing documents of compliance for:

- .1 any passenger ship built on or after 1 September 1984 and before 1 July 2004;
- .2 any cargo ship of 500 gross tonnage or above built on or after 1 September 1984 and before 1 July 2004; and
- .3 any cargo ship of less than 500 gross tonnage built on or after 1 February 1992 and before 1 July 2004.

5 Furthermore, the Committee, at the same session, agreed that the standard document of compliance format set out in MSC/Circ.1027 should be used when renewing documents of ships subject to SOLAS regulation II-2/54 applicable before 1 July 2002, and that in such cases the references to regulations II-2/19 and II-2/19.4 appearing in the standard format should be replaced by references to regulations II-2/54 and II-2/54.3 respectively.

6 The Committee, at its eighty-first session (10 to 19 May 2006), agreed the inclusion of a standard format for a document of compliance with special requirements for high-speed craft carrying dangerous goods as required by paragraph 7.17.4 of the 2000 HSC Code, although the draft amendments to the Code were not adopted.

7 The Committee, at its eighty-fourth session (7 to 16 May 2008), in view of the envisaged adoption of the amendments to table 19.3 in SOLAS chapter II-2 and table 7.17-3 in the 2000 HSC Code, subsequently adopted by the Committee at its eighty-fifth session (26 November to 5 December 2008) by means of resolutions MSC.269(85) and MSC.271(85), respectively, approved revised standard formats for the document of compliance required by regulation II-2/19.4 of the 1974 SOLAS Convention, as amended, and by paragraph 7.17.4 of the 2000 HSC Code, as amended.

8 The Committee, at its eighty-fourth session, confirmed that the period of validity of the document of compliance should not exceed:

- .1 five years for cargo ships and should not be extended beyond the expiry date of the valid Cargo Ship Safety Construction Certificate issued to cargo ships concerned under the provisions of SOLAS regulation I/12; and
- .2 one year for passenger ships and should not be extended beyond the expiry date of the valid Passenger Ship Safety Certificate issued to passenger ships concerned under the provisions of SOLAS regulation I/12.

9 The Committee, at its eighty-fourth session, further agreed that:

- .1 it is still necessary to highlight the prohibition on stowage of class 5.2 dangerous goods under deck or in closed ro-ro spaces when issuing or renewing documents of compliance according to the revised standard formats; and
- .2 the revised standard formats should be used when renewing documents of compliance for existing ships subject to SOLAS regulation II-2/1.2.3 and that, in such cases, the reference to regulation II-2/19 appearing in the revised standard format should be replaced by "II-2/19.3 as applicable according to II-2/1.2.3".

10 The revised standard formats of the document of compliance recommended for use and acceptance by Member Governments and Contracting Governments to the 1974 SOLAS Convention and the 2000 HSC Code are set out in annex 1 and annex 2, respectively.

11 Member Governments are invited to draw this circular to the attention of authorities responsible for issuing and renewing documents of compliance, bodies acting on behalf of these governments, and shipowners, ship operators and masters, with a view to harmonizing the practices of the various Administrations.

12 Member Governments are also invited to draw this circular to the attention of authorities tasked by the port State with carrying out inspections of ships, and to recommend them to take the above into account when discharging their responsibilities.

13 This circular supersedes MSC/Circ.1027 and MSC/Circ.1148.

\*\*\*





**ANNEX 1****STANDARD FORMAT OF THE DOCUMENT OF COMPLIANCE****Special Requirements for Ships carrying Dangerous Goods**

Issued in pursuance of the requirement of regulation II-2/19.4  
of the International Convention for Safety of Life at Sea, 1974,  
as amended, under the authority of

the Government of \_\_\_\_\_

Name of ship: \_\_\_\_\_

Distinctive number or letters: \_\_\_\_\_

Port of registry: \_\_\_\_\_

Ship type: \_\_\_\_\_

IMO Number (if applicable): \_\_\_\_\_

**THIS IS TO CERTIFY:**

- .1 that the construction and equipment of the above-mentioned ship have been found to comply with the provisions of regulation II-2/19 of the International Convention for the Safety of Life at Sea, 1974, as amended; and
- .2 that the ship is suitable for the carriage of those classes of dangerous goods as specified in the appendix hereto, subject to any provisions in the International Maritime Dangerous Goods (IMDG) Code and the Code of Safe Practice for Solid Bulk Cargoes (BC) Code\* for individual substances, materials or articles also being complied with.

This document is valid until \_\_\_\_\_

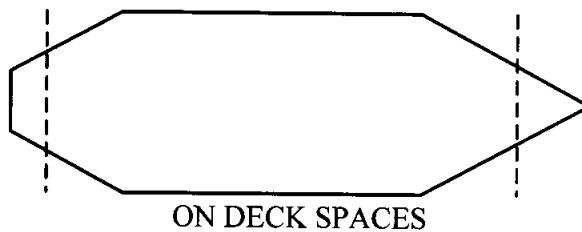
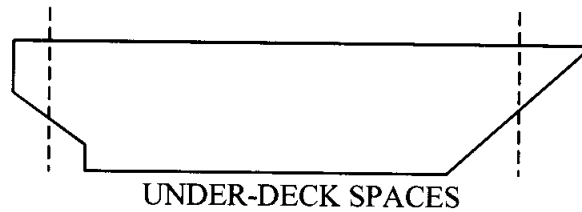
Issued at \_\_\_\_\_  
(Signature of authorized official issuing the certificate)

**NOTE:** There are no special requirements in the above-mentioned regulation II-2/19 for the carriage of dangerous goods of classes 6.2 and 7, and for the carriage of dangerous goods in limited quantities, as required in chapter 3.4 of the IMDG Code, and excepted quantities, as required in chapter 3.5 of the IMDG Code.

\* Also refer to resolution MSC.268(85) on Adoption of the International Maritime Solid Bulk Cargoes (IMSBC) Code.

**APPENDIX**

Spaces to be indicated in the plans with numbers corresponding with the table below



Class \ Hold	1	2	3	.	.	.	.
1.1 to 1.6							
1.4S							
2.1							
2.2							
2.3 flammable							
2.3 non-flammable							
3 FP < 23°C							
3 FP ≥ 23°C to ≤ 60°C							
4.1							
4.2							
4.3 liquids							
4.3 solid							
5.1							
5.2							
6.1 liquids FP < 23°C							
6.1 liquids FP ≥ 23°C to ≤ 60°C							
6.1 liquids							
6.1 solid							
8 liquids FP < 23°C							
8 liquids FP ≥ 23°C to ≤ 60°C							
8 liquids							
8 solid							
9							

“P” indicates  
PACKAGED GOODS  
PERMITTED.

“A” indicates  
PACKAGED AND  
BULK GOODS  
ALLOWED.

“X” indicates NOT  
ALLOWED.

Remarks related to the information in the table above as applicable:

**NOTE:** Cargoes in bulk may be listed individually by name and class

\*\*\*

**ANNEX 2****STANDARD FORMAT OF THE DOCUMENT OF COMPLIANCE****Special Requirements for Ships carrying Dangerous Goods**

Issued in pursuance of the requirement of part D, chapter 7 of the International Code of Safety for High-Speed Craft, 2000 as amended, under the authority of

the Government of \_\_\_\_\_

Name of craft: \_\_\_\_\_

Design type and hull No.: \_\_\_\_\_

Distinctive number or letters: \_\_\_\_\_

IMO Number (if applicable):<sup>1</sup> \_\_\_\_\_

Port of registry: \_\_\_\_\_

Category:

Category A craft/Category B craft/cargo craft<sup>2</sup>

Type of craft:

hovercraft, surface effect ship, hydrofoil, single-hull vessel,  
multi-hull vessel, other (please state.....)<sup>2</sup>

**CERTIFICATE**

- 1 The construction and equipment of the above-mentioned craft have been found to comply with the provisions of part D, chapter 7 of the International Code of Safety for High-Speed Craft, 2000, as amended.
- 2 The craft is suitable to carry the classes of dangerous goods indicated in the attached appendix, subject to concurrent application of the International Maritime Dangerous Goods Code (IMDG Code) and the Code of Safe Practice for Solid Bulk Cargoes (BC) Code<sup>3</sup> in respect of the various materials or items.

This document is valid until \_\_\_\_\_

Issued at \_\_\_\_\_  
(Signature of authorized official issuing the certificate)

**NOTE:** Part D of chapter 7 stipulates no special provisions for the carriage of dangerous goods of classes 6.2 and 7, nor for the carriage of dangerous goods in limited quantities as defined in chapter 3.4 of the IMDG Code.

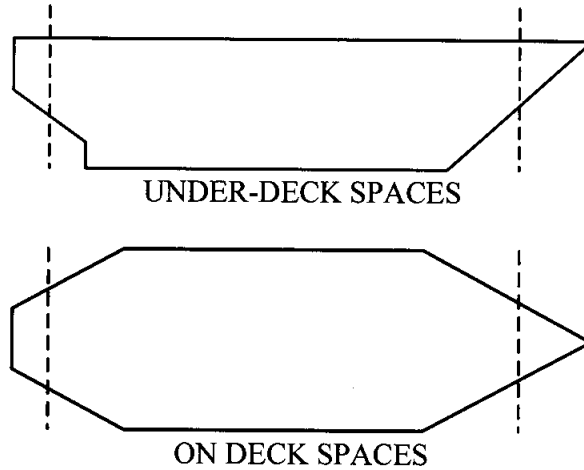
<sup>1</sup> IMO Ship Identification Number Scheme, adopted by the Organization through resolution A.600(15).

<sup>2</sup> Delete where applicable.

<sup>3</sup> Also refer to resolution MSC.268(85) on Adoption of the International Maritime Solid Bulk Cargoes (IMSBC) Code.

## APPENDIX

Indicate spaces on plans using the corresponding numbers from the table below



Class \ Hold	1	2	3	.	.	.	.
1.1 to 1.6							
1.4S							
2.1							
2.2							
2.3 flammable							
2.3 non-flammable							
3 FP < 23°C							
3 FP ≥ 23°C to ≤ 60°C							
4.1							
4.2							
4.3 liquids							
4.3 solid							
5.1							
5.2							
6.1 liquids FP < 23°C							
6.1 liquids FP ≥ 23°C to ≤ 60°C							
6.1 liquids							
6.1 solid							
8 liquids FP < 23°C							
8 liquids FP ≥ 23°C to ≤ 60°C							
8 liquids							
8 solid							
9							

“P” indicates  
PACKAGED GOODS  
PERMITTED.

“A” indicates  
PACKAGED AND  
BULK GOODS  
ALLOWED.

“X” indicates NOT  
ALLOWED.

Comments on the information contained in the table above as applicable:

**NOTE:** Bulk cargoes may be listed individually, by designation and class.

INTERNATIONAL MARITIME ORGANIZATION  
4 ALBERT EMBANKMENT  
LONDON SE1 7SR

Telephone: 020 7735 7611  
Fax: 020 7587 3210



IMO

*E*

Ref. T3/1.01

Circular letter No.2999  
6 October 2009

To: All IMO Members and Contracting Governments to the International Convention for the Safety of Life at Sea, 1974

Subject: **Amendments to the International Maritime Dangerous Goods (IMDG) Code (resolution MSC.122(75))**

1 In accordance with the procedure established by MSC 75, the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers, at its fourteen session (21 to 25 September 2009), agreed to the draft amendments (amendment (35-10)) to the International Maritime Dangerous Goods Code adopted by resolution MSC.122(75).

2 The Secretary-General has the honour to transmit herewith, in accordance with article VIII(b)(i) of the International Convention for the Safety of Life at Sea, 1974, the text of the proposed draft amendment to the IMDG Code, set out in the annex, for consideration by the Maritime Safety Committee, at its eighty-seventh session (12 to 21 May 2010), with a view to adoption in accordance with article VIII(b)(iv) of the Convention.

\*\*\*

#### **5.3.2.5 Fumigated units**

5.3.2.5 Delete.

### **Chapter 5.4 – Documentation**

Replace existing Note 1 with the following:

**“NOTE 1** The provisions of this Code do not preclude the use of electronic data processing (EDP) and electronic data interchange (EDI) transmission techniques as an alternative to paper documentation. All references to “dangerous goods transport document” in this chapter also include provision of the required information by use of EDP and EDI transmission techniques.”

and a new “NOTE 5” is inserted with the following:

**“NOTE 5** In addition to the provisions of this chapter other additional information may be included. However, this information shall not:

- .1 divert attention from the safety information required by this chapter or by the competent authority;
- .2 contradict the safety information required by this chapter or by the competent authority; or
- .3 duplicate information already provided.”.

#### **5.4.1 Dangerous goods transport documentation**

Amend the title to read **“5.4.1 Dangerous goods transport information”**.

##### **5.4.1.1 General**

5.4.1.1 Replace with the following:

##### **“5.4.1.1 General**

- 5.4.1.1.1 Except as otherwise provided, the consignor who offers dangerous goods for transport shall give to the carrier the information applicable to those dangerous goods, including any additional information and documentation as specified in this Code. This information may be provided on a dangerous goods transport document or, with the agreement of the carrier, by EDP or EDI techniques.
- 5.4.1.1.2 When the dangerous goods transport information is given to the carrier by EDP or EDI techniques, the consignor shall be able to produce the information without delay as a paper document, with the information in the sequence required by this chapter.”.

**5.4.1.2.5 Example of a dangerous goods transport document**

- 5.4.1.2.5 In the footnote, replace “Recommendation No. 11 (Documentary aspects of international Transport of Dangerous Goods) (ECE/TRADE/204, edition 96.1 – currently under revision)”, with the following:

“Revised Recommendations No.11 (Documentary aspects of international Transport of Dangerous Goods) (ECE/TRADE/C/CEFACT/2008/8)”.

**5.4.1.4 Information required on the dangerous goods transport document**

**5.4.1.4.3 Information which supplements the Proper Shipping Name in the dangerous goods description**

- 5.4.1.4.3.2 At the end of the sentence, replace “Proper Shipping Name” with “dangerous goods description specified in 5.4.1.4.1.1 to .5”.

**5.4.1.5 Information required in addition to the dangerous goods description**

- 5.4.1.5.1 After the existing paragraph, add the following new note:

“NOTE: The number, type and capacity of each inner packaging within the outer packaging of a combination packaging is not required to be indicated.”.

**5.4.1.5.7 *Radioactive material***

- 5.4.1.5.7.1.3 In the second sentence, after “the mass of fissile material” insert “(or mass of each fissile nuclide for mixtures when appropriate)”.

- 5.4.1.5.7.1.10 After the existing sentence, add “For radioactive material for which the A<sub>2</sub> value is unlimited, the multiple of A<sub>2</sub> shall be zero.”.

- 5.4.1.5.7.3 Replace the existing paragraph with the following:

“5.4.1.5.7.3 In all cases of international transport of packages requiring competent authorities design or shipment approval, for which different approval types apply in the different countries concerned by the shipment, the UN number and proper shipping name required in 5.4.1.4.1 shall be in accordance with the certificate of the country of origin of design.”.

**5.4.1.5.11 Special provisions for segregation**

- 5.4.1.5.11.1 In the last sentence, after “Phosphoric acid”, insert “, acetic acid”.

**5.4.1.6 Certification**

- 5.4.1.6.2 Replace the existing paragraph with the following:

“5.4.1.6.2 If the dangerous goods documentation is presented to the carrier by means of EDP or EDI transmission techniques, the signature(s) may be electronic signature(s) or may be replaced by the name(s) (in capitals) of the person authorized to sign.”.