

Ministry of Tourism, Civil Aviation, Ports & Marine

Seychelles Maritime Safety Administration

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MARINE NOTICE

The Seychelles Maritime Safety Administration under the Ministry for Civil Aviation, Ports and Marine, hereby issues the:

Guideline for the Transportation of Dangerous Goods for Local Voyages

1. This Guideline shall apply to all persons involved in any way with the carriage of Dangerous Goods¹ on a ship, whether they are shore-based or on board a ship, including:

- owners, operators and masters of ships
- shippers of dangerous goods
- any person engaged in packing dangerous goods or consolidating cargo containing dangerous goods for carriage on a ship
- any person who loads, stows or unloads dangerous goods on a ship
- any person who manufactures or supplies packaging for dangerous goods that will be carried on a ship
- any person, including a passenger, who carries dangerous goods onto a ship or allows them to be brought onto a ship

2. What are Dangerous Goods?

Dangerous Goods are those substances, material and articles classified as dangerous goods in the International Maritime Dangerous Code (IMDG Code). The most commonly carried dangerous goods include:

- Ammunition and fireworks;
- Aerosol canisters;
- LPG cylinders;
- Oxyacetylene cylinders;
- Compressed air cylinders for scuba diving;
- Flammable liquids, including petrol, kerosene, methylated spirits, turpene, thinners, solvent-based paints, epoxy resins and adhesives;
- Diesel;

¹ As per the definition under the IMDG Codes

- Some swimming pool chemicals
- Some commercial and households cleaning products
- Some herbicides and pesticides
- Acids and alkalis

Dangerous good can also include articles such as lead acid batteries and vehicle airbag inflators when these are carried as cargo. For transportation, all dangerous goods are assigned a four-digit UN number, and proper shipping name (Written in capital letters), which uniquely identifies them, and a dangerous goods class or classes, which indicates the nature of the hazard.

For example, petrol is identified and classified as: UN1203 MOTOR SPIRIT or GASOLINE or PETROL Class 3 PG II (flammable liquid, packing group II)

All consignment of dangerous goods should be clearly marked or labelled with this information to identify their hazardous properties. Where hazardous substances are carried as part of the ship's stores or equipment, then these substances are not considered to be dangerous goods for the purposes of transportation and are not covered under by this Guideline. Examples include:

- breathing apparatus (BA) gear or CO₂ cylinders for fire fighting
- refrigerants for chillers and freezers
- paints or cleaning chemicals
- LPG for heating or cooking aboard

3. What is the difference between packaged dangerous goods and dangerous goods in bulk?

Packaged dangerous goods are dangerous goods that are not carried in bulk. This includes dangerous goods in small packages, in shipping containers, in portable tanks and in intermediate bulk containers (IBCs).

“In bulk” means dangerous goods that are loaded directly into the cargo holds without intermediate form of containments. Examples include oil or chemicals loaded into the cargos tanks of a tanker, or a solid cargo such as Sulphur in the holds of a bulk carrier. “In bulk” does not refer to the volume, but to the method of containment.

4. What is required if a Master or operator intends to carry dangerous goods?

To carry dangerous goods as part of a vessel's operation, even occasionally, the Master must assess the risks associated with those dangerous goods. In assessing the risks, consideration must be given to the following:

- The size, design and configuration of the vessel (including the location of stowage areas and the ability to adequately segregate dangerous goods from passengers and accommodation areas, from incompatible substances, and from sources of ignition);
- The area of operation (including distance from land and availability of assistance in the event of an emergency, recognizing that a dangerous goods incident may escalate very rapidly);
- The weather and sea conditions likely to encountered during the course of the voyage;

- The classes and quantities of dangerous goods to be carried;
- Whether the dangerous goods are carried as freight;

5. What is meant by dangerous goods freight?

Dangerous goods freight means any dangerous goods that are carried for hire or reward, that is, someone is paying for the transportation of those dangerous goods on board the vessel.

6. Documentation required on the ship

- Before the voyage commences, the operator and the Master must ensure that a cargo list or Manifest is prepared, containing the information with regard to the type of cargo being transported, the stowage location and total quantity of all Dangerous Goods being carried on the ship.
- A detailed stowage plan may be used instead of the cargo list or manifest. An example of a manifest is included in Appendix 2.
- The operator and Master must ensure that a copy of the cargo list is kept on board the vessel during the voyage and that a copy is held on shore by the operator and additional copy is forwarded by email to the Seychelles Maritime Safety Administration.
- The cargo list or manifest must be made available, if requested by the officers of the Seychelles Ports Authority, the Officers of the Seychelles Maritime Safety Administration or the Seychelles Police. (If the vessel is outside the Seychelles waters, it must be made available on request to the Seychelles Ports Authority)
- The operator or master must also ensure that emergency response information related to the Dangerous Goods being carried is immediately available to the master if required. The IMO has published Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide) in a supplement to the IMDG Code. Appendix 3 contains the EmS Guide

The cargo list or manifest and the emergency response information is not required where the ship is engaged on a voyage within restricted limits, provided that operator's SMS contains procedures for notification, documentation, stowage, segregation and availability of emergency information for the dangerous goods on the ship.

7. What responsibilities do masters or vessel operators have with respect to dangerous goods?

Operators must:

- Have a clear policy on the carriage of dangerous goods on the vessels that they operate, setting out whether carriage of dangerous goods is permitted (including by passengers) and if so how they will be managed;
- Identify and assess the risks associated with dangerous goods in their operation;

- c) Ensure that crew are appropriately trained to correctly identify and handle any dangerous goods that may be carried, are aware of the hazards, and are able to respond in the event of an emergency;
- d) Ensure that overall limits and quantities of dangerous goods are established for each vessel in their operation;
- e) Ensure there are procedures and suitable arrangements for safe stowage and securing, taking account of the particular hazards of the dangerous goods, the segregation of incompatible substances, and the requirements to keep dangerous goods away from passenger and accommodation areas, and sources of ignition;
- f) Ensure there is a system for keeping track of all dangerous goods carried on board, so that this information is readily available in the event of an emergency or spillage into the sea.

If operators intend to carry unaccompanied vehicles containing dangerous goods, there should be a procedure for this. These dangerous goods should be treated as freight and therefore must be declared by the vehicle owner.

Masters must:

- a) ensure that all dangerous goods accepted for carriage are clearly and correctly identified and labelled, are carried only in original manufacturer's packaging or approved refillable containers, and ensure that those containers are not damaged or leaking;
- b) know what dangerous goods are being carried on board and must not accept dangerous goods for carriage without the necessary documentation;
- c) ensure that all dangerous goods are safely and securely stowed and segregated in accordance with the procedures above
- d) report any incidents involving dangerous goods.

Operators and masters may refuse to accept any dangerous goods for carriage if they believe it is not safe to carry them.

IMO Guidance on IMDG Code

IMDG Code lays down basic principles which includes detailed recommendations for good operational practice, including advice on terminology, packing, labelling, stowage, segregation and handling, and emergency response action.

Seychelles having acceded to the 1974 SOLAS Convention as amended, have to ensure that reasonable steps are taken to regulate the carriage of dangerous goods by sea, based on the safety considerations as set put out in parts A and A-1 of Chapter VII SOLAS and more recently, as marine pollution has become a serious concern member states have taken further steps to regulate the carriage of marine pollutants, pursuant to Annex III of MARPOL.

The International Maritime Dangerous Goods (IMDG) Code, which was first published in 1965, amplifies the requirements for both Conventions and has become the standard guide to all aspects of handling dangerous goods and marine pollutants in sea transport.

The below links should provide further information with regard to IMDG CODE and latest publications thereto.

<http://www.imo.org/en/Publications/IMDGCode/Pages/Default.aspx>