



IMO Dangerous Goods Declaration

The form meets the requirements of SOLAS 74 chapter VIII, regulation 5; MARPOL 73/78 Annex III, regulation 4 and the IMDG Code, General Introduction, section 9.

Classification

Dangerous goods shall be divided into the following classes:

Class 1	Explosives
Class 2	Gases: Compressed, liquefied or dissolved under pressure
Class 3	Flammable* liquids
Class 4.1	Flammable* solids
Class 4.2	Substances liable to spontaneous combustion
Class 4.3	Substances which, in contact with water, emit flammable gases
Class 5.1	Oxidizing substances
Class 5.2	Organic Peroxides
Class 6.1	Toxic substances
Class 6.2	Infectious substances
Class 7	Radioactive materials
Class 8	Corrosives
Class 9	Miscellaneous dangerous substances, that is any other substance which experience has shown, or may show, to be of such a dangerous character that the provisions of this part shall apply to it.

* "Flammable" has the same meaning as "inflammable".

Packaging

Packages shall be adequate to minimize the hazard to the marine environment, having regard to their specific contents.

1. The packaging of dangerous goods shall be:
 - well made and in good condition;
 - of such a character that any interior surface with which the contents may come in contact is not dangerously effected by the substance being conveyed; and
 - capable of withstanding the ordinary risks of handling and carriage by sea.
2. Where the use of absorbent or cushioning material is customary in the packaging of liquids in receptacles, that material shall be:
 - Capable of minimizing the dangers to which the liquid may give rise;
 - so disposed as to prevent movement and ensure that the receptacle remains surrounded; and
 - where reasonably possible, of sufficient quantity to absorb the liquid in the event of breakage of the receptacle.
3. Receptacles containing dangerous liquids shall have an ullage at the filling temperature sufficient to allow for the highest temperature during the course of normal carriage. Cylinders or receptacles for gases under pressure shall be adequately constructed, tested, maintained and correctly filled. Empty uncleaned receptacles which have been used previously for the carriage of dangerous goods shall be subject to the provisions of this part for filled receptacles, unless adequate measures have been taken to nullify any hazard.

Marking, labeling and placarding

Packages shall be adequate to minimize the hazard to the marine environment, having regard to their specific contents.

Packages containing a harmful substances shall be durably marked with the correct technical name (trade names alone shall not be used) and, further, shall be durably marked or labeled with distinctive labels or stencils of the labels or placards as appropriate so as to make clear the dangerous properties of the goods contained therein and also to indicate that the substance is a marine pollutant. Such identification shall be supplemented where possible by any other means, for example by the use of the relevant United Nations number.

The method of marking the correct technical name and of affixing labels on packages containing a harmful shall be such that this information was still be identifiable on packages surviving at least three months immersion in the sea. In considering suitable marking and labeling, account shall be taken of the durability of the materials used and of the surface of the package.

Packages containing small quantities of harmful substances may be exempted from the marking requirements. For eg.

- packages containing dangerous goods of a low degree or hard or packed in limited quantities; or
- when special circumstances permit, packages that are stowed and handled in units that are identified by labels or placards;* may be exempted from labeling requirements.

Documents

1. In all documents relating to the carriage of dangerous goods by sea where the goods are named, the correct technical name of the goods shall be used (trade names alone shall not be used) and the correct description given in accordance with the classification set out in regulation 2
2. The shipping documents prepared by the shipper shall include, or be accompanied by, a signed certificate or declaration that the shipment offered for carriage is properly packaged and marked, labeled or placarded, as appropriate, and in proper condition for carriage.
3. The persons responsible for the packing of dangerous goods in a freight container or road vehicle shall provide a signed container packing certificate or vehicle packing declaration stating that the cargo in the unit has been properly packed and secured and that all applicable transport requirements have been met. Such a certificate or declaration may be combined with the document referred to in paragraph 2
4. Where there is due cause to suspect that a freight container or road vehicle in which dangerous goods are packed is not in compliance with the requirements of paragraph 2 or 3, or where a container packing certificate or vehicle packing declaration is not available, the freight container or vehicle shall not be accepted for shipment.
5. Each ship carrying dangerous goods shall have a special list or manifest setting forth, in accordance with the classification set out in regulation 2, the dangerous goods on board and the location thereof. A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods on board, may be used in place of such a special list or manifest. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority

Stowage requirements

Harmful substances shall be properly stowed and secured so as to minimize the hazards to the marine environment without impairing the safety of the ship and persons on board.

1. Dangerous goods shall be stowed safely and appropriately in accordance with the nature of the goods.
2. Explosives (except ammunition) which present a serious risk shall be stowed in a magazine which shall be kept securely closed while at sea. Such explosives shall be segregated from detonators. Electrical apparatus and cables in any compartment in which explosives are carried shall be so designed and used as to minimize the risk of fire or explosion.
3. Dangerous goods in packaged form which give off dangerous vapours shall be stowed in a mechanically ventilated space or on deck. Dangerous goods in solid form in bulk which give off dangerous vapours shall be stowed in a well ventilated space. In ships carrying flammable liquids or gases, special precautions shall be taken where necessary against fire or explosion.



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4. Substances which are liable to spontaneous heating or combustion shall not be carried unless adequate precautions have been taken to minimize the likelihood of the outbreak of fire.

Quantity limitations

Certain harmful substances may, for sound scientific and technical reasons, need to be prohibited for carriage or be limited as to the quantity which may be carried aboard any one ship. In limiting the quantity, due consideration shall be given to size construction and equipment of the ship as well as the packaging and the inherent nature of the substances.

Exceptions

1. Jettisoning of harmful substances carried in packaged form shall be prohibited except where necessary for the purpose of securing the safety of the ship or saving life at sea.
2. Subject to the provisions of the present Convention, appropriate measures based on the physical, chemical and biological properties of harmful substances shall be taken to regulate the washing of leakages overboard provided that compliance with such measures would not impair the safety of the ship and persons on board.