

Isle of Man Ship Registry Manx Shipping Notice

Carriage of Dangerous Goods

Ref. MSN 056 (Rev. 2)
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1. Introduction

This MSN summarises the Isle of Man requirements for dangerous goods carried onboard Manx-registered ships or foreign ships visiting an Isle of Man port. In some instances the Regulations require additional requirements to be included in this MSN and these have been included along with the associated regulation number.

The Merchant Shipping (SOLAS VII – Carriage of Dangerous Goods) Regulations 2015 entered into force on 01 August 2015 and give effect SOLAS Chapter VII.

2. Definitions

“Dangerous goods” means the substances, materials and articles covered by the IMDG Code.

“IMDG Code” means

- a) up to and including 31 December 2015, the International Maritime Dangerous Goods Code (2012 edition) and includes all amendments made to that Code up to and including Amendments 36-12 adopted by IMO Resolution MSC.328(90) which came into force on 1 January 2014; and
- b) from 1 January 2016, the International Maritime Dangerous Goods Code and includes all amendments made to that Code up to and including those adopted by IMO Resolution MSC.372(93) on 22 May 2014.

“IBC Code” means

- a) up to and including 31 December 2015, the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, and includes all amendments made to that Code up to and including those adopted by IMO Resolutions MSC.340(91) and MEPC.225(64), both of which came into force on 1 June 2014; and
- b) from 1 January 2016, the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, and including all amendments made to that Code up to and including those adopted by IMO Resolution MSC.369(93) on 22 May 2014;

“IGC Code” means

- a) up to and including 31 December 2015, the international Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk and includes all amendments to that Code up to and including those adopted by IMO Resolution MSC.225(82) which came into force on 1 July 2008; and



- b) from 1 January 2016, the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk and includes all amendments made to that Code up to and including those adopted by IMO Resolution MSC.370(93) on 22 May 2014.

3. SOLAS VII - Carriage of dangerous goods

The Merchant Shipping (SOLAS VII - Carriage of Dangerous Goods) Regulations 2015 implement SOLAS VII including all amendments up to and including those adopted by IMO Resolution MSC.325(90).

The Regulations implement the provisions of SOLAS VII concerning carriage of dangerous goods in packaged form and in solid form in bulk, the construction and equipment of ships carrying dangerous liquid chemicals in bulk and liquefied gases in bulk.

3.1 Additional requirements

Certain sections of the Regulations require additional requirements to be stated in this MSN and these are detailed below.

3.1.1 Cargo securing manual (Regulation 12)

Cargo, cargo units and cargo transport units must be loaded, stowed and secured throughout the voyage in accordance with the cargo securing manual.

The cargo securing manual must be drawn up to a standard at least equivalent to the guidelines developed by the IMO.

Regulation 12.2 requires this MSN to state the guidelines to be followed: these are the revised guidelines for the preparation of the cargo securing manual (MSC/Circ.1353) developed by the IMO.

3.1.2 Reporting of incidents involving dangerous goods in packaged form and solid bulk form (Regulation 13)

Any incident taking place involving the loss or likely loss overboard of dangerous goods in either packaged form or solid form in bulk into the sea must be reported to the nearest coastal State. This is the master's responsibility, or other person having charge of the ship, and they must report the particulars of such an incident without delay and to the fullest extent possible.

Regulation 13.2 requires the report to be drawn up as specified in this MSN and the requirements are - the report must be drawn up based on general principles and guidelines developed by the Organization.*

**Refer to the general principles for ship reporting systems and ship reporting requirements, including Guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants, adopted by the Organization by resolution A.851(20).*

4. IBC & IGC Codes – Special circumstances (Regulations 21.6 & 23.5)

The following certificates shall be issued for a period which shall not exceed 5 years:



- International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk; and
- International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk.

In special circumstances, as determined by the Ship Registry, a new certificate need not be dated 5 years from the date of expiry of the existing Certificate but may be issued for a period not exceeding five years from the date of renewal survey completion.

Special Circumstances

The Ship Registry has deemed 'special circumstances' to be:

- where it would appear to be appropriate to alter the start date in order to harmonize the certificate with other certificates; or
- where the owner of a ship requests the change of date; and
- satisfies the Ship Registry that the owner has a justified reason for making the request; and
- complies with any additional survey requirements which the Ship Registry may impose.

Examples of an owner having "justified reason" might include:

- where a ship has been laid up for an extended period; or
- where the nature of a ship's business would make a different date much more convenient (such as in the case of a passenger ferry constructed in the summer and whose main trade is in the summer, where the owner may want to have the refit and survey work done in the winter months).

In the case of a request to change the anniversary date for the sake of convenience, the request will only be considered if such a request has not been previously made for the ship in question and the owner confirms in writing to the Ship Registry that this is a one off request for that ship.

5. SOLAS VII Part D - Special requirements for the carriage of packaged irradiated nuclear fuel, plutonium and high-level radioactive wastes on board ships

The provisions of SOLAS VII Part D have not been included in the Regulations because Manx-registered ships are not permitted to carry packaged irradiated nuclear fuel, plutonium and high-level radioactive wastes.

6. Reference Material

- SOLAS Chapter VII
- Merchant Shipping (SOLAS VII – Carriage of Dangerous Goods) Regulations 2015;
- MSC.325(90) Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974, as amended;
- MSC/Circ.1353/Rev.1 Revised Guidelines for the Preparation of the Cargo Securing Manual

Please note - The Isle of Man Ship Registry cannot give legal advice. Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from ship to ship. You should consider seeking independent legal advice if you are unsure of your own legal position

