

Only the Danish version is authentic

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Technical regulation on the
construction and equipment, etc. of
passenger ships on domestic voyages

CHAPTER VI

Carriage of cargoes

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CHAPTER VI

Carriage of cargoes

Part A General provisions

Regulation 1 Application

- 1 This chapter applies to the carriage of cargoes (except liquids in bulk, gases in bulk and those aspects of carriage covered by other chapters) which, owing to their particular hazards to ships or persons on board, may require special precautions in all ships to which the present regulations apply.
- 2 To supplement the provisions of parts A and B of this chapter, each Contracting Government shall ensure that appropriate information on cargo and its stowage and securing is provided, specifying, in particular, precautions necessary for the safe carriage of such cargoes.¹

Regulation 2 Cargo information

- 1 The shipper shall provide the master or his representative with appropriate information on the cargo sufficiently in advance of loading to enable the precautions which may be necessary for proper stowage and safe carriage of the cargo to be put into effect. Such information shall be confirmed in writing² and by appropriate shipping documents prior to loading the cargo on the ship. For the purpose of this regulation the cargo information required in chapter 19 of the Code of Safe Practice for Cargo Stowage and Securing adopted by the Organization by resolution A.714(17), as may be amended, shall be provided. Any such amendment to chapter 19 of the Code shall be adopted, brought into force and take effect in accordance with the provisions of article VIII of the Convention.
- 2 The cargo information shall include:
 - .1 in the case of general cargo, and of cargo carried in cargo units, a general description of the cargo, the gross mass of the cargo or of the cargo units, and any relevant special properties of the cargo;
 - .2 in the case of bulk cargo, information on the stowage factor of the cargo, the trimming procedures, likelihood of shifting including angle of repose, if applicable, and any other relevant special properties. In the case of a concentrate or other cargo which may liquefy, additional information in the form of a certificate on the moisture content of the cargo and its transportable moisture limit;
 - .3 in the case of a bulk cargo not classified in accordance with the provisions of regulation VII/2, but which has chemical properties that may create a potential hazard, in

¹ Refer to the Code of Safe Practice for Cargo Stowage and Securing adopted by the Organization (the CSS Code).

² Reference to documents in this regulation does not preclude the use of electronic data processing (EDP) and electronic data interchange (EDI) transmission techniques as an aid to paper documentation.

addition to the information required by the preceding subparagraphs, information on its chemical properties.

- 3 Prior to loading cargo units on board ships, the shipper shall ensure that the gross mass of such units is in accordance with the gross mass declared on the shipping documents.

Regulation 3 Oxygen analysis and gas detection equipment

- 1 When transporting a bulk cargo which is liable to emit a toxic or flammable gas, or cause oxygen depletion in the cargo space, an appropriate instrument for measuring the concentration of gas or oxygen in the air shall be provided together with detailed instructions for its use. Such an instrument shall be to the satisfaction of the Administration.
- 2 The Administration shall take steps to ensure that crews of ships are trained in the use of such instruments.

Regulation 4 The use of pesticides in ships³

Appropriate precautions shall be taken in the use of pesticides in ships, in particular for the purposes of fumigation.

Regulation 5 Stowage and securing

- 1 Cargo and cargo units carried on or under deck shall be so loaded, stowed and secured as to prevent as far as is practicable, throughout the voyage, damage or hazard to the ship and the persons on board, and loss of cargo overboard.
- 2 Cargo carried in a cargo unit shall be so packed and secured within the unit as to prevent, throughout the voyage, damage or hazard to the ship and the persons on board.
- 3 Appropriate precautions shall be taken during loading and transport of heavy cargoes or cargoes with abnormal physical dimensions to ensure that no structural damage to the ship occurs and to maintain adequate stability throughout the voyage.
- 4 Appropriate precautions shall be taken during loading and transport of cargo units on board ro-ro ships, especially with regard to the securing arrangements on board such ships and on the cargo units and with regard to the strength of the securing points and lashings.
- 5 Containers shall not be loaded to more than the maximum gross weight indicated on the Safety Approval Plate under the International Convention for Safe Containers (CSC).
- 6 All cargoes, including vehicles and containers, shall be loaded, stowed and secured throughout the voyage in accordance with the expected effects on the ship and the cargo.⁴
 - .1 In passenger ships permitted to operate in service areas B, C and D, written procedures and instructions for the securing of the cargo shall be available. These procedures

³ Refer to the IMO Recommendation on the Safe Use of Pesticides in Ships, as amended, which has been implemented for Danish ships by technical regulation no. 9 of 18 August 2000 on the use of pesticides in ships.

⁴ Refer to MSC/Circ. 745, "Guidelines for the preparation of the Cargo Securing Manual".

and instructions shall form part of the ship's safety management system.

- .2 In passenger ships permitted to operate in service area A, a cargo securing manual approved by the Administration shall be available.⁵

In ships with ro-ro cargo spaces as defined in II-2 A/2.14, all securing work shall be completed before the ship leaves the berth.

⁵ Refer to MSC/Circ. 385 on the Cargo Securing Manual and MSC/Circ. 745, Guidelines for the preparation of the Cargo Securing Manual.”