

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 VII

### Carriage of dangerous goods

Regulation 1	Application .....	2
Regulation 2	Classification .....	3
Regulation 3	Packaging .....	3
Regulation 4	Marking, labelling and placarding .....	4
Regulation 5	Documents .....	4
Regulation 6	Stowage requirements .....	5
Regulation 7	Explosives in passenger ships .....	6
Regulation 7-1	Reporting of incidents involving dangerous goods .....	6
Regulation 7-2	Amendments to the Code .....	7
<i>Regulation I</i>	<i>Special provisions for ro-ro ships</i> .....	7
<i>Regulation II</i>	<i>Control</i> .....	7
Regulation 8-13	Available (not used) .....	8
Regulation 14	Definitions .....	8
Regulation 15	Application to ships carrying INF cargo .....	8
Regulation 16	Requirements for ships carrying INF cargo .....	9

## CHAPTER VII

### Carriage of dangerous goods

#### **Part A                    Carriage of dangerous goods in packaged form or in solid form in bulk**

#### **Regulation 1        Application**

- 1            Unless expressly provided otherwise, this part applies to dangerous goods classified under regulation 2 which are carried in packaged form or in solid form in bulk (hereinafter referred to as “dangerous goods”), in all ships to which the present regulations apply and in cargo ships of less than 500 gross tonnage.
- 2            The provisions of this part do not apply to ships’ stores and equipment.
- 3            The carriage of dangerous goods is prohibited except in accordance with the provisions of this part. In addition, the requirements of part D shall apply to the carriage of INF cargoes as defined in regulation 14.2.
- 4            *The carriage of dangerous goods, including classification, packaging, marking, documentation, stowage and separation, shall, unless otherwise decreed by the Danish Maritime Authority, be carried out in compliance with the International Maritime Dangerous Goods Code (the IMDG Code) drawn up by the Organization, with its most recent amendments, and in such a way that the recommendations contained in the IMDG Code are followed or, if applicable, the “Memorandum on the carriage of dangerous goods by ro-ro ships in the Baltic area (the “Baltic Agreement”, also called the “Baltic Memorandum”).*
- 5            *Dangerous goods not listed in the IMDG Code shall be classified with reference to the IMDG Code, Part 2. Classification and the guidelines for classification in the UN’s “Recommendations on the Transport of Dangerous Goods” (the orange book).*
  - .1          *The goods shall be marked in accordance with their properties as prescribed in the IMDG Code.*
  - .2          *The goods shall be packaged as prescribed in the IMDG Code for the class in question.*
  - .3          *The goods shall be documented as prescribed in the IMDG Code.*
  - .4          *The stowage of the goods shall be approved by the Danish Maritime Authority.*
  - .5          *Separation of the goods shall be carried out as prescribed in Part 7.2 of the IMDG Code.*
- 6            *The following regulations shall be available on board all ships carrying dangerous goods:*
  - .1          *The IMDG-Code with the most recent amendments. With regard to ships that carry dangerous goods only in exceptional cases or frequently carry particular kinds of dangerous goods, it will, however, be sufficient if only the*

*information from the IMDG Code necessary for the safe carriage of the goods in question is on board.*

- .2 Emergency Procedures for Ships Carrying Dangerous Goods (EMS Plans) with the most recent amendments.*
- .3 Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) with the most recent amendments.*

**Regulation 2      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 and articles, i.e. 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.

**Regulation 3      Packaging**

- 1 The packaging of dangerous goods shall be:
  - .1 well made and in good condition,
  - .2 of such a character that any interior surface with which the contents may come in contact is not dangerously affected by the substance being conveyed; and
  - .3 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:
  - .1 capable of minimizing the dangers to which the liquid may give rise;
  - .2 so disposed as to prevent movement and ensure that the receptacle remains surrounded; and
  - .3 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.
- 4 Cylinders or receptacles for gases under pressure shall be adequately constructed, tested, maintained and correctly filled.
- 5 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.

### **Regulation 4 Marking, labelling and placarding**

- 1 Packages containing dangerous goods shall be durably marked with the correct technical name; trade names alone shall not be used.
- 2 Packages containing dangerous goods shall be provided 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.
- 3 The method of marking the correct technical name and of affixing labels or applying stencils of labels, or of affixing placards on packages containing dangerous goods, shall be such that this information will still be identifiable on packages surviving at least three months' immersion in the sea. In considering suitable marking, labelling and placarding methods, account shall be taken of the durability of the materials used and of the surface of the package.
- 4 Packages containing dangerous goods shall be so marked and labelled except that:
  - .1 packages containing dangerous goods of a low degree of hazard or packed in limited quantities;<sup>1</sup> or
  - .2 when special circumstances permit, packages that are stowed and handled in units that are identified by labels or placards;<sup>1)</sup> may be exempted from labelling requirements.

### **Regulation 5 Documents<sup>2</sup>**

- 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, labelled 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 packaging certificate or vehicle packing declaration

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<sup>1</sup> Refer to the specific exemptions provided for in the IMDG Code.

<sup>2</sup> 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.

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.
- 6 *In ships carrying dangerous goods, such information shall be available to the crew.*
- 7 *With regard to the documents referred to in paragraphs 1 and 2, reference is made to Part 5 of the IMDG Code. An example of IMO's Multi Modal Dangerous Goods Form is shown in part 5.4.5.*
- 8 *Where the carriage has been documented in accordance with the regulations of RID/ADR and the carriage is carried out in compliance with the "Baltic Agreement"; alternative reference is made to the provisions on documentation in RID/ADR.*

### **Regulation 6      Stowage requirements**

- 1 Dangerous goods shall be loaded, stowed and secured safely and appropriately in accordance with the nature of the goods. Incompatible goods shall be segregated from one another.
- 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. *Electrical installations in spaces where explosive goods are stowed shall, unless exclusively explosion-proof fittings are used, be kept voltage-free during loading, unloading and carriage.*
- 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. *When stowing, necessary consideration shall be taken of the risk of dangerous vapours percolating into accommodation spaces.*
- 4 In ships carrying flammable liquids or gases, special precautions shall be taken where necessary against fire or explosion.

- 5 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.
- 6 *Hydrants, sounding tubes and similar devices, and access to them, shall be kept free and clear of deck cargo.*
- 7 *During loading and unloading of dangerous goods, the necessary precautions shall be taken to prevent accidents, according to circumstances.*

### **Regulation 7 Explosives in passenger ships<sup>3</sup>**

- 1 Explosives in division 1.4, compatibility group S, may be carried in any amount in passenger ships. No other explosives may be carried except any one of the following:
  - .1 explosive articles for life-saving purposes, if the total net explosives mass of such articles does not exceed 50 kg per ship; or
  - .2 explosives in compatibility groups C, D and E, if the total net explosives mass does not exceed 10 kg per ship; or
  - .3 explosive articles in compatibility group G other than those requiring special stowage, if the total net explosives mass does not exceed 10 kg per ship; or
  - .4 explosive articles in compatibility group B, if the total net explosives mass does not exceed 5 kg per ship.
  - .5 articles in compatibility group N shall only be allowed in passenger ships if the total net explosive mass does not exceed 50 kg per ship and no other explosives, apart from division 1.4 compatibility group S, are carried.
- 2 Notwithstanding the provisions of paragraph 1, additional quantities or types of explosives may be carried in passenger ships in which special safety measures approved by the Administration are taken.

### **Regulation 7-1 Reporting of incidents involving dangerous goods**

- 1 When an incident takes place involving the loss or likely loss overboard of dangerous goods into the sea, the master, or other person having charge of the ship, shall report the particulars of such an incident without delay and to the fullest extent possible to the nearest coastal State. The report shall be based on the guidelines and general principles adopted by the Organization.<sup>4</sup>
- 2 In the event of the ship referred to in paragraph 1 being abandoned, or in the event of a report from such a ship being incomplete or unobtainable, the owner, charterer, manager or operator of the ship, or their agents shall, to the fullest extent possible, assume the obligations placed upon the master by this regulation.

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<sup>3</sup> Refer to class 1 of the IMDG Code.

<sup>4</sup> 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).

**Regulation 7-2 Amendments to the Code**

*The IMDG Code is amended at intervals of two years. The most recent version, amendment 30-00, entered into force on 1 January 2001. The IMDG Code accepts an implementation period of one year so that the version of the IMDG Code in force so far may be used during the first year after the entry into force of a new version.*

**Part AA Carriage of dangerous goods by ro-ro ships**

**Regulation I Special provisions for ro-ro ships**

- 1 *In passenger ships and in ro-ro cargo ships carrying ro-ro goods in accordance with the memorandum on the carriage of dangerous goods by ro-ro ships in the Baltic, the master shall, with a view to proper stowage of dangerous goods, if any, prior to boarding of vehicles, check the nature of goods in all ro-ro units, lorries, trailers, railway wagons etc. This check of the nature of goods may be carried out on the basis of the documentation/declaration pertaining to the ro-ro unit and the marking of the unit or on the basis of a declaration issued by the lorry driver, railway personnel or terminal personnel to the effect that the unit does not contain dangerous goods. The above check may, however, be omitted if a proper system has been established for the sorting and control of goods before boarding. Information on such schemes in Denmark shall, before the check can be dispensed with, be submitted to the Danish Maritime Authority.*
- 2 *With regard to tank lorries, railway tank wagons or tank containers that contain dangerous goods or have not been cleaned since they last contained dangerous goods, in addition to the declaration referred to in regulation 5, paragraph 2, a declaration shall be presented on boarding issued by the lorry driver, the railway personnel or the terminal personnel, stating that the wagon or container was tight immediately prior to boarding. If the wagon or container is provided with durable marking referring to its dangerous goods content, even though it has been cleaned or has not most recently contained dangerous goods, a corresponding declaration hereof shall be issued.*
- 3 *With regard to lorries, railway wagons or containers containing dangerous goods – including, if applicable, various kinds of dangerous goods – in addition to the declaration referred to in regulation 5, paragraph 2, a declaration shall be presented on boarding issued by the lorry driver, the railway personnel or the terminal personnel to the effect that the wagon or container was correctly stowed immediately prior to the boarding. If the wagon or container is provided with durable marking referring to its dangerous goods content, however empty, a corresponding declaration shall be issued.*

**Regulation II Control**

*The master shall, with the exception of the cases referred to in regulation I, see to it that dangerous goods are marked as prescribed and that the visible part of the packaging complies with the regulations on packaging.*

**Regulation 8-13 Available (not used)**

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

**Regulation 14 Definitions**

For the purposes of this part, unless expressly provided otherwise:

- 1 “INF Code” means the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships, adopted by the Maritime Safety Committee of the Organization by resolution MSC.88(71), as may be amended by the Organization provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the *SOLAS* Convention concerning the amendment procedures applicable to *other chapters in the annex than chapter I*.
- 2 “INF cargo” means packaged irradiated nuclear fuel, plutonium and high-level radioactive wastes carried as cargo in accordance with class 7 of the IMDG Code, transport schedule 10, 11, 12, 13 or 14.
- 3 “Irradiated nuclear fuel” means material containing uranium, thorium and/or plutonium isotopes which has been used to maintain a self-sustaining nuclear chain reaction.
- 4 “Plutonium” means the resultant mixture of isotopes of that material extracted from irradiated nuclear fuel from reprocessing.
- 5 “High-level radioactive wastes” means liquid wastes resulting from the operation of the first stage extraction system or the concentrated wastes from subsequent extraction stages, in a facility for reprocessing irradiated nuclear fuel, or solids into which such liquid wastes have been converted.
- 6 “IMDG Code” means the International Maritime Dangerous Goods Code adopted by the Assembly of the Organization by resolution A.716(17), as amended and may be amended by the Maritime Safety Committee.<sup>5</sup>

**Regulation 15 Application to ships carrying INF cargo**

- 1 Except as provided for in paragraph 2, this part shall apply to all ships regardless of the date of construction and size, including cargo ships of less than 500 gross tonnage, engaged in the carriage of INF cargo.
- 2 This part and the INF Code do not apply to warships, naval auxiliary or other vessels owned or operated by a Contracting Government and used, for the time being, only on government non-commercial service; however, each Administration shall ensure, by the adoption of appropriate measures not impairing operations or operational capabilities of such ships owned or operated by it, that such ships carrying INF cargo act in a

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<sup>5</sup> Refer to MSC/Circ. 961, containing amendment 30-00, which entered into force on 1 January 2001.

manner consistent, so far as reasonable and practicable, with this part and the INF Code.

- 3 Nothing in this part or the INF Code shall prejudice the rights and duties of governments under international law and any action taken to enforce compliance shall be consistent with international law.

**Regulation 16 Requirements for ships carrying INF cargo**

- 1 A ship carrying INF cargo shall comply with the requirements of the INF Code in addition to any other applicable requirements of the present regulations and shall be surveyed and certified as provided for in that Code.
- 2 A ship holding a certificate issued pursuant to the provisions of paragraph 1 shall be subject to the control established in regulations I/19 and XI/4 *of the SOLAS Convention*. For this purpose, such certificate shall be treated as a certificate issued under regulation I/12 or I/13 *of the SOLAS Convention*.