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## CARRIAGE OF DANGEROUS CARGO IN SOLID FORM<sup>1</sup>

### 1. DEFINITION

As per SOLAS VII, Dangerous goods in solid form in bulk means any material, other than liquid or gas, consisting of a combination of particles, granules or any larger pieces of material, generally uniform in composition, which is covered by the IMDG Code and is loaded directly into the cargo spaces of a ship without any intermediate form of containment.

### 2. DOCUMENTS

In all documents relating to the carriage of dangerous goods in solid form in bulk by sea, the bulk cargo shipping name of the goods shall be used followed by the UN number (trade names alone shall not be used).

Each ship carrying dangerous goods in solid form in bulk shall have a special list or manifest setting forth 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.

The vessel shall have the following documents on board:

- IMSBC code
- Certificate of Compliance with the International Maritime Solid Bulk Cargoes (IMSBC) Code (List of cargoes permitted to be carried)
- Shippers declaration
- MSDS
- Document of Compliance for carriage of dangerous goods
- Appropriate instructions on emergency response to incidents involving the cargoes
- Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG)


### 3. STOWAGE AND SEGREGATION REQUIREMENTS

As per SOLAS Regulation 7-3 - Stowage and Segregation Requirements:

Dangerous goods in solid form in bulk shall be loaded and stowed safely and appropriately in accordance with the nature of the goods. Incompatible goods shall be segregated from one another.

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<sup>1</sup> W 36 / 2020 (New Section)

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Dangerous goods in solid form in bulk, 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. Refer to IMSBC certificate for the precautions to be taken.

Dangerous goods in solid form in bulk, which give off dangerous vapours, shall be stowed in a well-ventilated cargo space.

#### 4. REPORTING OF INCIDENTS INVOLVING DANGEROUS GOODS

When an incident takes place involving the loss or likely loss overboard of dangerous goods in solid form in bulk into the sea, the Master shall report the particulars of such an incident without delay and to the fullest extent possible to the nearest coastal State.

#### 5. REQUIREMENTS FOR THE CARRIAGE OF DANGEROUS GOODS IN SOLID FORM IN BULK

The carriage of dangerous goods in solid form in bulk shall be in compliance with the relevant provisions of the IMSBC Code. The Master is to review the IMSBC Code to ensure the requirements for the carriage of that cargo are being complied with.

"NO SMOKING" signs are to be posted on decks and in areas adjacent to cargo compartment

The Master shall refer to the Certificate of Compliance with the International Maritime Solid Bulk Cargoes (IMSBC) Code and the Document of Compliance for carriage of dangerous goods and ensure that the requirements mentioned for each cargo are strictly complied with.

Example:

- For certain cargoes, the bulkheads to the engine room are to be insulated to A-60 standard or to be isolated by the spaces (e.g. FOT, DOT, void space)
- Certain cargoes are to be isolated from heat sources
- For certain cargoes, means to disconnect heating arrangement for the tank(s) shall be provided (spectacle flange). The CEO shall ensure that the heating arrangement is disconnected well in time prior loading the cargo. The Chief Officer shall cross check the same so as to avoid one-man error.

Upon receiving the voyage instructions, if the Master finds that the vessel cannot comply with the requirements of the IMSBC code, IMSBC certificate or the Document of Compliance for carriage of dangerous goods, the Ship Manager and the Vessel Operators shall be immediately informed.

The Ship Manager shall liaise with the Classification society / Flag state and obtain dispensation as required.

Under no circumstance, the Master shall violate any of the requirements of the IMSBC code or the IMSBC certificate.