



SUB-COMMITTEE ON DANGEROUS  
GOODS, SOLID CARGOES AND  
CONTAINERS  
10th session  
Agenda item 17

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## REPORT TO THE MARITIME SAFETY COMMITTEE

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## 1 GENERAL

1.1 The Sub-Committee held its tenth session from 26 to 30 September 2005 under the chairmanship of Mrs. Olga P. Lefevre (France). The Vice-Chairman, Captain Juan P. Heusser (Chile), was also present.

1.2 The session was attended by delegations from the following Member States:

ALGERIA	LITHUANIA
ARGENTINA	MARSHALL ISLANDS
AUSTRALIA	MEXICO
BAHAMAS	MOROCCO
BANGLADESH	NETHERLANDS
BELGIUM	NEW ZEALAND
BOLIVIA	NORWAY
BRAZIL	PANAMA
CANADA	PERU
CHILE	PHILIPPINES
CHINA	POLAND
CUBA	REPUBLIC OF KOREA
DENMARK	ROMANIA
EGYPT	RUSSIAN FEDERATION
ESTONIA	SAUDI ARABIA
FINLAND	SINGAPORE
FRANCE	SOUTH AFRICA
GERMANY	SPAIN
GREECE	SWEDEN
INDONESIA	SWITZERLAND
IRAN (ISLAMIC REPUBLIC OF)	TURKEY
ISRAEL	TUVALU
ITALY	UNITED KINGDOM
JAPAN	UNITED STATES
LATVIA	URUGUAY
LIBERIA	VENEZUELA

and the following Associate Member of IMO:

HONG KONG, CHINA

1.3 The session was also attended by representatives from the following United Nations and specialized agency:

UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE (UNECE)  
INTERNATIONAL ATOMIC ENERGY AGENCY (IAEA)

observers from the following intergovernmental organizations:

EUROPEAN COMMISSION (EC)  
COMMONWEALTH SECRETARIAT  
MARITIME ORGANISATION FOR WEST AND CENTRAL AFRICA (MOWCA)

and by observers from the following non-governmental organizations in consultative status:

INTERNATIONAL CHAMBER OF SHIPPING (ICS)  
INTERNATIONAL ORGANIZATION FOR STANDARDIZATION (ISO)  
INTERNATIONAL CONFEDERATION OF FREE TRADE UNIONS (ICFTU)  
INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS (IAPH)  
BIMCO  
INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (IACS)  
ICHCA INTERNATIONAL LIMITED  
EUROPEAN CHEMICAL INDUSTRY COUNCIL (CEFIC)  
OIL COMPANIES INTERNATIONAL MARINE FORUM (OCIMF)  
INSTITUTE OF INTERNATIONAL CONTAINER LESSORS (IICL)  
INTERNATIONAL FEDERATION OF SHIPMASTERS' ASSOCIATIONS (IFSMA)  
DANGEROUS GOODS ADVISORY COUNCIL (DGAC)  
INTERNATIONAL ASSOCIATION OF DRY CARGO SHIPOWNERS  
(INTERCARGO)  
WORLD NUCLEAR TRANSPORT INSTITUTE (WNTI)  
INTERNATIONAL BULK TERMINALS ASSOCIATION (IBTA)  
INTERNATIONAL UNION OF MARINE INSURANCE (IUMI)  
INTERNATIONAL VESSEL OPERATORS HAZARDOUS MATERIALS  
ASSOCIATION, INC. (VOHMA)

### **Opening address on behalf of the Secretary-General**

1.4 In welcoming participants, on behalf of the Secretary-General who was on official mission abroad, Mr. K. Sekimizu, the Director, Maritime Safety Division, delivered the opening remarks. Having referred to the recent passing of Mr. Otto Dijkhoorn (the Netherlands), a former member of the IMO Secretariat, Mr. Sekimizu praised Mr. Dijkhoorn's tremendous contribution to the work of the Organization and expressed the deepest sorrow and condolences.

The Director mentioned the theme for this year's World Maritime Day "International Shipping – Carrier of World Trade", and suggested that this would give an opportunity to direct attention to the image of shipping and contribute to raising its profile. He also referred to the decision of the Council to establish an IMO Award for Exceptional Bravery at Sea which, in addition to recognizing those who, at the risk of losing their own life, go out to sea to rescue persons in distress or to prevent the catastrophic pollution of marine environment, would provide an opportunity to show the humanitarian aspect of shipping.

He appreciated the collective efforts of the Sub-Committee and of the Facilitation Committee in addressing issues surrounding the difficulties encountered in the shipment of class 7 radioactive material, in particular Cobalt-60, which resulted in the preparation of a FAL circular providing advice on the shipment of IMDG Code class 7 radioactive material and, in particular, Cobalt-60. He was of the view that the advice presented in the circular would facilitate the efficient and expeditious handling and shipment of the material aboard ships and in and through ports. With respect to the transport of Cobalt-60, which is crucial in the interests of public health, he added that it had humanitarian dimensions and benefited society at large since the use of sterile disposable medical products in clinics and hospitals worldwide was dependent upon its safe international supply and delivery.

On matters related to amendments to the IMDG Code and its supplements, which are due for adoption by the Committee in May 2006, he noted with satisfaction the progress made by the Sub-Committee and its E&T Group in harmonizing the provisions of the IMDG Code with those

of the UN Recommendations on the transport of dangerous goods. Noting that that exercise was important for multimodal transport and the efficiency of world trade, he emphasized that it was equally important not to lose sight of the unique and specific requirements pertaining to the carriage of dangerous goods by sea. He highlighted that accidents due to inadequate stowage and carriage for the rigour of a sea voyage were not only costly in terms of life, environment and property but also tarnished the image of shipping. He urged great prudence and care when finalizing amendments to the IMDG Code to ensure that maritime safety and environmental concerns were never compromised.

With regard to the development of the mandatory BC Code, he expressed the view that the experience of the preparation of the reformatted and mandatory IMDG Code would be helpful in preparing the draft text of the mandatory BC Code as the mandatory IMDG Code had greatly facilitated the multimodal carriage of dangerous goods. He anticipated that the new amendments to the BC Code giving it mandatory status, should greatly contribute to the safe, secure and efficient carriage of solid bulk cargoes.

Noting with satisfaction the significant headway on measures to enhance maritime security, he was of the view that the incorporation of security-related provisions in the instruments further identified by the Sub-Committee would strengthen the already developed maritime security provisions and contribute to the safe and secure carriage of all cargoes.

Turning to the outcome of the UN Committee of Experts on the transport of dangerous goods and on the globally harmonized system of classification and labelling of chemicals for the possible development of the World convention on the transport of dangerous goods, he emphasized that, when considering this issue from the IMO's perspective, the Sub-Committee should use its expertise to make the right decisions in pursuit of the Organization's objectives and in the best interests of safety, security, efficiency and environmental protection.

### **Chairman's remarks**

1.5 In responding, the Chairman thanked the Director, Maritime Safety Division, for his words and advice and stated that the Director's advice and requests would be given every consideration in the deliberation of the Sub-Committee and its working and drafting groups.

### **Adoption of the agenda and related matters**

1.6 The Sub-Committee adopted the agenda (DSC 10/1/Rev.1) and a provisional timetable for guidance during the session (DSC 10/1/1/Add.1). The agenda, as adopted, with a list of documents considered under each agenda item, is set out in document DSC 10/INF.7.

1.7 The Sub-Committee's decisions on the establishment of working and drafting groups are reflected under sections of this report covering corresponding agenda items.

## **2 DECISIONS OF OTHER IMO BODIES**

### **General**

2.1 The Sub-Committee noted the decisions and comments pertaining to its work made by SLF 47, MEPC 52, C 93, MSC 79, STW 36, FP 49 (DSC 10/2), FSI 13, MSC 80 (DSC 10/2/1 and addendum) and NAV 51, C 94, FAL 32, MEPC 53 (DSC 10/2/2) and took them into account in its deliberations when dealing with relevant agenda items.

### **Requests from news media to attend IMO meetings**

2.2 The Sub-Committee recalled that C 92, in considering the issue of news media attendance at IMO meetings, had approved Guidelines for media access to meetings of Committees and their subsidiary bodies and that, since then, IMO had established an accreditation system (DSC 10/2, annex 1), based on similar systems operated by the United Nations and other systems and other agencies, which allows automatic access to meetings of IMO technical bodies to accredited representatives of the media.

### **Trial reporting system**

2.3 The Sub-Committee noted that MSC 79, noting that MEPC 52 had recommended that the trial new reporting procedure be halted and the previous reporting procedure be re-established and that C 93 had agreed with that recommendation subject to a concurrent decision by MSC 79, had decided to halt the trial new reporting procedure and to re-establish the previous reporting procedure with immediate effect. The Sub-Committee noted the Secretariat's intention to continue with the practice of placing all working papers on the secure IMO website.

### **Improving the efficiency of meetings**

2.4 The Sub-Committee noted that MSC 80 had agreed that working groups could start work on Monday mornings on the basis of the draft terms of reference presented by the chairman of the committee or sub-committee concerned, pending formal discussion of those terms of reference under the relevant agenda item. However, these measures should be decided by the chairman of the committee or sub-committee concerned, on a case-by-case basis. Also, the Committee agreed that, whenever possible, specialist technical groups of experts could meet intersessionally back-to-back with the parent committee or sub-committee.

2.5 In that context, the Sub-Committee also noted that MSC 80 had agreed that sub-committee working groups, if circumstances and time constraints so dictate, may submit their reports directly to the committees, if permitted by the parent sub-committee, following consultation among the chairman of the group, the chairman of the parent sub-committee and the chairmen of the committees concerned.

### **Documentation**

2.6 The Sub-Committee noted that MSC 80 had recognized that issues relating to the difficulties being faced by the Secretariat in processing and translating the increasing volume of meeting documentation were internal management issues for consideration by the Secretariat but concurred that chairmen, where appropriate and agreed, should allow working group reports to be processed as session documents for consideration by the subsequent meeting.

### **Invitation to experts**

2.7 The Sub-Committee noted that MSC 80 had agreed that it may invite any person whose expertise it considered useful for its work and added a new rule 45 on "Invitation to experts" to its Rules of Procedure. Those experts could participate in committee and sub-committee sessions on condition that they provided written advice or expertise only through the Secretariat, participated only in sessions, or parts thereof, to which they had been specifically invited and did so without taking part in debates and without a vote.

### **Electronic access to certain IMO publications**

2.8 The Sub-Committee noted that, with regard to the results of the Pilot Scheme for the Electronic Access to certain IMO Publications, the Council, having noted the advice of the Chairman of the Technical Co-operation Committee and the Secretary-General's comments, had decided to maintain the Scheme for another year and to evaluate its effectiveness in accordance with the recommendations of the TCC.

### **3 AMENDMENTS TO THE IMDG CODE AND SUPPLEMENTS, INCLUDING HARMONIZATION OF THE IMDG CODE WITH THE UN RECOMMENDATIONS ON THE TRANSPORT OF DANGEROUS GOODS**

3.1 The Sub-Committee noted that agenda items 3.1 and 3.2, concerning harmonization of the IMDG Code with the UN Recommendations on the transport of dangerous goods and amendments to the IMDG Code and supplements, were closely associated with each other and decided to consider the submissions related to these two items together.

#### **DIFFICULTIES ENCOUNTERED WITH SHIPMENTS OF THE IMDG CODE CLASS 7 RADIOACTIVE MATERIALS**

3.2 The Sub-Committee noted that, on the basis of relevant decisions of FAL 31, DSC 9 and consideration of issues relevant to difficulties encountered with shipments of the IMDG Code class 7 radioactive materials, FAL 32 approved FAL.6/Circ.12 on Difficulties encountered in the shipment of IMDG Code class 7 radioactive material and, in particular, Cobalt-60.

#### **CONSIDERATION OF THE REPORT OF THE EDITORIAL AND TECHNICAL (E&T) GROUP**

3.3 The Sub-Committee approved, in general, the report of the Editorial and Technical Group on its session, which was held from 25 to 29 April 2005, and took decisions on actions requested of the Sub-Committee (DSC 10/3/1, paragraphs 31.1 to 31.6) as indicated in the following paragraphs.

#### **Errata and corrigenda to the IMDG Code (amendment 32-04)**

3.4 The Sub-Committee approved draft errata and corrigenda to the IMDG Code, amendment 32-04, and, subject to finalization by the E&T Group on the basis of decisions taken during the plenary, requested the Secretariat to issue the finalized errata and corrigenda before 1 January 2006, the date from which amendment 32-04 of the IMDG Code would attain mandatory status without any transitional period.

3.5 On the basis of a proposal by the Chairman (DSC 10/3/12, paragraphs 2 and 3), the Sub-Committee agreed to replace TP33 by TP2 in column 14 of the entry for UN 3254 and decided to reflect the change in the errata and corrigenda to the IMDG Code, amendment 32-04.

3.6 The Sub-Committee agreed with the proposal by Australia (DSC 10/3/22) to rectify an omission in the IMDG Code, amendment 32-04 by means of incorporating special provision B1 for UN 1689 (Sodium Cyanide, solid) in the errata and corrigenda to the IMDG Code.

#### **Reporting accidents and incidents**

3.7 The Sub-Committee agreed with the view of the group that it is not necessary to incorporate new paragraph 19, an amendment to the UN Recommendations on the transport of dangerous goods, in the draft amendment 33-06, as existing SOLAS regulation VII/6 and

MARPOL Article 8 on Reporting of incidents involving dangerous goods, and Reports on incidents involving harmful substances, respectively, adequately addressed the relevant requirements.

### **Changing of flashpoint from 61°C to 60°C**

3.8 The Sub-Committee considered the view of the group that by the adoption of the various amendments to the UN Recommendations on the transport of dangerous goods, whereby the flashpoint of 61°C in various places within the IMDG Code would read 60°C, would require consequential amendments to SOLAS regulation II-2/19 (II-2/54) and, perhaps, to other IMO instruments.

3.9 Having deliberated the issue, the Sub-Committee, noting, in particular, that the proposed change would align the relevant provisions of the Code with those of SOLAS (other than SOLAS regulation II-2/19) and the IBC Code and, thus, harmonize the IMDG Code with the GHS criteria, agreed to change the flashpoint from 61°C to 60°C in the various provisions of the IMDG Code.

3.10 In that context, the Sub-Committee requested the E&T Group to identify other IMO instruments which would need consequential amendments as a result of the change to the flashpoint and, having requested the FP Sub-Committee to note the decision of the Sub-Committee, invited the Committee to consider instructing the FP Sub-Committee to develop appropriate amendments to SOLAS regulation II-2/19.

### **Marine pollutants**

3.11 The Sub-Committee noted that DSC 9 had taken certain decisions based on the outcome of the UN SCOE at its July 2004 meeting and that, as the UN SCOE at its December 2004 meeting took a different position to what was decided at its July 2004 meeting, the group had agreed (DSC 10/3/1, paragraph 31.4) that it was premature to prepare consequential amendments to the IMDG Code as requested by DSC 9 (DSC 9/15, paragraph 3.33.7). Following discussion, the Sub-Committee took decisions as detailed in paragraphs 3.69 to 3.86.

### **Contact information for the designated national competent authority**

3.12 As requested by the group (DSC 10/3/1, paragraph 31.5), the Sub-Committee agreed to the draft MSC circular on Contact information for the designated national competent authority, set out in annex 1, for submission to MSC 81 for approval.

3.13 The Sub-Committee invited those Member Governments who had not as yet submitted the contact information for incorporation in the draft MSC circular to do so as early as possible.

### **Adoption of draft amendment 33-06 to the IMDG Code**

3.14 The Sub-Committee considered the request of the group (DSC 10/3/1, paragraph 31.6) to approve draft amendment 33-06 to the IMDG Code and took decisions as detailed in paragraphs 3.87 to 3.89.

### **AMENDMENTS TO THE IMDG CODE**

3.15 The Sub-Committee considered various submissions on amendments to the IMDG Code and took decisions as indicated in the following paragraphs.

### **Mandatory application of chapter 1.3 (Training) of the IMDG Code**

3.16 The Sub-Committee considered a submission by the United Kingdom (DSC 10/3/8), supported by ICS (DSC 10/3/23), which, in the light of the feedback received from the industry, proposed to make chapter 1.3 (Training) of the IMDG Code mandatory.

3.17 Having debated the issue at length, the Sub-Committee agreed that mandatory training of shore-based personnel involved in the handling of dangerous goods, in accordance with the provisions of chapter 1.3 of the IMDG Code was indeed desirable and in the interest of maritime safety. However, a substantial number of the delegations who spoke on the issue, though in favour of mandatory training requirements, were of the view that mandating dangerous goods training for shore-based personnel was perhaps beyond the scope of the Organization.

3.18 In that context, the Sub-Committee invited the Committee to note the outcome of the consideration of the issue and further noted the intention of the United Kingdom to submit an appropriate proposal for consideration by the Committee.

### **Exclusion of Tampico fibre from the provisions of the IMDG Code**

3.19 Based on the technical report of the Mexican Authority and testimony from various national and international bodies within the industry, Mexico (DSC 10/3/2) proposed to exempt Tampico fibre, falling under UN 3360 (Fibres, Vegetables, Dry), from the provisions of the IMDG Code.

3.20 In considering the above proposal of Mexico, the Sub-Committee noted that UN 3360 (Fibres, Vegetables, Dry) was a generic entry and that if a product of vegetable origin did not meet the criteria for it to be classed under that entry, or for any other entry, then the provisions of the IMDG Code are not applicable.

3.21 The Sub-Committee agreed that the test report of Tampico fibre which was vital for an informed decision to be taken was missing and noted the intention of Mexico to provide the requisite test report for consideration at DSC 11. It was agreed to forward document DSC 10/3/2 to DSC 11 for consideration on the basis of the test report.

### **Carriage of Ethylene Oxide with Nitrogen (UN 1040) in portable tanks with bottom openings on short international voyages**

3.22 In their document DSC 10/3/3, CEFIC proposed to continue to allow the transport of UN 1040 (Ethylene Oxide with Nitrogen up to a total pressure of 1 Mpa (10 bar) at 50°C) in portable tanks with bottom openings on short international voyages beyond 2010.

3.23 The Sub-Committee noted that as per the existing provisions of the IMDG Code amendment 32-04, UN 1040 is allowed to be carried in portable tanks of type T50 and, in addition, portable tank special provision TP20 is applicable.

3.24 The Sub-Committee also noted that Ethylene oxide has been transported in containers with bottom openings across the North Sea in excess of 12 years and across the Baltic for over 20 years without any incident regarding the safety or failure of the technical equipment.

3.25 In the light of the aforesaid, the Sub-Committee agreed, in principle, with the first proposal in paragraph 12 of document DSC 10/3/3.

### **Application of section 6.8.1 of the IMDG Code – tie-down attachments**

3.26 Italy (DSC 10/3/5), referring to MSC/Circ.859, paragraph 4.9 and the IMDG Code, section 6.8.1, sought clarification regarding the requirement of tie-down attachments for all road vehicles or for road tank vehicles only.

3.27 The Sub-Committee noted that MSC/Circ.859 on Inspection programmes for cargo transport units carrying dangerous goods, required, amongst others, as part of the inspection programme, inspection of tie-down attachments of all road vehicles.

3.28 In this context, the Sub-Committee noted that the provisions of the IMDG Code, section 6.8.1, applied to all road tank vehicles.

3.29 Having considered the afore-mentioned document DSC 10/3/5, the Sub-Committee agreed to the proposed amendments to MSC/Circ.859, set out in annex 6 (see also paragraphs 6.21 and 8.5).

### **Aerosols (UN 1950) not exceeding 1,000 cm<sup>3</sup>**

3.30 The Sub-Committee considered a proposal by Sweden (DSC 10/3/6) to delete, for the sake of harmonization with other modal dangerous goods regulations, paragraph 3.4.6.2 of the IMDG Code which stipulates that class number “2” needs to be entered on the dangerous goods declaration for aerosols (UN 1950) which do not exceed 1,000cm<sup>3</sup>. Sweden believed that from a safety point of view, as well as for proper hazard communication, it is preferable to use the appropriate subdivision indicated in the dangerous goods list and, thus, use the same principle as for other classes transported in accordance with the limited quantity regulations. Following consideration, the Sub-Committee agreed, in principle, with the proposal of Sweden.

3.31 The Sub-Committee noted the intention of some Member Governments to submit proposals to the UN Sub-Committee of Experts for specific entries for each class of aerosol.

### **Consent to the notified exemption**

3.32 CEFIC (DSC 10/3/7), proposing to remove difficulties in the proper application of exemptions from the provisions of the IMDG Code as holders of exemptions, who have applied the new provisions of section 7.9.1.1, reported that a substantial number of notified competent authorities did not acknowledge receipt of the notification. Thus, the holders of the exemption took the risk of denial of the acceptance of the exempted cargo at its destination.

3.33 The Sub-Committee urged Member Governments to regularly update the contact information provided in part 7 of the IMDG Code and in the MSC circular on Contact information for the designated competent authority; and those Member Governments who had not provided the information, including e-mail addresses and fax numbers, to consider doing so as early as possible. The proposal by CEFIC in paragraph 7 of document DSC 10/3/7 was not agreed to by the Sub-Committee.

### **Competent authority approval for “away from” segregation**

3.34 In their document DSC 10/3/10, the Netherlands, noting that with the introduction of segregation groups and allocation of dangerous goods entries to these groups, the IMDG Code contained the necessary information to decide upon the “away from” segregation of dangerous

goods in cargo transport units, proposed the deletion of the currently required competent authority approval for the transport in cargo transport units of substances for which “away from” stowage applies. In addition, the Netherlands opined that the acceptance of the proposal by the Sub-Committee should reduce the administrative burden for both shippers and Administrations.

3.35 Having debated the issue, the Sub-Committee decided not to accept the proposal for the following reasons:

- .1 compliance with the proposal would not enhance safety;
- .2 the environment in the cargo transport unit is different from that in the hold and any leakages of cargoes inside the cargo transport unit might have grave consequences;
- .3 if paragraph 7.2.2.3 was deleted, then competent authority would not be able to give any approvals;
- .4 the current provisions of the IMDG Code do not provide unconditional exemptions and thus contributed to safety.

3.36 The Sub-Committee expressed the view that it was timely to review the whole of the segregation provisions and invited Member Governments and international organizations to submit proposals on the subject for consideration by the Sub-Committee.

#### **Aerosols (UN 1950) – carriage of waste aerosols**

3.37 The Sub-Committee recalled that the E&T Group at its April 2005 session, when preparing draft amendment 33-06 and on the basis of a proposal by VOHMA, that compliance with UNCOE approved amendments might lead to a situation whereby large quantities of waste aerosols containing flammable gases, which were not protected against inadvertent discharge, are carried in the holds of ships, had decided to place the text relevant to the carriage of waste aerosols for disposal and recycling in square brackets and noted the intention of VOHMA (DSC 10/3/1, paragraph 13) to submit a proposal to DSC 10 on the issue.

3.38 VOHMA (DSC 10/3/11) reiterated the concerns, raised at the E&T Group meeting, and proposed additional safety provisions applicable to transport by ships of waste aerosols sent for disposal and recycling. Having noted the additional information provided by VOHMA (DSC 10/INF.3) regarding the dangers that might be created by accumulations of flammable vapours in holds of cellular containerships, associated with the accumulation of unknown quantity of flammable vapours, which took place on board **Sea-Land Mariner** on 18 April 1998, the Sub-Committee agreed, in principle, with the amended proposal of VOHMA.

#### **Absolute pressure, infectious substances and dynamic longitudinal impact for portable tanks**

3.39 The Sub-Committee agreed, in principle, with the proposals by the Chairman on amendments relevant to absolute pressure, infectious substances and dynamic longitudinal impact for portable tanks, as elucidated in document DSC 10/3/12, paragraphs 4 to 11, for incorporation in draft amendment 33-06 to the IMDG Code.

**Polymeric beads (UN 2211) – stowage and segregation**

3.40 Germany (DSC 10/3/13), noting that the stowage and segregation provisions for UN 2211, Polymeric beads, did not take into account ignition by sparks or sources of heat nor the reaction with oxidizing substances, which could lead to hazardous situations, proposed to amend the relevant provisions that would result in a safer carriage of Polymeric beads.

3.41 The Sub-Committee recalled that DSC 2 had considered an incident report whereby on 29 July 1996, whilst in Hong Kong, China waters, a 793 GT single hold ship sustained an explosion and flash in the cargo hold. At the time of the explosion, the ship had on board 18 containers loaded with Expandable polystyrene and 14 containers loaded with Polyester yarn and the seat of the explosion was found to be in three of the containers loaded with Expandable polystyrene. An investigation of the casualty showed that, amongst others, the cargo was class 9, UN 2211, Polymeric beads, expandable evolving flammable vapour.

3.42 The Sub-Committee noted that the information in paragraph 3.41 above was promulgated by means of DSC/Circ.4 on Reports on incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas, dated 4 April 1997.

3.43 In the light of the aforesaid and having considered the specific proposals of Germany, as detailed in paragraphs 8 to 11 of document DSC 10/3/13, the Sub-Committee decided that there was a need to address the concerns raised by Germany and agreed, in principle, with the proposed amendments.

3.44 The Sub-Committee requested the E&T Group to consider applying comparable amendments to UN 3314 (Plastics moulding compound) which has properties similar to UN 2211 (Polymeric beads).

**Mark for ventilated fumigated cargo transport unit**

3.45 Germany (DSC 10/3/14), noting that cargoes in fumigated cargo transport units might contain residues of the fumigant in dangerous quantities even after they have been ventilated, proposed a ventilation mark to indicate that fumigants might be present in the ventilated fumigated cargo transport unit.

3.46 Following detailed discussion, the Sub-Committee agreed, in principle, with the proposal, as amended, in the light of the discussions in plenary. The amended proposal would result in the fumigated unit having the warning sign affixed on the fumigated unit and when that unit had been ventilated to remove harmful concentrations of the fumigant gas and the fumigated cargoes and material have been unloaded, it would be supplemented with a “date of ventilation” mark, subsequent to which the provisions of the IMDG Code would not apply.

**Stowage of Ammonium nitrate (UN 1942) and Ammonium nitrate based fertilizer (UN 2067)**

3.47 Germany (DSC 10/3/16), noting that the provisions of the IMDG Code require for UN 1942 and UN 2067 stowage in a cargo space which is capable of being opened up and that on board containerships the opening of hatches is not possible in general, proposed amendments to the provisions in the Dangerous Goods List and in section 7.1.11.5.1 of the IMDG Code relevant to Ammonium nitrate (UN 1942) and Ammonium nitrate based fertilizer (UN 2067).

3.48 The Sub-Committee decided that there was a need to improve the existing provisions relevant to UN 1942 and UN 2067 and agreed, in principle, with the proposed amendments by Germany.

### **Segregation provisions for certain substances in class 8**

3.49 The Sub-Committee recalled that DSC 8 (DSC 8/15, paragraph 3.31) had considered a proposal by the United States (DSC 8/3/30) on segregation groups and related stowage and segregation provisions for certain substances of class 8 and, noting that although the proposal had merit it would need further work done on it, had invited the United States to submit a new proposal taking into account comments made by the Sub-Committee.

3.50 The Sub-Committee further recalled that DSC 9 (DSC 9/15, paragraph 3.13), having considered the submission by France (DSC 9/3/9), which proposed to amend paragraph 3.4.4.1 of the IMDG Code to make it possible for dangerous goods in packing group III transported in limited quantities to be packed in the same outer packaging, had agreed with the proposal in principle and, having noted that there might be merit in expanding the proposal beyond its existing limits, invited Member Governments and international organizations to submit proposals on the subject for consideration at DSC 10.

3.51 The United States (DSC 10/3/17), in response to the outcome of DSC 8 and decisions taken at DSC 9 with respect to amending the segregation provisions for limited quantities, proposed related amendments concerning segregation provisions as they applied to segregation groups for class 8 acids and alkalis when not in limited quantities.

3.52 The Sub-Committee, noting its earlier decisions on the subject and in order to better align the provisions concerning segregation as they relate to segregation groups with other provisions concerning segregation determination to be made by the shipper, agreed, in principle, with the amended proposal.

### **SP 909 for EHS Liquid or Solid, N.O.S. (UN 3077 and UN 3082)**

3.53 The Sub-Committee noted the observation of the E&T Group (DSC 10/3/1, paragraph 14) that, according to existing SP 909, substances which are not designated as marine pollutants but are subject to other transport regulations due to their potential to cause harm to environment other than marine environment, may be transported under UN 3077 and UN 3082 if they do not meet the criteria of classes 1 to 8.

3.54 The United States (DSC 10/3/18), noting that the words “other than the marine environment” in SP 909 were not appropriate as many of the regional and domestic provisions for which SP 909 was written, and for which it is used, do apply to the marine environment, proposed the deletion of the words “other than the marine environment” from SP 909 in order to clarify its intent and use in practice with respect to the entries UN 3077 and UN 3082.

3.55 The Sub-Committee, noting that the United States made a similar proposal orally at the E&T Group (DSC 10/3/1, paragraph 15) and that the group agreed that the proposal of the United States had merit, agreed, in principle, with the proposal as stated in paragraph 3 of document DSC 10/3/18.

### **Outer packaging for dangerous goods in limited quantities in articles**

3.56 Republic of Korea (DSC 10/3/20), in order to avoid user's confusion regarding packing of articles containing dangerous goods in limited quantities, proposed amendments to chapter 3.4 of the IMDG Code such that articles containing dangerous goods in limited quantities may be packed directly in (outer) packagings without the need for them to be placed in inner packagings first, as the articles in which dangerous goods in limited quantities are placed served the purpose of inner packaging.

3.57 The Sub-Committee, noting that the relevant existing provisions of the IMDG Code could benefit from improvements, agreed in principle, with the proposal.

### **Harmonization of information on the dangerous goods transport document with other modes of transport – deletion of flashpoint**

3.58 The United Kingdom (DSC 10/3/21), in order to facilitate the smooth multimodal transport of dangerous goods, proposed to delete the requirement for flashpoint in the transport document and to substitute it with an equivalent but widely understood means of indicating the flammability of the cargo being carried, that is the packing group.

3.59 Having discussed the proposal, and noting that, amongst others, issues relevant to stowage, subsidiary risk and emergency response procedures needed detailed consideration, the Sub-Committee noted the intention of the United Kingdom to submit a revised proposal to DSC 11.

### **MISCELLANEOUS PROPOSALS**

3.60 The Sub-Committee considered other proposals relevant to the carriage of dangerous goods as detailed in the following paragraphs.

#### **Application of SOLAS regulation II-2/19.4 (II-2/54.3) to fumigated units**

3.61 Italy (DSC 10/3/4) sought clarification regarding the application of SOLAS regulation II-2/19.4 (II-2/54.3) to those cargo transport units which were under fumigation and not carrying any dangerous goods.

3.62 The Sub-Committee noted the view of some delegations that the requirement for a ship to be in possession of a document of compliance when carrying fumigated units only did not add to the safety of the ship; however, noting that it was a requirement as per the existing provisions of SOLAS chapter II-2/19 (II-2/54), the Sub-Committee expressed the view that interested Member Governments and international organizations should consider submitting an appropriate proposal to the FP Sub-Committee for guidance, as it is an issue which falls under the purview of that Sub-Committee.

#### **Review of Recommendations on the safe use of pesticides in ships**

3.63 Germany (DSC 10/3/15) proposed full harmonization of the Recommendations on the safe use of pesticides in ships and the IMDG Code concerning handling, stowage and transport of Fumigated Units (UN 3359).

3.64 The Sub-Committee, having noted that Germany had submitted a similar proposal (DSC 10/4/4) for consideration under agenda item 4, took decisions as detailed in paragraph 4.23.

#### **Draft Guidance document concerning loading of CTUs**

3.65 The United Kingdom (DSC 10/3/24) advised the Sub-Committee that practical guidance on the terminology and practice of loading and securing of goods in container transport units had been drafted by the United Kingdom and copy of the draft document was available electronically on request by e-mail to: dangerous.goods@mca.gov.uk

3.66 The Sub-Committee recalled that the E&T Group (DSC 10/3/1, paragraph 16) had noted the text of Part 7 of the UN Recommendations on the transport of dangerous goods and also noted that some Member States and international organizations might submit proposals to DSC 10 on the need to incorporate some or all of the provisions.

3.67 The Sub-Committee noted the progress made on the preparation of this guidance document and invited interested delegations to review the draft and submit comments to the United Kingdom so that the document may be progressed intersessionally for submission to DSC 11 for review and publication as an MSC circular in due course.

#### **References to new UN entries in the EmS Guide**

3.68 In the light of the recent amendments to the EmS Guide, Germany withdrew its proposal (DSC 10/3/26).

#### **REVIEW OF ANNEX III TO MARPOL 73/78**

3.69 The Sub-Committee noted that MEPC 53 (DSC 10/2/2, paragraphs 6 to 12), noting that the UNCOE at its December 2004 meeting had taken a different position to what was decided at its July 2004 meeting and decided not to adopt that substances hazardous to the aquatic environment would be identified by the words "Aquatic pollutant" in the transport document, had decided to retain the use of the term "Marine pollutant" and agreed to keep the current structure of MARPOL Annex III including its Appendix and instructed the Sub-Committee to continue the review of MARPOL Annex III with that in mind and submit its outcome to the MEPC for consideration.

3.70 In this context the Sub-Committee noted the outcome of the UNCOE 26 as detailed in document DSC 10/3 (Secretariat).

3.71 Germany (DSC 10/3/9) presented the developments under IMO's review of Annex III to MARPOL 73/78 and drew conclusions for further work in order to facilitate a qualified discussion on regulative implications created by the decisions of the UNCOE 26 in December 2004 on global harmonization.

3.72 While the United States (DSC 10/3/25) having provided comments, proposed solutions concerning the ongoing developments of revisions to the IMDG Code related to Marine Pollutants based on the latest provisions for Environmentally Hazardous Substances (Aquatic Environment) as contained in the UN Recommendations on the transport of dangerous goods, DGAC (DSC 10/3/19) proposed to retain the present list of Marine Pollutants in the IMDG Code as a starting point for identifying Marine Pollutants under the amended Annex III to MARPOL 73/78.

3.73 Having considered the proposals by Germany (DSC 10/3/9), the United States (DSC 10/3/25) and DCAG (DSC 10/3/19), the Sub-Committee identified four issues which needed further consideration and took decisions concerning them as elucidated in the ensuing paragraphs.

#### ***Application of the Classification criteria for Marine Pollutants***

3.74 The Sub-Committee recalled that DSC 9 (DSC 9/15, paragraph 3.30.1) had noted that MEPC 51 agreed that the criteria adopted by the UNCOE should also be adopted under MARPOL Annex III and reflected in the IMDG Code to define substances as hazardous to the marine environment. Subsequently, the Sub-Committee acknowledged that the decision to incorporate the GHS provisions in the IMDG Code had been taken by MEPC 51 and it was for the Sub-Committee to work on the modalities for the way forward which should be in accordance with the decisions of MEPC 53, that is the existing structure of Annex III should be maintained and that the use of the term Marine Pollutant should be retained.

3.75 Having considered the matter further, the Sub-Committee confirmed that the GHS criteria for identifying Marine Pollutants (Environmentally Hazardous Substances), once incorporated in the amended Annex III to MARPOL 73/78, would be applicable to all classes of dangerous goods.

#### ***Self-classification or listing of Marine Pollutants***

3.76 The Sub-Committee recalled that DSC 9 (DSC 9/15, paragraph 3.33.3) had noted the view of the Working Group on Review of Annex III to MARPOL 73/78, established at DSC 9, regarding the concept of the identification of Aquatic (Marine) Pollutants by keeping an indicative list of products (identified as harmful to the aquatic (marine) environment as well as allowing self-classification of substances not listed in the Dangerous Goods List or Index of the Code) and, having debated the issue, invited Member Governments and international organizations to submit proposals to DSC 10.

3.77 The Sub-Committee noted that only two proposals (DSC 10/3/19 and DSC 10/3/25) had been submitted to the Sub-Committee on the issue and both were in favour of retaining the present legal list of Marine Pollutants in the Dangerous Goods List and Index of the IMDG Code, with additions and deletions made by proposals supported by data and using the criteria for Environmentally Hazardous Substances as per MARPOL Annex III, as amended (whereby the relevant GHS criteria would be incorporated in Annex III), and that the responsibility for correct classification would rest with the shipper of dangerous goods.

3.78 The Sub-Committee noted that, as per the existing provisions of the IMDG Code, amendment 32-04, paragraph 2.10.2.6, when a substance, material or article is suspected to possess properties that may meet the criteria of a marine pollutant or severe marine pollutant but is not identified in the Code, it may be transported as a marine pollutant or severe marine pollutant in accordance with the Code.

3.79 The Sub-Committee further noted that, as per the existing provisions of the IMDG Code, amendment 32-04, paragraph 2.10.2.7, competent authority may issue an approval to except a substance, material or article that is identified as a Marine Pollutant, if data showed that the material does not meet the criteria.

3.80 In that context and in the light of the aforesaid, the Sub-Committee agreed that the existing system, as within the IMDG Code, was serving the needs of the users adequately; but decided to have a non-exhaustive list of confirmed marine pollutants; confirmed that the provisions in the IMDG Code, amendment 32-04, paragraphs 2.10.2.6 and 2.10.2.7 need to be retained, though the text might benefit from improvements; and referred the proposals to the working group for further consideration and finalization.

### ***Marking of Marine Pollutants***

3.81 The Sub-Committee recalled that DSC 8 (DSC 8/15, paragraph 3.41), in considering issues related to the UN GHS marking for marine pollutants, had agreed that when the UNCOE on the transport of dangerous goods and the globally harmonized system of classification and labelling of chemicals adopted the UN GHS marking for marine pollutants, the Sub-Committee would make a recommendation to the MSC to consider doing the same and delete the marine pollutant (MP) mark.

3.82 On the basis of its earlier decisions, the Sub-Committee agreed that the GHS environmentally hazardous substance mark would apply to all Marine Pollutants.

### **Timetable for the application of amended Annex III to MARPOL 73/78**

3.83 The Sub-Committee noted MARPOL article 16 and the MEPC procedures for amendments to the MARPOL Convention and instructed the Working Group on Review of MARPOL Annex III to prepare amendments to Annex III at this session of the Sub-Committee which should be forwarded to MEPC 54 for approval with the view to adoption at MEPC 55 and, in addition, prepare a timetable of envisaged sequence of events leading to the entry into force of the amended Annex III to MARPOL 73/78.

### **Establishment of a working group**

3.84 The Sub-Committee established the Working Group on Review of Annex III to MARPOL 73/78 under the chairmanship of Mr. T. Hoefler (Germany) and instructed the group, taking into account the comments made and decisions taken in plenary and documents DSC 10/3/9 (Germany), DSC 10/3/19 (DGAC) and DSC 10/3/25 (United States), to:

- .1 prepare draft amendments to Annex III, noting that MEPC 53 decided that the existing structure of Annex III should be maintained and that the use of the term “Marine Pollutant” should be retained;
- .2 prepare a timetable for incorporation of amendments relevant to marine pollutants in the IMDG Code, noting that amendments to Annex III are subject to adoption by the MEPC;
- .3 prepare consequential amendments to the IMDG Code in the light of amendments to Annex III;
- .4 prepare consequential amendments to the Protocol Relating to Intervention on the High Seas in Cases of Pollution by Substances other than Oil, 1973; and
- .5 with regard to items .1, .2 and .4 above, submit a written report to plenary by Thursday, 29 September 2005; and with regard to item .3 submit a written report to DSC 11.

### **Report of the working group**

3.85 Having received the report of the working group (DSC 10/WP.1), the Sub-Committee approved the report in general and took action as follows:

- .1 agreed to the text of the revised MARPOL Annex III, as set out in annex 2, for submission to MEPC 54 for approval and subsequent adoption at MEPC 55;
- .2 having noted the different options for timeframes leading to the entry into force of the revised MARPOL Annex III, decided, in the light of MARPOL article 16 and the MEPC procedures for amendments to the MARPOL Convention, to observe the timeframe leading to the entry into force of the revised MARPOL Annex III, set out in annex 3;
- .3 agreed to the amendments of the Intervention Protocol and to bring to the attention of the MEPC of the need that the entry into force date of this amendment should either be before or no later than the entry into force date of the relevant IMDG Code amendment, set out in annex 4; and
- .4 noted the progress made on the consequential amendments to the IMDG Code, as set out in annexes 3 and 4 of document DSC 10/WP.1, and agreed to keep chapters 2.9 and 2.10 of the IMDG Code separate.

3.86 The Sub-Committee noted the view of some delegations that it might be helpful to the industry if consequential amendments to the IMDG Code, prepared on the basis of adopted amended Annex III to MARPOL 73/78, were made available, as early as possible, in the form of an MSC/MEPC circular.

### **DRAFT AMENDMENT 33-06 TO THE IMDG CODE**

3.87 On the basis of document DSC 10/3/1, annex 5, the Sub-Committee agreed to amendment 33-06 to the IMDG Code and authorized the E&T Group to finalize all the agreed texts and prepare a final text of draft amendment 33-06 to the IMDG Code taking into account the agreed in principle proposals, relevant decisions of the MSC and the MEPC and comments made during the plenary. The Sub-Committee requested the Secretary-General to circulate them in accordance with SOLAS article VIII, for consideration and subsequent adoption at MSC 81.

3.88 In that context, the Sub-Committee recalled that MSC 75 (MSC 75/24, paragraph 7.36) approved the proposed procedure for the adoption of future amendments to the IMDG Code, including the proposed general authorization for circulation of the proposed amendments, which provides for the following:

- .1 amendments to the mandatory IMDG Code should be adopted at two-year intervals so that they may enter into force on the 1st January of even years, e.g. 1 January 2006, 1 January 2008 and so on;
- .2 the DSC Sub-Committee, at a session which takes place in an odd year, prepares and agrees to proposed amendments developed on the basis of the amendments approved by the UN Committee of Experts on the Transport of Dangerous Goods and those proposed by Member Governments;

- .3 the proposed amendments to the IMDG Code, so agreed by the DSC Sub-Committee, are circulated by the Secretary-General to all IMO Members and Contracting Governments to SOLAS in accordance with SOLAS article VIII(b)(i) for consideration and adoption by the expanded MSC at its first session thereafter;
- .4 proposed amendments, as may be adopted by the expanded MSC in accordance with SOLAS article VIII(vi)(2)(bb), will enter into force 18 months later, i.e. on the 1st January of even years;
- .5 one year prior to the date of entry into force of new amendments, Governments are invited to apply them on a voluntary basis. During that period, the carriage of dangerous goods in compliance with either the IMDG Code in force or the Code incorporating the new amendments should be acceptable; and
- .6 the MSC resolution on adoption of new amendments to the IMDG Code should include, in an operative paragraph, a clause on the above-mentioned treatment of the amended Code referred to in subparagraph .5.

3.89 In agreeing to the above amendments to the IMDG Code, the Sub-Committee authorized the Secretariat, when preparing the final texts thereof, to effect any editorial corrections that might be identified.

#### **FUTURE SESSIONS OF THE E&T GROUP**

3.90 The Sub-Committee noted that this issue would be dealt with under agenda item 14 (Work programme and agenda for DSC 11).

#### **4 AMENDMENTS TO THE BC CODE, INCLUDING EVALUATION OF PROPERTIES OF SOLID BULK CARGOES**

4.1 The Sub-Committee, in addition to considering documents submitted under this agenda item and relevant decisions of MSC 79, also considered documents MSC 79/12/1 (Marshall Islands), DSC 10/6 (Estonia), DSC 10/6/3 (Secretariat) and DSC 10/6/11 (Venezuela) as the proposals contained therein had relevance to the issues being considered under this agenda item.

#### **Outcome of MSC 79**

4.2 The Sub-Committee noted that MSC 79 had:

- .1 adopted resolution MSC.193(79) on Adoption of the Code of Safe Practice for Solid Cargoes, 2004;
- .2 endorsed the issue of DSC/Circ.26 on Incidents involving transport of Zinc Ingots, which was based on lessons learnt from accidents involving three ships carrying Zinc Ingots; and
- .3 approved MSC/Circ.1146 on Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or which a fixed gas fire-extinguishing system is ineffective to supersede MSC/Circ.671.

### **Improvements to the text of the 2004 BC Code**

4.3 Japan (DSC 10/4) provided information for improvement of the text in 2004 BC Code and recalled that, at DSC 9, Japan had submitted a document DSC 9/4/2 containing various issues for consideration to facilitate the finalization of the draft revised BC Code and that, due to time constraints, DSC 9 had considered only part of that document and requested the working group, established at DSC 9, to finalize the draft revised BC Code incorporating part of the proposal by Japan. DSC 9 invited Japan to submit a definitive version of its proposal for consideration at DSC 10.

4.4 The Sub-Committee thanked the delegation of Japan for undertaking an elaborate exercise which mainly examined appendix 1 of the 2004 BC Code and referred the proposals in document DSC 10/4 to the working group for consideration as draft amendments to the BC Code.

### **New entries for Chopped electrical wires plastic and rubber insulation; and for Chopped tyres in bulk**

4.5 Italy (DSC 10/4/1 and DSC 10/4/2), on the basis of the test methods stated in the United Nations Recommendations on the transport of dangerous goods, Manual of tests and criteria, verified that chopped electrical wires plastic and rubber insulation, as well as chopped tyres in bulk should not be classified as class 4.2 products and the latter not even as class 4.1 products.

4.6 In the above context, the Sub-Committee recalled that Italy had submitted the above proposals to DSC 9 in documents DSC 9/4/4 and DSC 9/4/5, respectively, and that the Sub-Committee had endorsed the decision of the working group, established at DSC 9, not to introduce, at that time, the two proposed new entries in the draft revised BC Code.

4.7 The Sub-Committee expressed the view that, if a substance, material or article did not meet the classification criteria of the United Nations Recommendations on the transport of dangerous goods, Manual of tests and criteria, for classification as a dangerous good, it did not necessarily imply that it was non-hazardous and might, because of its inherent properties, be considered as a material hazardous in bulk only.

4.8 Having considered the two proposals, the Sub-Committee forwarded them to the working group for detailed consideration and advice, particularly on the classification issue, and instructed the group that, should additional information be required regarding the proposals by Italy, to be clear and specific on the nature of the information requested.

### **Clarification of ventilation provisions**

4.9 Japan (DSC 10/4/3), having reviewed the ventilation provisions for certain substances as specified in 2004 BC Code, proposed to amend ventilation-related provisions of the 2004 BC Code and to consider categorizing them into three types, namely mechanical, natural and mechanical with gas monitoring.

4.10 Having noted that the proposal of Japan had merit, and having noted, in particular, that the proposal possibly touched areas which are under the purview of the SLF Sub-Committee, the Sub-Committee referred it to the working group for detailed consideration and advice to the Sub-Committee.

## Consideration of casualty reports

4.11 The Sub-Committee considered the casualty reports of m.v. **Ythan** and m.v. **Sierksdorf** and took actions as detailed in paragraphs 4.12 to 4.18.

### *m.v. "Ythan"*

4.12 The Sub-Committee noted that MSC 79 considered a submission by the Marshall Islands (MSC 79/12/1) providing a preliminary report of the casualty of the m.v. **Ythan** whereby, the motor vessel while carrying a cargo of hot briquetted iron/direct reduced iron (HBI/DRI) fines, from Venezuela to China, experienced a series of explosions in the cargo holds and cargo of HBI/DRI fines on 28 February 2004, in a location North of Santa Martha, Colombia. The explosion and subsequent sinking of the vessel resulted in the death of the ship's master and five engine-room staff missing after the casualty.

4.13 The Sub-Committee further noted that MSC 79, in view of the importance of the issue and the need to address immediate concerns of the Committee, had approved MSC/Circ.1149 on Accidents involving bulk cargoes not specifically listed in the BC Code and, having forwarded document MSC 79/12/1 to DSC 10 for detailed consideration and appropriate action, invited the Marshall Islands to submit the formal report on the casualty to the Organization.

4.14 Relevant to the preliminary casualty report of m.v. **Ythan**, Venezuela (DSC 10/6/11), following investigations as a result of the afore-stated casualty, invited the Sub-Committee to note a safety procedure developed for loading and unloading HBI/DRI fines at all national terminals and proposed an appropriate amendment to the BC Code. Venezuela (DSC 10/4/5) provided a draft schedule on Metallized fines (HBI) so that once it had been studied by the correspondence group it would be incorporated in the amendment to the 2004 BC Code.

4.15 The Sub-Committee, noting in particular that during the production process of hot briquetted iron, fines were produced which are capable of generating greater volumes of hydrogen than the hot briquetted iron, when in contact with water, agreed that there was a need to consider the classification of these fines and the ventilation requirements for such cargoes.

4.16 Having considered the above proposals, the Sub-Committee invited the Marshall Islands to submit the formal casualty report of m.v. **Ythan** to the FSI Sub-Committee for consideration and further comments, if any, and requested the working group to consider the preliminary report of the casualty of m.v. **Ythan** (MSC 79/12/1) and the proposals by Venezuela (DSC 10/4/5 and DSC 10/6/11), including the comments made during plenary, and advise the Sub-Committee accordingly.

### *m.v. "Sierksdorf"*

4.17 The Sub-Committee recalled (DSC 10/6/3) that, at DSC 9, it considered the casualty report of m.v. **Sierksdorf** on an explosion in the cargo hold of the ship, which blew off the hatch covers, and had agreed to alert Administrations and parties concerned by means of DSC/Circ.27 on Explosion in a cargo hold loaded with recycled aluminium.

4.18 The Sub-Committee, noting that FSI 13 had agreed to the summary of casualty analysis (FSI 13/WP.2, annex 1) of m.v. **Sierksdorf** and invited the Sub-Committee to consider the IMO class and carriage condition of Serox, agreed that, before considering the request of FSI 13 any further, information regarding the physical and chemical properties of Serox was needed.

The Sub-Committee forwarded document DSC 10/6/3 to the working group for detailed consideration and advice.

### **Cargoes not listed in the BC Code**

4.19 Estonia (DSC 10/6), noting that several accidents over the last years involving bulk cargoes not specifically listed in the BC Code and the analysis of incidents show that there was a lack of safety information for master, shippers and other persons involved in the transport of dry bulk cargoes, suggested that for solid bulk cargoes, not specifically listed in the BC Code, it was appropriate to provide the master or his representative with the Material Safety Data Sheet (MSDS) or to inform him of special requirements in the MSDS to enable the precautions which are necessary for the safe carriage of the cargo.

4.20 While considering the issue, some delegations expressed their doubts over the usefulness of the MSDS in addressing the concerns raised by Estonia and the Sub-Committee emphasized the need for compliance with the relevant provisions of SOLAS, in particular, regulations VI/2 (Cargo information) and VI/6 (Acceptability for shipment), and the general requirements of the BC Code.

4.21 The Sub-Committee, having noted that some of the concerns highlighted by Estonia were apparently partially addressed by MSC/Circ.1149 on Accidents involving bulk cargoes not specifically listed in the BC Code, forwarded the proposal by Estonia to the working group for detailed consideration and advice.

### **Fumigation of solid bulk cargoes**

4.22 The Sub-Committee considered document DSC 10/4/4 (Germany) which, noting that Recommendations on the safe use of pesticides in ships cover three aspects of the use of pesticides on board ships (the fumigation of freight containers and cargo transport units subject to the IMDG Code, the fumigation of cargo holds containing dry cargo, subject to the BC Code, and the control of rodent pests on board all kinds of ships) and that the provisions governing them are interspersed in the existing version of the Recommendations, thus making it difficult to identify the provisions of relevance and posing significant health risks, proposed to review the existing Recommendations under three separate topics such that provisions relevant to the BC Code would be easy to identify.

4.23 Having agreed that the proposal had merit, the Sub-Committee prepared a relevant justification for a new item in the Sub-Committee's work programme, in accordance with the Guidelines on the organization and method of work, set out in annex 5, for consideration and appropriate action by the Committee.

### **Establishment of a working group**

4.24 The Sub-Committee agreed to consider the establishment of the Working Group on Amendments to the BC Code and its Mandatory Application, after submissions under agenda item 5 had been considered (see paragraphs 5.4 to 5.7).

### **Accidents involving transport of Direct Reduced Iron (DRI) Fines**

4.25 The Sub-Committee noted that the working group referred to in paragraph 5.4, noting the Sub-Committee's instruction to report on the item orally to plenary and submit the written report to DSC 11, agreed, nevertheless, that prompt action should be taken with regard to matters raised

in document DSC 10/4/5 (Venezuela) which proposed a schedule for DRI fines to be included in the BC Code, Group B, following investigations (DSC 10/6/11) as a result of an incident that occurred to m.v. **Ythan** (MSC 79/12/1).

4.26 The Sub-Committee further noted that, in considering the proposed schedule for the cargo, the working group could not reach a decision on the suitability of the cargo to be carried in bulk. Although most of the schedule was agreed, it was not possible to reach an agreement on possible limitations regarding the cargo condition at the time of shipment; ventilation or inerting of the cargo during the transport; and possible effects on the cargo by changes during the voyage.

4.27 Considering the dangers involved in the shipment and transport of such cargoes and in view of the urgency of the matter to be addressed, the Sub-Committee agreed to DSC/Circ.36, alerting Administrations and other parties concerned about the dangers involved, and, having instructed the Secretariat to issue the circular, invited the Committee to endorse the issuance of the circular.

4.28 The Sub-Committee also agreed to urge Member Governments and the Industry to submit relevant information regarding safe handling and transportation of DRI fines to DSC 11, for further consideration of the issue.

4.29 As advised by the working group, the Sub-Committee agreed to instruct the correspondence group on amendments to the BC Code to consider the development of a schedule for Direct Reduced Iron (DRI) Fines to be included in the BC Code, taking into account document DSC 10/4/5 and the discussion on the issue (see paragraphs 4.26 to 4.28) and submit a report to DSC 11 (see also paragraph 5.7).

## **5 MANDATORY APPLICATION OF THE BC CODE**

5.1 The Sub-Committee, noting that MSC 79 had endorsed the timetable (DSC 9/15, annex 1) on the envisaged sequence of events leading to the mandatory application of the BC Code, which could be subject to revision depending upon the progress made over the years, recalled that under this agenda item, the following two sub-items needed consideration, namely:

- .1 identification of mandatory and recommendatory parts of the BC Code including consequential amendments; and
- .2 amendments to SOLAS chapters VI and VII on making the BC Code mandatory.

5.2 The Sub-Committee had for its consideration under this item submissions by:

***with regard to identification of mandatory and recommendatory parts of the BC Code, including consequential amendments***

- .1 Australia (DSC 10/5) proposing, in tabular format, those sections of the 2004 BC Code that should continue be recommendatory and those which should be mandatory and emphasizing the need for clarifying remarks in the mandatory BC Code which should be in line with the approach taken when preparing the mandatory IMDG Code; and
- .2 Japan (DSC 10/5/2) emphasizing the need to clarify, in the mandatory BC Code, that the list of cargoes in the BC Code is not exhaustive; and

***with regard to amendments to SOLAS chapters VI and VII on making the BC Code mandatory***

- .3 Australia (DSC 10/5/1) proposing amendments to the SOLAS Convention in preparation for the mandatory application of the BC Code, including the draft text of the amendments, and further suggesting that any amendments necessary to mandate the Code should result in minimal alteration to its existing layout and to SOLAS and that an approach similar to that used in mandating the IMDG Code would be appropriate; and
- .4 Japan (DSC 10/5/2) proposing that when preparing amendments to SOLAS chapters VI and VII on making the BC Code mandatory, there was a need for the elimination of duplication of requirements in the SOLAS Convention and the BC Code.

5.3 Having considered the above proposals by Australia and Japan, the Sub-Committee agreed that they had merit and decided to forward them to the working group for detailed consideration and advice.

**Establishment of a working group**

5.4 The Sub-Committee, after consideration of the submissions detailed in this section and section 4, established the Working Group on Amendments to the BC Code and its Mandatory Application, under the chairmanship of Captain J. D. Troyat (France), with the following terms of reference:

- .1 deliberate the issues under two separate agenda items;
- .2 reconsider the clarification on the classification of Seed Cake (DSC 9/4/10);
- .3 identify other IMO instruments which require consequential amendments as a result of the 2004 BC Code;
- .4 consider document DSC 10/4 (Japan) and prepare draft amendments to the 2004 BC Code;
- .5 consider documents DSC 10/4/1 (Italy), DSC 10/4/2 (Italy), DSC 10/4/3 (Japan), DSC 10/4/5 (Venezuela), DSC 10/6 (Estonia), DSC 10/6/11 (Venezuela) and MSC 79/12/1 (Marshall Islands) and advise the Sub-Committee accordingly;
- .6 consider document DSC 10/6/3 (Analysis of casualty report of m.v. **Sierksdorf**), and the related documents, and advise the Sub-Committee accordingly;
- .7 identify those parts of the 2004 BC Code which should become mandatory and those which should continue to be recommendatory, taking into consideration documents DSC 10/5 (Australia) and DSC 10/5/2 (Japan);
- .8 prepare draft amendments to SOLAS chapters II-2, VI and VII, taking into consideration documents DSC 10/5/1 (Australia) and DSC 10/5/2 (Japan); and

- .9 deliver an oral report on progress made to plenary on Friday, 30 September 2005, also advising on draft terms of reference for the correspondence group, and submit a written report to DSC 11.

5.5 The Sub-Committee also instructed the group that, when preparing draft amendments to the BC Code and to the SOLAS Convention, to adopt the same approach which was taken by the Sub-Committee when preparing the mandatory text of the IMDG Code and appropriate amendments to the SOLAS Convention.

### **Oral report of the Chairman of the working group**

5.6 The Sub-Committee, having received the oral report by the Chairman of the Working Group on Amendments to the BC Code and its Mandatory Application, noted that the working group considered all the tasks given by the Sub-Committee and made progress thereon, particularly on the issues related to the identification of mandatory and recommendatory parts of the BC Code and amendments to SOLAS to mandate the Code. The group invited the Sub-Committee to consider, in the light of the outstanding work relevant to the amendments to the BC Code and its mandatory application, establishing a correspondence group to continue with the task in hand.

### **Establishment of a correspondence group**

5.7 Having noted the recommendations of the working group, the Sub-Committee agreed to establish the Correspondence Group on Amendments to the BC Code and its Mandatory Application, under the joint co-ordination of Australia\* and Japan\*\*, with the following terms of reference:

#### ***Mandatory application of the BC Code***

- .1 redraft “Foreword” to explain the objective of the BC Code and its mandatory application;
- .2 draft a new section 1 which will cover the current “General introduction”, section 1 (Definitions), and will also include provisions on application and implementation of the Code and requirements for the carriage of a cargo, which is not listed in the BC Code;
- .3 examine the current text of sections 1 to 10 and appendix 1 of the BC Code and identify which parts should be mandatory and which parts should be recommendatory, bearing in mind that proposed recommendatory parts should be limited to those parts which are not suitable for mandatory application (e.g., precautionary and/or informative provisions);

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- .4 redraft the current text of the parts of the BC Code which are identified to be mandatory, if necessary to facilitate mandating with minimal text alterations;
- .5 identify if any operational parts of SOLAS chapters VI and VII should be replicated in the Code for ease of use;
- .6 prepare draft amendments to SOLAS chapters VI and VII and any other part of SOLAS, if required, as consequential amendments, taking into account documents DSC 10/5/1 (Australia) and DSC 10/5/2 (Japan) and subparagraph .5 above, in order to mandate the BC Code.

#### ***Amendments to the BC Code***

- .7 consider the clarification on the classification of Seed Cake (DSC 9/4/10) and advise the Sub-Committee accordingly;
- .8 consider the development of a schedule for Direct Reduced Iron (DRI) Fines to be included in the BC Code, taking into account document DSC 10/4/5 (Venezuela) and the discussion of the working group on the issue (DSC 10/WP.5, paragraphs 4 to 6);
- .9 examine the text of the BC Code and prepare draft amendments to the BC Code to improve the text, taking into account document DSC 10/4 (Japan); and
- .10 submit a report to DSC 11.

## **6 CASUALTY AND INCIDENT REPORTS AND ANALYSIS**

6.1 The Sub-Committee considered submissions relevant to this agenda item, recalling that documents MSC 79/12/1 (Marshall Islands), DSC 10/6 (Estonia), DSC 10/6/3 (Secretariat) and DSC 10/611 (Venezuela) had been considered under agenda item 4 (see paragraphs 4.12 to 4.21), and took decisions on the remaining submissions, relevant to this agenda item, as detailed in the following paragraphs.

### **Incident reports**

6.2 The Netherlands (DSC 10/6/7), noting that containers loaded with non-hazardous goods but under fumigation are often shipped as non-dangerous cargoes rather than under the applicable provisions of the IMDG Code and in order to improve awareness of the dangers associated with the transport of fumigated units and improved compliance with the relevant provisions of the IMDG Code, proposed a draft MSC circular on Fumigated containers.

6.3 Following debate, the Sub-Committee noted the intention of the Netherlands to submit a revised proposal for consideration at DSC 11.

### **Casualty reports of m.v. “Csav Itajai” and m.v. “Sea Elegance”**

6.4 The Sub-Committee noted the results of the casualty report on m.v. **Csav Itajai**, as prepared by the South African Maritime Safety Authority (DSC 10/INF.2) whereby Thiourea dioxide (UN 3341) was packed in a container which was stowed under deck in a hold close to fuel tanks which would have been at approximately 30°C. In addition, that hold was not ventilated during the voyage and the applicable regulations did not require that temperatures

within the hold should be monitored. South Africa recommended that the Sub-Committee consider amending the IMDG Code in such a way that containers carrying Thiourea dioxide (UN 3341) are stowed away from radiant heat or carried in reefer containers.

6.5 Having noted the results of the casualty report, the Sub-Committee opined that the SOLAS Convention and the IMDG Code required that the shipper 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 and, in addition, noted that the required general description of the cargo was not readily available to personnel concerned at Durban (South Africa).

6.6 In that context, the Sub-Committee noted in particular that the container, which carried Thiourea dioxide (UN 3341), was stowed under deck clearly in defiance of the provisions of the IMDG Code which specify "Category D" stowage for that substance.

6.7 The Sub-Committee noted the results of the casualty report on m.v. **Sea Elegance**, as prepared by the South African Maritime Safety Authority (DSC 10/INF.2) whereby the dangerous goods list on board the ship did not show 20 metric tons of Calcium hypochlorite (UN 1748), the presence of which on board the ship was only confirmed after careful examination of the cargo manifest which was obtained by the Authority after 24 hours of efforts. The cargo was not declared as hazardous, nor the container labelled with the appropriate marks. The container was stowed on the bottom tier in the close vicinity of the heavy oil service tank and engine-room bulkhead. South Africa recommended that the Sub-Committee consider shipping Calcium hypochlorite (UN 1748) in refrigerated containers, especially where transit takes place in or through the tropics.

6.8 In that context, the Sub-Committee noted, in particular, that the container, which carried Calcium hypochlorite (UN 1748), was stowed under deck clearly in defiance of the provisions of the IMDG Code which specified "Category D" stowage away from sources of heat for that substance. The Sub-Committee emphasized that SOLAS required that the shipper declare dangerous cargoes as such and further required their carriage in compliance with the IMDG Code, as amended.

6.9 The Sub-Committee, having thanked South Africa for the report, invited Member Governments to continue to submit such reports involving dangerous cargoes and urged those Member Governments who had not done so, so far, to consider submitting such reports in the future and to strengthen measures to enforce compliance with the provisions of SOLAS and those of the IMDG Code.

### **Container inspection programmes**

6.10 The Sub-Committee noted the results of container inspection programmes as submitted by Australia (DSC 10/6/9), Belgium (DSC 10/6/2), Canada (DSC 10/6/4), Chile (DSC 10/INF.5), Pakistan (DSC 10/6/1), the Republic of Korea (DSC 10/6/8) and Sweden (DSC 10/6/3).

6.11 The Sub-Committee recalled that according to the 2004 consolidated report (DSC 9/6/7 – Secretariat), a total of 8,677 cargo transport units were inspected of which 1,792 were found with 3,234 deficiencies, that is 21% of the cargo transport units had deficiencies with a deficiency rate of 37.3%.

6.12 The Sub-Committee considered the results of the consolidated report on container inspection programmes (DSC 10/6/10, Secretariat), which was prepared on the basis of the

reports referred to in paragraph 6.10 above, whereby a total of 7,301 cargo transport units were inspected and 1,928 cargo transport units were found with 2,975 deficiencies, that is 26.4% of the cargo transport units inspected had deficiencies with a deficiency rate of 40.7%.

6.13 The Sub-Committee expressed its appreciation to those Member Governments who had submitted results of container inspection programmes and its concern about the high rate of deficiencies and the lack of adherence to the provisions of the IMDG Code especially in the areas of placarding and marking, and documentation.

6.14 In that context, the Sub-Committee noted the view expressed by one delegation, and supported by others, that inspections of outbound cargo transport units contributed towards the safety of the ship, and, in addition, endorsed the need for improved training of shore-based personnel associated with the handling of dangerous goods.

6.15 The Sub-Committee urged Member Governments, who had not yet carried out container inspection programmes, to do so and submit the relevant information to the Sub-Committee in accordance with MSC/Circ.859.

### **Results of IMO survey on inspections of containers/vehicles carrying packaged dangerous goods**

6.16 The Sub-Committee recalled that DSC 9, in noting the provisions of MSC/Circ.859, whereby Member Governments are invited to submit reports to the Organization on the results of inspection on the compliance with the International Maritime Dangerous Goods (IMDG) Code of cargo transport units carrying dangerous goods, had supported proposals that, in order to obtain an accurate reflection of such inspections taking place, it would be appropriate to carry out a survey to ascertain the full extent of such inspections.

6.17 The Sub-Committee noted that MSC 79 had concurred with the approach taken by the Sub-Committee and had instructed the Secretariat to collate the information received, in response to the questionnaire, circulated as document MSC/Circ.1147, and to report the results to DSC 10.

6.18 The Sub-Committee noted the consolidated results of the questionnaire (DSC 10/6/5, Secretariat) and as provided by the United States (DSC 10/INF.6). The Sub-Committee thanked those Member Governments who had submitted the completed questionnaire and, having noted that only nineteen Member Governments had submitted the completed questionnaire, urged those Member Governments who had not submitted the results so far, to do so for consideration at DSC 11.

6.19 The Sub-Committee noted a map showing the top 100 container ports in 2004 that had been provided to every delegation by ICHCA International and which showed that the port industry handled approximately 300 million TEU's in that year. As it was estimated that roughly from 5% to 10% of such cargoes were dangerous goods, this meant that some 15 to 30 million TEU's were handled that carried dangerous goods. The top container ports were to be found in 45 countries.

6.20 The Sub-Committee noted a view that MSC/Circ.859 could benefit from formatting improvements which would facilitate the reporting, compilation and understanding of the statistics received.

6.21 After a preliminary analysis of that circular, the Sub-Committee agreed to the proposed amendments to MSC/Circ.859, set out in annex 6 (see also paragraphs 3.29 and 8.5).

## **7 AMENDMENTS TO THE CSS CODE**

7.1 The Sub-Committee considered under this agenda item the report of the Correspondence Group on Amendments to the CSS Code (DSC 10/7/1 and DSC 10/INF.4) and a proposal by Sweden (DSC 10/7) and took decisions as detailed in the ensuing paragraphs.

### **Review of Guidelines for securing arrangements for the transport of road vehicles on ro-ro ships (resolution A.581(14))**

7.2 Document DSC 10/7 (Sweden) proposed to amend appendix 4 of the CSS Code, whereby it would be possible for the operator to secure road vehicles, on ro-ro ships, with a higher number of lashings, each with a lower maximum securing load (MSL), when practical. The document further proposed that securing vehicles in the lower part of the weight interval with a MSL, which, in the view of Sweden, is not necessary, resulted in increased costs to the operators without increasing the level of safety.

7.3 Following discussion the Sub-Committee agreed that the proposal of Sweden, as stated above and elucidated in document DSC 10/7, had merit and, noting that by agreeing to the amendment in isolation might have repercussions on other parts of the CSS Code, invited Sweden to submit a revised proposal for consideration at DSC 11.

### **Report of the correspondence group**

7.4 The Sub-Committee recalled that DSC 9 (DSC 9/15, section 11), having considered the proposal by the Russian Federation (MSC 78/13/1) on amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS) Code, had decided that there was no need for the draft new annex 16 (Form for Certificate of Safe Stowage and Securing of Cargo). With respect to draft new annex 14 (Form of cargo information) and annex 15 (Method of calculation of non-shift criterion for structurizing cargoes), the Sub-Committee agreed that further study would be necessary to determine whether or not those proposals had merit and established a correspondence group, under the co-ordination of the Russian Federation, with the following terms of reference:

- .1 review the proposals for the draft new annex 14 and draft new annex 15 contained in document MSC 78/13/1 to determine whether or not those proposals had concepts and/or content that merited inclusion in either the CSS Code in some manner or in some other instrument such as a circular; and
- .2 submit a report including draft text, if any, for consideration to DSC 10.

7.5 Having considered the report of the correspondence group (DSC 10/7/1 and DSC 10/INF.4), the Sub-Committee thanked the Russian Federation for the comprehensive report on the progress made by correspondence group and, noting that the information contained in the report of the group was relevant to specialized cargoes and regional trade, and thus it was not appropriate to amend the CSS Code, agreed that the information should be brought to the attention of Member Governments by means of a MSC circular. The delegation of the Russian Federation agreed to submit a draft MSC circular for consideration at DSC 11.

7.6 In view of above, the Sub-Committee requested the Committee to extend the target completion date of the item to 2006.

## **8 GUIDANCE ON SERIOUS STRUCTURAL DEFICIENCIES IN CONTAINERS: REPORTING PROCEDURE ON SERIOUS STRUCTURAL DEFICIENCIES**

8.1 The Sub-Committee recalled that at DSC 9 (DSC 9/15, paragraph 8.3.2), with regard to reporting procedure on serious structural deficiencies, it had agreed that the most effective way was to amend MSC/Circ.859 at DSC 10 and invited the Committee to extend the target completion date of the item. The Sub-Committee noted that MSC 79 extended the target completion date of the item to 2005.

8.2 The Sub-Committee also noted that MSC 80, recognizing the need for guidance to the officer exercising control under the provisions of article VI of the International Convention for Safe Containers (CSC), 1972, had approved CSC/Circ.134 on Guidance on serious structural deficiencies in containers.

8.3 The Sub-Committee recalled (DSC 9/15, paragraph 8.1) that the purpose of a separate reporting procedure was to collect, collate and disseminate reports of serious structural deficiencies found in inspections of all containers and noted that an amendment to MSC/Circ.859, to incorporate the reporting procedure, would limit the reporting procedure to only those cargo transport units which carried dangerous goods and that such an amendment, if approved, would apparently partially serve the objective behind the reporting procedure.

8.4 In that context, the Sub-Committee also noted that about 90% of the cargo transport units carried, at some stage, dangerous goods and the main objective of the reporting procedure was to establish a sampling regime, whereby, statistics on serious structural deficiencies might be obtained which would assist in determining the future course of action to address issues related with those deficiencies.

8.5 In the light of the aforesaid, the Sub-Committee, having agreed to add a new paragraph 4.9 to MSC/Circ.859 (set out in annex 6), invited the Committee to approve the amendment together with the amendments referred to in paragraphs 3.29 and 6.21 and instructed the Secretariat to issue a new MSC circular on Inspection programmes for cargo transport units carrying dangerous goods which would supersede MSC/Circ.859.

8.6 The Sub-Committee invited Member Governments and international organizations to give further consideration to issues relevant to reporting procedures on serious structural deficiencies in containers and to submit proposals, if any, to DSC 11; and invited the Committee to extend the target completion date of the item to 2006.

## **9 MEASURES TO ENHANCE MARITIME SECURITY**

### **DECISIONS OF OTHER IMO BODIES**

9.1 The Sub-Committee noted the outcomes of MSC 79, STW 36, BLG 9, MSC 80, MEPC 53 and FAL 32, on issues of relevance to its work under this agenda item, as detailed in the ensuing paragraphs.

### **Outcome of MSC 79**

9.2 MSC 79 noted that DSC 9 had identified the following instruments under the purview of the DSC Sub-Committee which were relevant to the case under discussion:

- .1 the International Convention for Safe Containers (CSC), 1972, as amended;

- .2 the International Maritime Dangerous Goods Code (IMDG Code);
- .3 the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (INF Code);
- .4 the Code of Safe Practice for Solid Bulk Cargoes (BC Code); and
- .5 the IMO/ILO/UN ECE Guidelines for packing CTUs (MSC/Circ.787).

9.3 MSC 79, recalling resolution A.924(22) entitled “Review of measures and procedures to prevent acts of terrorism which threaten the security of passengers and crews and the safety of ships”, in particular operative paragraph 1 thereof relating to the review of IMO instruments in relation to maritime security measures, considered the conclusions and recommendations of DSC 9 and:

- .1 concurred with the view of DSC 9 that, at this stage, there was no need to embark on any revision of the CSC 72, the IMDG Code or the INF Code with a view to including therein security-related provisions;
- .2 concurred with the view of DSC 9 that the BC Code should be reviewed in order to bring it in line with the IMDG Code, complementing the existing security-related provisions of the IMDG Code;
- .3 instructed the Sub-Committee to prepare, as part of the current revision of the BC Code, appropriate amendments to the Code so as to include therein appropriate security-related provisions similar to those found in chapter 1.4 (Security provisions) of the IMDG Code;
- .4 instructed DSC 10 to carry out, as a first step, a review of the IMO/ILO/UN ECE Guidelines for packing CTUs (MSC/Circ.787) (the Packing Guidelines) for the purpose of identifying those parts of the Guidelines, which should be amended and to develop, if necessary, subsequently appropriate amendments thereto;
- .5 instructed the Secretariat, once the Sub-Committee has completed its work, to propose to ILO and to UN ECE the revision of the Packing Guidelines, offering, as a basis for discussion, the preparatory work done by the DSC Sub-Committee; and
- .6 instructed the Secretariat, subject to the agreement of ILO and UN ECE, to consider inviting other agencies or organizations which may have an interest on the matter to participate in the work.

9.4 MSC 79 noted that DSC 9 was of the view that the following IMO model courses should be reviewed and updated when the suggested revision of the IMO/ILO/UN ECE Guidelines for packing CTUs (MSC/Circ.787) would be advanced:

- .1 the IMO Model Course on Safe Packing of CTUs (Model course 3.18); and
- .2 the IMO Model Course on Dangerous, Hazardous and Harmful Cargoes (Model course 1.10).

9.5 MSC 79 also noted the discussions, during DSC 9, relating to the revision of the Recommendations on the safe transport of dangerous cargoes and related activities in port areas (MSC/Circ.675), and:

- .1 invited the MEPC to consider those aspects of the revision of MSC/Circ.675 (DSC 9/15, annex 7) which fall under its purview, subject to the comments set out in paragraph 12.3 of document MSC 79/5/Add.1;
- .2 instructed the BLG and STW Sub-Committees to consider those aspects of the revision of MSC/Circ.675 (DSC 9/15, annex 7) which fall under their purview, subject to the comments set out in paragraph 12.3 of document MSC 79/5/Add.1; and
- .3 designated the DSC Sub-Committee as the co-ordinating Sub-Committee in relation to the continuation and completion of the process of the revision of MSC/Circ.675.

9.6 In addition, MSC 79 requested the FAL Committee to consider those aspects of the Recommendations which fall within its purview.

#### **Outcome of STW 36**

9.7 STW 36 agreed to advise the Sub-Committee to delete the references to the resolutions of the 1978 STCW Conference from the draft revised Recommendations on the safe transport of dangerous cargoes and related activities in port areas (DSC 9/15, annex 7) and replace them with a reference to the requirements of sections A/VIII – 4.1 and A/VIII – 4.5 of the STCW Code and invited the Committee to endorse this advice.

#### **Outcome of BLG 9**

9.8 BLG 9 considered the general provisions of the draft revised Recommendations, in particular section 9 thereof, and agreed that no modifications to that draft were necessary.

#### **Outcome of MSC 80**

9.9 MSC 80 endorsed the views of STW 36 and of BLG 9, as reflected above in paragraphs 9.7 and 9.8, on the matter.

#### **Outcome of MEPC 53**

9.10 MEPC 53 noted that MSC 79 had invited the MEPC to consider those aspects of the revision of the Recommendations on the safe transport of dangerous cargoes and related activities in port areas (MSC/Circ.675) (MEPC 53/11/1/Corr.1, paragraph 1) which fall under its purview.

9.11 In the light of the Sub-Committee's decision to extend the target completion date of this work programme item to 2006, the MEPC agreed to consider the matter at MEPC 54.

## **Outcome of FAL 32**

9.12 FAL 32 considered a proposal by ICHCA International Ltd. (FAL 32/10/2) whereby it expressed the view that the text of the Recommendations remains essentially sound, but as national legislation and even port byelaws may be based on the Recommendations, it indicates that there are aspects that should be taken in account before the revised circular is approved and to this end offered comments on specific aspects.

9.13 FAL 32, having considered the views of the SPI Working Group in the context of revision of MSC/Circ.675, agreed:

- .1 to the need to reintroduce the concepts of two levels of guidance, the first being “recommendations” written in a way to facilitate their being turned into regulations by the user, the second being supplementary “guidance”, giving amplification to the recommendations and using the format of the present Recommendations;
- .2 to the need to reinstate the wording used in the present definition of “handling” from “intermediate keeping” through to “means of transport”;
- .3 to the need to make reference to the BC and BLU Codes and the guidance incorporated in the Manual on the Loading and Unloading of Solid Bulk Cargoes for Terminal Representatives, in paragraph 10.2.1 of the proposed revision of MSC/Circ.675 (DSC 9/15, annex 7);
- .4 to the need to reinstate the words “this checklist has to be completed prior to commencement of bunkering operations” at the end of the Pre-transfer bunkering checklist (annex 5 to DSC 9/15, annex 7);
- .5 that information which has been deleted from the annexes of MSC/Circ.675 should be made available on the IMO website so that it can be obtained at no cost; and
- .6 to an offer by ICHCA International Ltd., to provide to the Secretariat their suggestions on any editorial points in the revised recommendations.

## **DEVELOPMENTS WITHIN THE WORLD CUSTOMS ORGANIZATION**

9.14 The Sub-Committee noted the outcome of MSC 80 and FAL 32, relevant to developments within the World Customs Organization, as detailed in the ensuing paragraphs.

### **Outcome of MSC 80**

9.15 MSC 80 recalled that the 2002 SOLAS Conference had adopted resolution 9 on Enhancement of security in co-operation with the World Customs Organization which, *inter alia*, requested the World Customs Organization (WCO) to urgently consider measures to enhance security throughout international movements of closed cargo transport units (closed CTUs); and stated that the SOLAS Contracting Governments had agreed that SOLAS should be amended, if and when appropriate, to give effect to relevant decisions taken by the WCO and endorsed by them insofar as these relate to the carriage of closed CTUs by sea.

9.16 MSC 80 noted that the Secretariat had been following the developments within WCO and in February 2005 the Secretary-General had written to the Secretary-General of WCO advising him of the latest development in relation to the work undertaken by the Organization in the area of enhancement of maritime security and seeking from him, with a view to bring the information to the attention of the Committee, a report on the WCO activities and recommendations relating to supply chain security and, in particular, maritime transport and the carriage of closed CTUs by sea.

9.17 MSC 80 also noted that the Secretary-General of WCO had responded to the Secretary-General on 19 April 2005 advising that the WCO Council had tasked, in June 2004, an *ad hoc* High Level Strategic Group of the representative Director Generals of Customs from across all WCO regions to draw together by June 2005, the measures and instruments to enhance the security of the international supply chain which the WCO Task Force developed between June 2002 and April 2003, into a Framework of Standards to secure and facilitate global trade (the Framework Standard).

The Framework Standards were being developed with four principles in mind, namely that Customs services would undertake to harmonize advance electronic information; to use a consistent risk management approach; use non-intrusive detection equipment; and lead to the accrual of benefits to customs, business and ultimately nations. At the heart of the Framework Standards were two 'pillars', the Customs-to-Customs pillar and the Customs-to-Business pillar.

### **Outcome of FAL 32**

#### ***WCO Framework of standards to secure and facilitate global trade***

9.18 The Sub-Committee noted the information provided in document FAL 32/INF.7 on WCO Framework of standards to secure and facilitate global trade, developed by the WCO pursuant to 2002 SOLAS Conference resolution 9. The Framework was unanimously adopted by Directors General of 166 Customs Administrations meeting at the annual WCO Council sessions from 23 to 25 June 2005. The Sub-Committee noted, in particular, that the Framework has been developed to satisfy following strategic objectives:

- .1 to maintain the balance between control and facilitation;
- .2 to cover both physical and economic security;
- .3 to address the supply chain from manufacture to release from customs;
- .4 to address all modes of transport and the specific needs of different business sectors;
- .5 to address the needs of both developed and developing economies, especially through the provision of effective capacity-building;
- .6 to take into account, as appropriate, existing and future trade practices; and
- .7 to develop a global framework providing the possibility for every country to join eventually.

## ESTABLISHMENT OF A DRAFTING GROUP

9.19 The Sub-Committee, having noted the above decisions of other IMO bodies and following discussions on measures to enhance maritime security, agreed to establish a Drafting Group on Measures to Enhance Maritime Security, under the chairmanship of Mr. Keith Bradley (United Kingdom), with the following terms of reference:

- .1 review the 2004 BC Code in order to bring it in line with the IMDG Code, complementing the existing security-related provisions of the IMDG Code;
- .2 prepare amendments to the 2004 BC Code so as to included therein appropriate security-related provisions similar to those found in chapter 1.4 (Security provisions) of the IMDG Code;
- .3 continue the revision of the Recommendations on the safe transport of dangerous cargoes and related activities in port areas (MSC/Circ.675) in the light of the relevant decisions of BLG 9, STW 36 and FAL 32;
- .4 with regard to MSC/Circ.675, to:
  - .1 reintroduce the concepts of two levels of guidance, the first being “recommendations” written in a way to facilitate their being turned into regulations by the user, the second being supplementary “guidance”, giving amplification to the recommendations and using the format of the present Recommendations;
  - .2 reinstate the wording used in the present definition of “handling” from “intermediate keeping” through to “means of transport”;
  - .3 make reference to the BC and the BLU Codes and the guidance incorporated in the Manual on loading and unloading of solid bulk cargoes for terminal representatives, in paragraph 10.2.1 of the proposed revision of the circular;
  - .4 reinstate the words “this checklist has to be completed prior to commencement of bunkering operations” at the end of the Pre-transfer bunkering checklist;
  - .5 consolidate the information which has been deleted from the annexes so that it can be placed on the IMO website and is available at no cost; and
  - .6 incorporate suggestions of ICHCA International Ltd. regarding the editorial points;
- .5 review the IMO/ILO/UN ECE Guidelines for packing of cargo transport units (MSC/Circ.787) for the purpose of identifying those parts of the Guidelines, which should be amended and to develop, if necessary, appropriate amendments thereto; and
- .6 deliver an oral report on progress made to plenary on Friday, 30 September 2005 and submit a written report to DSC 11.

**ORAL REPORT OF THE CHAIRMAN OF THE DRAFTING GROUP**

9.20 Having received an oral report by the Chairman of the drafting group, the Sub-Committee:

- .1 noted, as a work in progress, the work of the drafting group in formulating amendments to the 2004 BC Code so as to include therein appropriate security-related provisions similar to those found in chapter 1.4 (Security provisions) of the IMDG Code, for finalization at DSC 11;
- .2 with regard to the revision of MSC/Circ.675 on Recommendations on the safe transport of dangerous cargoes and related activities in port areas, agreed that further work to revise the afore-mentioned recommendations should continue intersessionally, for finalization at DSC 11, and accepted the kind offer of ICHCA International Ltd. and IAPH to undertake the editorial revision of the circular;
- .3 noted the progress made by the drafting group on the review of the IMO/ILO/UN ECE Guidelines for packing of cargo transport units (MSC/Circ.787) and to include security-related provisions, for finalization at DSC 11; and
- .4 noted that a written report would be submitted to DSC 11.

**10 REVISION OF THE LHNS AND OSV GUIDELINES**

10.1 The Sub-Committee noted the outcomes of SLF 47 and MSC 79 (DSC 10/10), in particular that MSC 79 had agreed to the recommendation of SLF 47 to include, in the Sub-Committee's work programme and agenda for DSC 10, a new item on "Revision of the LHNS and OSV Guidelines", taking into account that the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels (resolution A.673(16)) (LHNS Guidelines), which is part of the revisions of the OSV Guidelines, address matters under the purview of the Sub-Committee.

10.2 Also, the Sub-Committee noted that MSC 80, noting that the OSV Guidelines are currently under revision, had considered that the inclusion of a reference to MSC/Circ.645 (Guidelines for vessels with dynamic positioning systems) in the OSV Code and the OSV Guidelines may be useful, and instructed:

- .1 the SLF Sub-Committee, as the co-ordinator of the revision of the OSV Guidelines, to consider including a reference to MSC/Circ.645 when preparing the final text of the Guidelines; and
- .2 the DSC Sub-Committee to consider including a reference to MSC/Circ.645 in the OSV Code.

10.3 Regarding the outcome of the MEPC relevant to this agenda item, the Sub-Committee noted that MEPC 53 had noted the proposed amendments, as prepared by BLG 9, to the LHNS Guidelines, consequential to the revised MARPOL Annex II and the revised IBC Code including appendix 2 to the Guidelines concerning the Model Form of Certificate of Fitness (which needed to be brought in line with the revised IBC Code). MEPC 53 had agreed to instruct the SLF Sub-Committee, as the co-ordinating Sub-Committee, to finalize these amendments for appropriate action by the MEPC and the MSC and requested the Sub-Committee to note the outcome of BLG 9 on this issue.

10.4 The Sub-Committee, in considering document DSC 10/10/2 (Secretariat) noted that SLF 48 had agreed to the draft Guidelines for the design and construction of offshore supply vessels, [2007], and the draft amendments to the LHNS Guidelines and, noting that the DSC Sub-Committee would review the OSV Guidelines and the LHNS Guidelines as regards to parts under its purview, referred them to the Sub-Committee for finalization and subsequent submission to the MSC and the MEPC, for adoption. The Sub-Committee further noted that SLF 48 had also decided to refer the revised model form of Certificate of Fitness contained in the draft amendments to the LHNS Guidelines to the BLG Sub-Committee for consideration and comments as appropriate and referral to the DSC Sub-Committee.

10.5 Having debated the issue and noting that the LHNS Guidelines (resolution A.673(16)) applied to the transport of bulk chemicals, and that a reference to the IMDG Code in the Guidelines would make it clear that the provisions of the IMDG Code apply to packaged dangerous goods and portable tanks, the Sub-Committee agreed to the following amended paragraph 1.1.7 of the Guidelines:

“1.1.7 For provisions regulating the transport of dangerous goods and marine pollutants in packaged form, including transport of dangerous goods in portable tanks, refer to the International Maritime Dangerous Goods (IMDG) Code.”

10.6 To clarify the intent of paragraph 3.4.2 of the Guidelines, the Sub-Committee noted the proposal by the Netherlands that the text of that paragraph should be replaced by the following:

“3.4.2 Instead of the use of permanently attached deck-tanks, portable tanks meeting the requirements of the International Maritime Dangerous Goods (IMDG) Code or other portable tanks specifically approved by the Administration may be used for cargoes indicated in paragraph 1.2.2 provided that the tanks are properly located and secured to the vessel.”

10.7 Subsequently, the Sub-Committee agreed to request BLG 10 to consider the proposed amendments to the LHNS Guidelines referred to in paragraphs 10.5 and 10.6 and provide comments, if any, to DSC 11; and requested the Secretariat to inform the BLG Sub-Committee accordingly.

### **Establishment of a correspondence group**

10.8 Following discussion, the Sub-Committee established the Correspondence Group on the Revision of the LHNS and OSV Guidelines, under the co-ordination of Australia\*, with the following terms of reference:

- .1 consider the draft OSV Guidelines prepared by SLF 48 (DSC 10/10/2, annex 1), in the context of matters under the purview of the DSC Sub-Committee, and prepare the final draft text of the Guidelines;

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- .2 prepare a consolidated set of amendments to the LHNS Guidelines taking into account the relevant outcomes of SLF 48 (DSC 10/10/2, annexes 2 and 3), amendments agreed and noted by the Sub-Committee (paragraphs 10.5 and 10.6) and comments by BLG 10 on those amendments;
- .3 consider including a reference to the Guidelines for vessels with dynamic positioning systems (MSC/Circ.645) in the OSV Code; and
- .4 submit a written report to DSC 11.

## **11 AMENDMENTS TO THE GUIDELINES FOR PARTIALLY WEATHERTIGHT HATCHWAY COVERS ON BOARD CONTAINERSHIPS**

11.1 The Sub-Committee noted that MSC 79 had considered document MSC 79/20/5 (Japan) proposing to amend the Guidelines for partially weathertight hatchway covers on board containerships (MSC/Circ.1087) (and providing the text of draft amendments), in order to take into account the prohibition contained in the IMDG Code regarding stowage of class 5.2 dangerous goods under deck or in enclosed ro-ro spaces, as well as to provide clarification regarding the on-deck stowage of class 5.2 dangerous goods on partially weathertight hatchway covers on containerships. Subsequently, the Committee decided to include, in the DSC Sub-Committee's work programme and the provisional agenda for DSC 10, a high priority item on "Amendments to the Guidelines for partially weathertight hatchway covers on board containerships", with a target completion date of 2005.

11.2 The Sub-Committee considered a document by Japan (MSC 79/20/5) proposing that the following sentence should be added at the end of paragraph 3.4.2 of the annex to MSC/Circ.1087:

"Notwithstanding the above sentence, CTUs containing dangerous goods of class 5.2 can be stowed in the vertical lines provided that the cargo hold complies with the relevant requirements in SOLAS regulation II-2/19 for dangerous goods of classes 2.1, 2.2, 2.3, 3, 4.1, 4.2, 4.3, 5.1, 6.1 or 8, even when hatchway covers are not fitted with effective gutterbars."

11.3 The Sub-Committee, noting that the requirements of SOLAS chapter II-2/19 are applicable to ships with weathertight hatchway covers and that the provisions of MSC/Circ.1087 are intended to provide a degree of relaxation from the application of those provisions to containerships with partially weathertight hatchway covers, decided not to amend the circular as proposed in paragraph 11.2 above.

11.4 The Sub-Committee considered that the work on the item had been completed and requested the Committee to delete the item from the work programme of the Sub-Committee.

## **12 EXTENSION OF THE BLU CODE TO INCLUDE GRAIN**

12.1 The Sub-Committee noted that MSC 79, following consideration of the proposal by the United Kingdom, IFSMA and BIMCO (MSC 79/20/6) to amend the BLU Code by deleting the words "excluding grain" from paragraph 3 of the introduction to the Code (thus extending the application of the provisions of the Code to ships carrying grain so that those ships would be provided with the same level of protection from possibility of unsafe loading or discharging practices), agreed to include, in the Sub-Committee's work programme and provisional agenda for DSC 10, a high priority item on "Extension of the BLU Code to include grain", with a target completion date of 2006.

12.2 Noting that the Code of Safe Practice for Solid Bulk Cargoes, 2004 (2004 BC Code) had been adopted by the Committee by resolution MSC.193(79), the Sub-Committee agreed that, when preparing amendments to the BLU Code, it would be prudent to identify those amendments to the BLU Code which are needed as a consequence of the 2004 BC Code.

12.3 In the above context, the Sub-Committee noted, in particular, that, in the 2004 BC Code, BC Numbers, which were assigned to certain solid bulk cargoes in the earlier versions of the BC Code, had been deleted.

12.4 In the course of the discussion of the item the Sub-Committee recognized the need, in view of the extension of the BLU Code to include grain, to develop appropriate consequential amendments to the Manual on loading and unloading of solid bulk cargoes for terminal representatives and SOLAS chapter VI.

### **Establishment of a correspondence group**

12.5 As a result of discussion on the item, the Sub-Committee established the Correspondence Group on Extension of the BLU Code to include grain, under the co-ordination of the United States\*, with the following terms of reference:

- .1 prepare draft amendments to the BLU Code thus extending the application of the provisions of the Code to ships carrying grain including other consequential amendments;
- .2 identify and prepare consequential amendments needed to the BLU Code in the light of the 2004 BC Code;
- .3 identify and prepare consequential amendments needed to the Manual on loading and unloading of solid bulk cargoes for terminal representatives in view of the extension of the BLU Code to include grain;
- .4 consider the need to prepare amendments to SOLAS chapter VI in view of the extension of the BLU Code to include grain; and
- .5 submit a written report to DSC 11.

12.6 In view of the fact that the development of the amendments referred to in paragraphs 12.4.2, 12.4.3 and 12.4.4 is consequential to the Sub-Committee's work on the extension of the BLU Code to include grain tasked by MSC 79 and to the adoption by the Committee of the 2004 BC Code, the Sub-Committee invited the Committee to endorse the Sub-Committee's course of action on the item.

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### 13 GUIDANCE ON PROVIDING SAFE WORKING CONDITIONS FOR SECURING OF CONTAINERS

13.1 The Sub-Committee noted that MSC 80 had considered document MSC 80/21/7 (United Kingdom), proposing incorporation, in the Code of Safe Practice for Cargo Stowage and Securing, guidance on providing a safe working platform for the securing of containers, to ensure that ship designers, builders and owners take account of the need to provide adequate arrangements to enable safe lashing and securing operations to take place so that no person is exposed to unnecessary risks to their safety and health whilst undertaking lashing and securing tasks in compliance with the ship's approved cargo securing plan. Subsequently, the Committee decided to include, in the DSC Sub-Committee's work programme and the provisional agenda for DSC 10, a high priority item on "Guidance on providing safe working conditions for securing of containers", with a target completion date of 2006.

13.2 Having noted that no documents had been submitted on the item to the session and having briefly discussed the matter, in particular the scope of work to be done, the Sub-Committee agreed to establish a Correspondence Group on Guidance on Providing Safe Working Conditions for Securing of Containers, under the co-ordination of the United Kingdom\*, with the following terms of reference:

- .1 identify best design practice to ensure that containerships have suitable and safe cargo securing access;
- .2 identify best design criteria for new containerships to ensure suitable and safe cargo securing access;
- .3 consider how cargo securing operational procedures can be improved;
- .4 identify what improvements can be made to containerships cargo securing manuals;
- .5 identify improvements to cargo lashing plans;
- .6 establish additional requirements needed for conventional bulk and general cargo ships used to carry containers;
- .7 consider developing criteria for inclusion in the Code of Safe Practice for Cargo Securing, in particular, for the following items:
  - .1 safe access to lashing platforms;
  - .2 provision of ladders on hatch coamings;

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- .3 illumination of work areas;
  - .4 unprotected openings;
  - .5 reduction of trips and falls;
  - .6 lashing gear to be uniform and compatible with design of ship;
  - .7 correct gear as per lashing plan to be retained onboard;
  - .8 utilization of current ISO standards; and
  - .9 maximum weight of lashing bars;
- .8 consider the need for the inclusion of developed standards in the Code of Safe Practice for Cargo Securing relevant to the following items:
- .1 lashing platform design;
  - .2 safety barriers and hand rails;
  - .3 access between container and deck;
  - .4 fixed ladders and design; and
  - .5 protection from exposed deck pipes;
- .9 review the Recommendations on safety of personnel during container securing operations (MSC/Circ.886) and, if necessary, prepare draft amendments thereto; and
- .10 submit a written report to DSC 11.

#### **14 WORK PROGRAMME AND AGENDA FOR DSC 11**

##### **Terms of reference of the Sub-Committee**

14.1 The Sub-Committee recalled that DSC 9 had agreed to the draft terms of reference for submission to MSC 79 for consideration and action as appropriate and noted that MSC 79 had instructed the Secretariat to revise the terms of reference of the sub-committees in consultation with their respective Chairmen, taking into account the points agreed by the Chairmen's Meeting (MSC 78/WP.9, paragraph 5), the views of MEPC 52, as well as its own views, and submit them to the MSC for final consideration and approval by MSC 80 and MEPC 53.

14.2 The Sub-Committee noted that MSC 80 (DSC 10/2/1 and DSC 10/2/1/Add.1) had approved the revised terms of reference and agreed that:

- .1 in compliance with the Chairmen's meeting's earlier recommendation that the mandate to the sub-committees should include explicit references to marine environment issues (MSC 78/WP.9, paragraph 5.2), the phrase "including the role of such measures in the protection of the marine environment" should be inserted in an appropriate place in the terms of reference of all sub-committees; and
- .2 the sub-committees should periodically review their terms of reference to ensure that they accurately reflect the work being carried out.

14.3 The terms of reference of the Sub-Committee, as approved by MSC 80, and as far as environmental related matters are concerned, by MEPC 53 (DSC 10/2/2), are attached in the annex to document DSC 10/2/1/Add.1.

### **Control of new work programme items**

14.4 The Sub-Committee noted that, concerning the establishment of priorities of work programme items, MSC 80 had agreed that there was no need to revise paragraph 2.11 of the Guidelines on the organization and method of work (MSC/Circ.1099) and agreed also that, as a matter of good management, chairmen should periodically re-assess the status of any longstanding low priority items on their work programmes. The Committee agreed that the Guidelines be reviewed in due course to take account of ongoing developments concerning establishment of a high-level action plan and biennial work priorities.

### **Future sessions of the Editorial and Technical (E&T) Group**

14.5 The Sub-Committee noted that, as no major amendments to the IMDG Code are needed to be prepared nor finalized in the year 2006, there was no need to hold meetings of the E&T Group in that year. However, there would be a need to hold two meetings of the group in the year 2007, as scheduled this year, to prepare amendment 34-08 to the IMDG Code for consideration at DSC 12 and finalization of those agreed amendments for adoption at MSC 84 in 2008.

14.6 In the light of the above, the Sub-Committee invited the Committee to approve the holding of two sessions of the E&T Group in the year 2007, the first tentatively scheduled to take place in April and the other in September/October of that year.

### **Work programme and agenda for DSC 11**

14.7 Taking into account the progress made at this session and the provisions of the agenda management procedure contained in paragraphs 3.11 to 3.23 of the Guidelines on the organization and method of work (MSC/Circ.1099), the Sub-Committee reviewed its work programme (DSC 10/WP.3) based on that approved by MSC 80, taking into account relevant decisions of MEPC 53, and prepared the revised Sub-Committee's work programme and provisional agenda for DSC 11. While reviewing the work programme, the Sub-Committee agreed to invite the MSC, and MEPC as far as environmental related items are concerned, to:

- .1 delete the following work programme items, as work on them has been completed:
  - .1.1 item H.2 – Review of Annex III to MARPOL 73/78; and
  - .1.2 item H.9 – Amendments to the Guidelines for partially weathertight hatchway covers on board containerhips;
- .2 extend the target completion date of the following work programme items:
  - .2.1 item H.1 – Amendment (34-08) to the IMDG Code and supplements, to 2007;
  - .2.2 item H.5 – Guidance on serious structural deficiencies in containers: reporting procedure on serious structural deficiencies, to 2006; and
  - .2.3 item H.7 – Amendments to the CSS Code, to 2006;

- .3 replace the number of sessions needed for completion of the following work programme item by the target completion date, as item has been included in the provisional agenda for DSC 11:
  - .3.1 item H.6 – Review of the SPS Code 2007;
- .4 add the following new work programme item as justification for that item has been prepared by the Sub-Committee:
  - .4.1 item H.10 – Review of the Recommendations on the safe use of pesticides in ships,  
  
with the target completion date of 2007; and
- .5 renumber the work programme items accordingly.

The Sub-Committee invited the Committee to approve the proposed revised work programme and provisional agenda for DSC 11, set out in annex 7.

#### **Arrangements for the next session**

14.8 The Sub-Committee agreed to establish, at its next session, working and drafting groups on the following subjects:

- .1 amendments to the BC Code and its mandatory application;
- .2 measures to enhance maritime security; and
- .3 guidance on providing safe working conditions and for securing of containers.

#### **Date of next session**

14.9 The Sub-Committee noted that its eleventh session had been tentatively scheduled to take place from 25 to 29 September 2006.

### **15 ELECTION OF CHAIRMAN AND VICE-CHAIRMAN FOR 2006**

15.1 In accordance with the Rules of Procedure of the Maritime Safety Committee, the Sub-Committee unanimously re-elected Mrs. Olga P. Lefevre (France) as Chairman and Mr. Juan P. Heusser (Chile) as Vice-Chairman, both for the year 2006.

### **16 ANY OTHER BUSINESS**

#### **Carriage of dangerous goods on high-speed craft**

16.1 The Sub-Committee noted that FP 49, taking into account comments made in plenary with regard to amendments to the 2000 HSC Code, had agreed:

- .1 on the inclusion of relevant proposed amendments to section 7.17 (Requirements for craft and cargo spaces intended for the carriage of dangerous goods) of the 2000 HSC Code;

- .2 that the letter “x” in the open spaces column of table 7.17-1, row 7.17.3.2, seemed incorrect and should be re-examined by DSC 10 in conjunction with corresponding SOLAS requirements and that, since the provisions for carrying harmful substances in packaged form are covered under MARPOL Annex III, they do not need to be referred to in the 2000 HSC Code; and
- .3 that section 7.17 and the proposed amendments thereto should be referred to DSC 10 for consideration, subject to the concurrence of MSC 80, with a view to referring the outcome of that consideration directly to DE 49 which is expected to finalize the complete set of amendments to the 2000 and 1994 HSC Codes and the DSC Code.

16.2 The Sub-Committee further noted that MSC 80 had endorsed the recommendation of FP 49 that matters related to carriage of dangerous goods on high-speed craft be referred to DSC 10 for consideration, taking into account that DSC 10 would report the outcome of the deliberation directly to DE 49.

#### ***Establishment of a working group***

16.3 After a brief discussion, the Sub-Committee established the Working Group on the Carriage of Dangerous Goods on High-Speed Craft, under the chairmanship of Mr. Bengt Lyderson (Sweden), with the following terms of reference:

- .1 to examine the need for letter “x” in the open spaces column of table 7.17-1, row 7.17.3.2 of section 7.17 of the 1994 and 2000 HSC Codes, in conjunction with the corresponding SOLAS requirements, taking into account comments by FP 49 (FP 49/17, paragraph 5.14) and, if required, to prepare amendments to SOLAS chapter II-2; and
- .2 to review section 7.17 of the 1994 and 2000 HSC Codes and the proposed amendments thereto (FP 49/17, annex 5, paragraphs 79 to 96).

#### ***Report of the working group***

16.4 Having received the report of the working group, the Sub-Committee (DSC 10/WP.2) approved the report in general and took action as indicated in paragraphs 16.5 to 16.11:

#### ***Sources of ignition***

16.5 The Sub-Committee considered the need for the letter “x” in the “open ro-ro spaces” column of table 7.17-1, row 7.17.3.2, in conjunction with the corresponding SOLAS requirements, taking into account the comments of FP 49, and agreed that the letter “x” should remain as it is in the 2000 HSC Code to ensure that the relevant requirements of SOLAS chapter II-2 and the revised HSC Code apply the same level of safety. Notwithstanding the above point, the Sub-Committee agreed to amend paragraph 7.17.3.2 with a view towards clarity (see paragraph 16.7 below and annex 1 of document DSC 10/WP.2).

#### ***Review of section 7.17***

16.6 The Sub-Committee only reviewed the existing section 7.17 of the 2000 HSC Code for matters under its purview, taking into account that a similar section on the carriage of dangerous goods does not exist in the 1994 HSC Code, and noted that the IMDG Code was not mandatory

the last time the 2000 HSC Code was revised. Having noted that SOLAS chapter VII applies to high-speed craft, the Sub-Committee agreed to add a paragraph to section 7.17, for clarification purposes, stating that the IMDG Code applies.

16.7 Having considered the above issues, the Sub-Committee agreed to the draft amendments to section 7.17 of the 2000 HSC Code, as set out in annex 1 to document DSC 10/WP.2, and instructed the Secretariat to forward them to DE 49 for co-ordination purposes.

#### ***Review of draft amendments prepared by FP 49***

16.8 In considering the proposed draft amendment to paragraph 7.17.3.6.1 prepared by FP 49, the Sub-Committee noted that this new provision would require that the chemical protective clothing carried on board be selected “taking into account the danger of the chemicals according to the class and liquid or gaseous”. In this regard, the Sub-Committee also noted that there is no corresponding requirement in SOLAS chapter II-2 and, if approved, the HSC Code would provide a higher level of safety than SOLAS ships even though such ships face a similar hazard.

16.9 Notwithstanding the above points, the Sub-Committee endorsed the proposed amendment to paragraph 7.17.3.6.1 prepared by FP 49, as modified, from an operational safety standpoint and agreed that a consequential amendment to SOLAS regulation II-2/19.3.6.1 should be prepared by the FP Sub-Committee if the draft amendment to paragraph 7.17.3.6.1 is included in the revised HSC Code. In addition, the Sub-Committee expressed the view that, if the afore-mentioned amendments to SOLAS and the HSC Code are approved by the Committee, its work programme should include an item on the development of the associated guidance concerning protective clothing (see DSC 10/WP.2, annex 2, paragraph 11).

16.10 Having considered the above issues, the Sub-Committee agreed to the proposed modifications to the draft amendments to the 2000 HSC Code prepared by FP 49, as set out in annex 2 to document DSC 10/WP.2, and instructed the Secretariat to forward them to DE 49 for co-ordination purposes.

#### ***Other matters***

16.11 Having completed its review of the 2000 HSC Code, the Sub-Committee endorsed the group’s view that the revised HSC Code should be harmonized with the relevant provisions of the SOLAS Convention with a view towards ensuring that similar text is used, where applicable, and that there are not two levels of safety for similar hazards. The Secretariat was instructed to forward this view to DE 49.

#### **Courses on the implementation of the IMDG Code**

16.12 The Sub-Committee noted (DSC 10/16/2) that, under the Organization’s programme on enhancement of maritime safety, since April 2002, ten regional and seven national courses on the implementation of the IMDG Code have been delivered and one regional course, in the Caribbean, is planned for November 2005. Overall, some 632 participants from 122 countries should have benefited from these programmes.

16.13 The Sub-Committee, in general, and the delegations of the Bahamas and Uruguay in particular, appreciated the efforts of the Organization towards the implementation of the IMDG Code in the Latin American and the Caribbean Regions.

### **Dangerous goods in packaged form**

16.14 The Sub-Committee noted that MSC 80 in considering document MSC 80/23/3 (Japan), noted the possible errors contained in table 19.3 in SOLAS chapter II-2, regarding the application of the requirements to various classes of dangerous goods and the invitation to rectify the table and the relevant IMO instruments.

16.15 In the above context, the Sub-Committee also noted that MSC 80 had agreed, in principle, with the proposal and invited Japan to consider submitting an appropriate proposal to MSC 81 for a new work programme item for the DSC and FP Sub-Committees, in accordance with the Guidelines on the organization and method of work.

### **Discharge into the sea of spent packages of Magnesium phosphide fumigant**

16.16 The Sub-Committee noted that, at MEPC 53, the delegation of New Zealand, in its document MEPC 53/16/1, had provided a brief overview of an incident that occurred off the coast of New Zealand in April 2005, concerning the discharge into the sea of a large number of packages of spent cargo fumigant Magnesium phosphide. The Committee's attention was drawn to the fact that, while there appeared to be no prohibition on the discharge of such material pursuant to the existing marine pollution prevention conventions, the discharge of active packages producing phosphine gas represented a significant risk to the public who might encounter them at sea. As a result of this incident, New Zealand proposed the issuance of an MEPC circular on the Disposal of fumigant material and informed the Committee of its intention to submit to MEPC 54 a proposal for an amendment to MARPOL Annex V with the aim of prohibiting the discharge into the sea of garbage that might present a high risk to public health.

16.17 In considering the draft MEPC circular on the Disposal of fumigant material proposed by New Zealand, the MEPC 53, having noted that the issue raised in document MEPC 53/16/1 is related to cargo fumigation procedures, which forms part of the supplement to the IMDG Code, approved, subject to MSC's concurrent decision, the draft circular to be issued as a joint MSC/MEPC circular. In the light of this decision, MEPC 53 further agreed to request the Sub-Committee to review the draft circular, at DSC 10, from the viewpoint of its competence with regard to the IMDG Code, prior to MSC's consideration of the issue.

16.18 The Sub-Committee, while agreeing to the draft MSC/MEPC circular on Disposal of fumigants, proposed to delete the reference to the 2000 edition of the supplement and invited MSC 81 to consider the proposal of the Sub-Committee and take action as appropriate.

### **World convention on the transport of dangerous goods**

16.19 In discussing document DSC 10/15 (Secretariat), the Sub-Committee noted that the UN Sub-Committee of Experts on the Transport of Dangerous Goods (29 November to 7 December 2004) had considered issues related to a proposal by Italy (ST/SG/AC.10/C.3/2004/32) for a World convention on the transport of dangerous goods and the comments provided in writing by AISE *et al* (UN/SCETDG/25/INF.26) and ICAO (UN/SCETDG/26/INF.36) and decided that the issue of further harmonization with the UN Model Regulations should be discussed in greater depth during the forthcoming biennium with the development of a world convention being one possible solution. It requested the UNECE secretariat to prepare documents for the possible drafting of a convention of this nature and to consult the pertinent bodies of the United Nations system in this regard, in particular IMO, ICAO, IAEA and the regional commissions. At the same time, the UN Sub-Committee should study alternatives to a convention in order to improve internationally the assurance of the

simultaneous harmonization of legislation applicable to the international transport of dangerous goods in all countries by all modes of transport.

16.20 The Sub-Committee also noted the outcome of the UN Sub-Committee (4 to 8 July 2005) on the World convention on the transport of dangerous goods and, in particular, noted that, in conclusion, experts of the UN Sub-Committee and international organizations are invited to discuss all these issues formally or informally at national level or within their constituencies so as to further explore the possibilities of improving global harmonization for international transport of dangerous goods.

16.21 Following discussion, the Sub-Committee agreed that the process of harmonization was an ongoing one and recognized that there was a need to make the provisions of the instruments governing the carriage of dangerous goods clearer and understandable which would encourage and foster, amongst others, a consistent enforcement of regulations.

16.22 In that context, some delegations were of the view that the development of the world convention was perhaps not, at this stage, the preferred way forward as other international conventions (SOLAS, MARPOL and Chicago) adequately served the maritime and air transport needs; however, a greater emphasis on training and enforcement would improve the IMDG Code compliance rate.

16.23 Some other delegations were of the view that the development of the world convention was a good way forward, though it should not be the only way towards greater harmonization of the modal instruments governing the carriage of dangerous goods. The Sub-Committee invited Member Governments and international organizations to give consideration to the issue and provide comments for consideration at DSC 11 so that a firmer position of the Organization could be forwarded to the UN Committee of Experts on the transport of dangerous goods and on the globally harmonized system of classification and labelling of chemicals.

### **Urgent matters emanating from DSC 11**

16.24 Noting the close proximity between DSC 11 (September 2006) and MSC 82 (December 2006), the Sub-Committee invited MSC 81 to agree that, in addition to its work programme and agenda for DSC 12, the outcome of DSC 11 on the following items would be urgent matters to be considered by MSC 82:

- .1 measures to enhance maritime security; and
- .2 revision of LHNS and OSV Guidelines.

### **Expressions of condolences**

16.25 The Sub-Committee, being informed of the passing of Mr. Otto Dijkhoorn who had served the Organization for a number of years, expressed its deep condolences and requested the delegation of the Netherlands to pass them to the family and friends of Mr. Otto Dijkhoorn.

### **Expressions of appreciation**

16.26 The Sub-Committee expressed appreciation to the following delegates and Members of the IMO Secretariat, who had recently relinquished their duties or retired, for their invaluable contribution to its work and wished them a long and happy retirement or, as the case might be, every success in their new duties:

- Mr. E.P. Pfersich (United States);
- Mr. Jørgen Rasmussen (Denmark);
- Mr. A.A. Joosse (Netherlands);
- Mr. D. Bertaud (Secretariat); and
- Mr. A. Martinez (Secretariat).

## **17 ACTION REQUESTED OF THE COMMITTEES**

### **17.1 The Maritime Safety Committee is invited to:**

- .1 consider instructing the FP Sub-Committee to develop appropriate amendments to SOLAS II-2/19 (II-2/54) as a result of the change to the flashpoint in the IMDG Code (paragraph 3.10);
- .2 approve the MSC circular on Contact information for the designated competent authority (paragraph 3.12, annex 1);
- .3 note the outcome of the consideration of the issue related to the mandatory application of chapter 1.3 (Training) of the IMDG Code (paragraphs 3.16 to 3.18);
- .4 note that the Sub-Committee agreed to the text of the draft amendments to Annex III to MARPOL 73/78 for submission to MEPC 54 for approval and subsequent adoption at MEPC 55 and note the relevant timeframe leading to the entry into force of the amended Annex III to MARPOL 73/78 (paragraph 3.85.1, annexes 2 and 3);
- .5 note that the Sub-Committee agreed to amendment (33-06) to the IMDG Code and consider the amendment with the view to adoption (paragraph 3.87 and document MSC 81/3/3);
- .6 consider the justification for inclusion in the Sub-Committee's work programme of a new item on "Review of the recommendations on the safe use of pesticides in ships" and decide accordingly (paragraph 4.23, annex 5);
- .7 endorse the issuance of DSC/Circ.36 on Accidents involving transport of direct reduced iron fines (paragraph 4.27);
- .8 approve the amendments to MSC/Circ.859 and request the Secretariat to issue a new MSC circular on Inspection programmes for cargo transport units carrying dangerous goods, which would supersede MSC/Circ.859 (paragraph 8.5 and annex 6);
- .9 consider the view of the Sub-Committee that the development of the amendments to the BLU Code, Manual on loading and unloading of solid bulk cargoes for terminal representatives, and SOLAS chapter VI is consequential to the Sub-Committee's work on the extension of the BLU Code to include grain, as tasked by MSC 79, and to the adoption of the 2004 BC Code, and endorse the Sub-Committee's course of action on the item (paragraph 12.6);

- .10 approve the holding of two sessions of the E&T Group in the year 2007 (paragraph 14.6);
- .11 approve the proposed revised work programme of the Sub-Committee and provisional agenda for DSC 11 (paragraph 14.7 and annex 7);
- .12 consider the Sub-Committee's view that if the amendment to paragraph 7.17.3.6.1 of the 2000 HSC Code, as prepared by FP 49 and modified by DSC 10, is included in the revised Code, a consequential amendment to SOLAS regulation II-2/19.3.6.1 should also be prepared by the FP Sub-Committee and that, if the afore-mentioned amendments to SOLAS and the HSC Code are approved by the Committee, the DSC Sub-Committee's work programme should include an item on the development of the associated guidance concerning protective clothing and take action as appropriate (paragraph 16.9);
- .13 note that the Sub-Committee approved the draft MSC/MEPC circular on Disposal of fumigants and consider the proposal of the Sub-Committee to delete, from the draft circular, the reference to the 2000 edition of the supplement to the IMDG Code and take appropriate action (paragraph 16.18); and
- .14 approve the report in general.

17.2 The Marine Environment Protection Committee is invited to:

- .1 approve the text of the draft amendments to MARPOL Annex III, with the view to adoption at MEPC 55 (paragraph 3.85.1 and annex 2);
- .2 concur with the timeframe leading to the entry into force of the amended MARPOL Annex III (paragraph 3.85.21 and annex 3);
- .3 approve the amendments to the List of Substances referred to in paragraph 2(a) of Article 1 of the Protocol relating to the Intervention on the High Seas in Cases of Pollution by Substances other than Oil, 1973, and agree to the view of the Sub-Committee that the entry into force date of this amendment should either be before or no later than the entry into force date of the relevant IMDG Code amendment (paragraph 3.85.3 and annex 4); and
- .4 note that the Sub-Committee approved the draft MSC/MEPC circular on Disposal of fumigants and consider the proposal of the Sub-Committee to delete, from the draft circular, the reference to the 2000 edition of the supplement to the IMDG Code and take appropriate action (paragraph 16.18).

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## ANNEX 1

## DRAFT MSC CIRCULAR

## CARRIAGE OF DANGEROUS GOODS

## THE INTERNATIONAL MARITIME DANGEROUS GOODS (IMDG) CODE

**Contact information for the designated national competent authority**

1 The carriage of dangerous goods by sea is governed by the regulations of chapter VII of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended. Part A of chapter VII regulates the carriage of dangerous goods in packaged form and regulation VII/3 requires that carriage of dangerous goods in packaged form shall be in compliance with the relevant provisions of the IMDG Code.

2 Section 7.9.3 of the IMDG Code identifies the main offices of designated national competent authorities. The annex<sup>1</sup> to this circular provides a more comprehensive listing of contact information for competent authorities and bodies including:

- .1 the designated national competent authorities;
- .2 competent authorities and bodies which have been designated for the testing and certification of packagings, intermediate bulk containers (IBCs) and large packagings; and
- .3 competent authorities and bodies which have been designated as competent inspection agencies or authorities for testing, approval, acceptance and other duties connected with portable tanks, road tank vehicles, multiple-element gas containers (MEGCs) and bulk containers (BK2).

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<sup>1</sup> For national competent authorities responsible for approval and authorization in respect of the transport of radioactive material, see also the International Atomic Energy Agency's (IAEA) National Competent Authorities List. Specific information on package approvals issued by individual Member States for the transport of radioactive materials is available from the issuing competent authority. IAEA maintains a database (PACKTRAM) on valid package approval certificates from Member States to respond to technical and administrative inquiries concerning such approvals. An annual report is published in the form of a technical document entitled 'Directory of National Competent Authorities' Approval Certificates for Package Design and Shipment of Radioactive Material. Enquiries may be directed to:

Division of Radiation, Transport and Waste Safety  
International Atomic Energy Agency (IAEA)  
Wagramerstrasse, 5  
1400 Vienna  
Austria

3 To keep the annex as up to date as possible, Administrations which have not as yet provided the information or which have previously provided information that needs to be updated, are invited to review the annex and to notify the Secretariat<sup>2</sup> accordingly.

4 This circular revokes MSC.2/Circ.36.

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<sup>2</sup> International Maritime Organization (IMO)  
4 Albert Embankment  
London SE1 7SR  
United Kingdom

Telephone: +44 (0)20 7735 7611  
Telefax: +44 (0)20 7587 3210  
E-mail: [info@imo.org](mailto:info@imo.org)

ANNEX

**COUNTRY**

**Contact information for national competent authority**

**ALGERIA**

Ministère des Transports/Direction de la Marine Marchande  
119 Rue Didouche Mourad  
Alger  
ALGÉRIE  
Telephone: +213 260 61 46  
Telex: 66063 DGAF DZ

**ARGENTINA**

Prefectura Naval Argentina  
(Argentine Coast Guard)  
Dirección de Protección ambiental  
Departamento de Protección ambiental y mercancías peligrosas  
Division mercancías y residuos peligrosos  
Avda. Eduardo Madero 235  
4º piso, Oficina 4.36 y 4.37  
Buenos Aires (C1106ACC)  
REPÚBLICA ARGENTINA  
Telephone: +54 11 4318 7669  
Telefax: +54 11 4318 7474  
E-mail: dpma-mp@prefectura naval.gov.ar

*Packaging, Testing and Certification Institute*  
Instituto Nacional de Tecnología Industrial (INTI)  
Avda. General Paz entre Albarellos y  
Avda. de los Constituyentes  
Miguelete - Prov. de Buenos Aires  
REPÚBLICA ARGENTINA  
Telephone: +54 1 755 6161  
+54 1 755 6212  
+54 1 755 6314

Packagings in conformity with the IMDG Code will be marked as specified in section 6 of Annex I to the Code. The markings in accordance with paragraphs 6.2(f) will be “RA”.

**AUSTRALIA**

*Head Office Administration*  
Chief Executive  
Australian Maritime Safety Authority  
P.O. Box 1108  
Belconnen ACT 2616  
AUSTRALIA  
Telephone: +61 6 279 5039  
Telefax: +61 6 279 5813

**COUNTRY**

**Contact information for national competent authority**

**AUSTRALIA**  
(continued)

*State and Territory Offices*

Survey Manager  
Australian Maritime Safety Authority  
8th Floor P.O. Box 10001  
363 Adelaide Street Adelaide Street  
Brisbane QLD 4000 Brisbane QLD 4001  
AUSTRALIA Australia  
Telephone: +61 7 835 3600  
Telefax: +61 7 832 1202

Marine Surveyor  
Australian Maritime Safety Authority  
139-143 Hartley Street P.O. Box 899  
Bungalow Cairns QLD 4870  
Cairns QLD 4870 Australia  
AUSTRALIA  
Telephone: +61 70 354 699  
Telefax: +61 70 354 137

*Canberra*

Manager, Ship Inspection  
Maritime Operations  
Australian Maritime Safety Authority  
GPO Box 2181  
Canberra ACT 2601  
AUSTRALIA  
Telephone: +61 2 6279 5048  
Telefax: +61 2 6279 5058  
E-mail: [psc@amsa.gov.au](mailto:psc@amsa.gov.au)  
Website: <http://www.amsa.gov.au>

Marine Surveyor  
Australian Maritime Safety Authority  
Suite 4 P.O. Box 297  
Kempton Arcade Gladstone QLD 4680  
148 Auckland Street Australia  
Gladstone QLD 4680  
AUSTRALIA  
Telephone: +61 79 723 766  
Telefax: +61 79 723 841

**COUNTRY**

**Contact information for national competent authority**

**AUSTRALIA**  
(continued)

Marine Surveyor  
Australian Maritime Safety Authority  
Canegrower's Building P.O. Box 117  
120 Wood Street Mackay QLD 4740  
Mackay QLD 4740 Australia  
AUSTRALIA  
Telephone: +61 79 576 644  
Telefax: +61 79 578 450

Survey Manager  
Australian Maritime Safety Authority  
Level 3 P.O. Box K405  
66 Wentworth Street Haymarket NSW 2001  
Surry Hills NSW 2012 Australia  
AUSTRALIA  
Telephone: +61 2 282 0777  
Telefax: +61 2 282 0750

Senior Marine Surveyor  
Australian Maritime Safety Authority  
Level 2 P.O. Box 2147  
8 Denison Street Dangar NSW 2309  
Hamilton NSW 2303 Australia  
AUSTRALIA  
Telephone: +61 49 61 2997  
Telefax: +61 49 61 2694

Senior Marine Surveyor  
Australian Maritime Safety Authority  
ANZ/CML Building P.O. Box 1176  
Suite 1A, Level 5 Wollongong NSW 2500  
223 Crown Street Australia  
Wollongong NSW 2500  
AUSTRALIA  
Telephone: +61 42 26 5457  
Telefax: +61 42 26 5455

Survey Manager  
Australian Maritime Safety Authority  
2nd Floor, Building 3 P.O. Box 272  
6 Riverside Quay World Trade Centre  
South Melbourne VIC 3205 VIC 3205  
AUSTRALIA Australia  
Telephone: +61 3 685 5777  
Telefax: +61 3 685 5700

**COUNTRY**

**Contact information for national competent authority**

**AUSTRALIA**  
(continued)

Marine Surveyor  
Australian Maritime Safety Authority  
Suite 23  
Currabeg House  
248 Latrobe Terrace  
Geelong VIC 3220  
AUSTRALIA  
Telephone: +61 52 22 2052/22 2157  
Telefax: +61 52 22 2052

Senior Marine Surveyor  
Australian Maritime Safety authority  
1st Floor P.O. Box 260  
35 Oldaker Street Devonport TAS 7310  
Devonport TAS 7310 Australia  
AUSTRALIA  
Telephone: +61 04 24 1597  
Telefax: +61 04 24 8009

Senior Marine Surveyor  
Australian Maritime Safety Authority  
215 Victoria Road  
Largs Bay SA 5016  
AUSTRALIA  
Telephone: +61 8 49 4077  
Telefax: +61 8 49 3444

Marine Surveyor  
Australian Maritime Safety Authority  
Lot 1658 P.O. Box 562  
Coonawarra Road Darwin NT 0801  
Winnelie NT 0820 Australia  
AUSTRALIA  
Telephone: +61 89 84 4344  
Telefax: +61 89 84 3784

Survey Manager  
Australian Maritime Safety Authority  
3rd Floor P.O. Box 1332  
22 Queen Street Freemantle WA 6160  
Freemantle WA 6160 Australia  
AUSTRALIA  
Telephone: +61 9 430 2100  
Telefax: +61 9 430 4757

**COUNTRY**

**Contact information for national competent authority**

**AUSTRALIA**  
(continued)

Marine Surveyor  
Australian Maritime Safety Authority  
Suite 4  
Ansett Building  
Wedge Street  
Port Hedland WA 6721  
AUSTRALIA  
Telephone: +61 91 73 2598  
Telefax: +61 91 73 2887

Senior Marine Surveyor  
Australian Maritime Safety Authority  
P.O. Box 860  
Karratha WA 6714  
AUSTRALIA  
Telephone: +61 91 85 2640  
Telefax: +61 91 44 2023

**BAHAMAS**

Bahamas Maritime Authority  
Second Floor  
Latham House  
16 Minories  
London, EC3N 1EH  
UNITED KINGDOM  
Telephone: +44 (0)20 7264 2550  
Telefax: +44 (0)20 7264 2579  
E-mail: tech@bahamasmaritime.com

**BELGIUM**

*Brussels Office*  
City Atrium  
Federale Overheidsdienst Mobiliteit en Vervoer  
Directoraat-generaal Maritiem Vervoer  
Vooruitgangstraat 56  
1210 Brussels  
BELGIUM  
Telephone: +32 2 277 3500  
Telefax: +32 2 277 4051  
E-mail: dg.mar@mobiliteit.fgov.be

**COUNTRY**

**Contact information for national competent authority**

**BELGIUM**  
(continued)

*Antwerp Office*

Federale Overheidsdienst Mobiliteit en Vervoer  
Directoraat-generaal Maritiem Vervoer  
Scheepvaartcontrole  
Loodsgebouw  
Tavernierkaai 3  
B-2000 Antwerpen  
BELGIUM

Telephone: +32 3 229 0030  
Telefax: +32 3 229 0031  
E-mail: hazmat.antwerpen@mobiliteit.fgov.be

*Ostend Office*

Federale Overheidsdienst Mobiliteit en Vervoer  
Directoraat-generaal Maritiem Vervoer  
Scheepvaartcontrole  
Natiënkaai 5  
B-8400 Oostende  
BELGIUM

Telephone: +32 59 56 1450  
Telefax: +32 59 56 1474  
E-mail: hazmat.zeebrugge@mobiliteit.fgov.be

**BRAZIL**

Diretoria de Portos e Costas (DPC-20)  
Rua Teófilo Otoni No. 04  
Centro  
Rio de Janeiro  
CEP 20090-070  
BRAZIL

Telephone: +55 21 2104 5203  
Telefax: +55 21 2104 5202  
E-mail: secom@dpc.mar.mil.br

**BULGARIA**

*Main Office*

State Shipping Inspectorate  
Ministry of Transport  
Levski Str. 9/11  
1000 Sofia  
BULGARIA

Telephone: +359 2 88 55 29

**COUNTRY**

**Contact information for national competent authority**

**BULGARIA**  
(continued)

*Sections*

1 State Shipping Inspectorate  
Chervenoarmejski Blvd. 1  
Varna  
BULGARIA  
Telephone: +359 52 2 54 09

2 State Shipping Inspectorate  
Burgas Port  
Burgas  
BULGARIA  
Telephone: +359 56 4 31 40

**CANADA**

The Chairman  
Board of Steamship Inspection  
Transport Canada -Marine Safety  
Tower C, Place de Ville  
330 Sparks Street, 10<sup>th</sup> Floor  
Ottawa, Ontario, K1A ON5  
CANADA  
Telephone: +1 613 991 3132  
+1 613 991 3143  
+1 613 991 3139  
Telefax: +1 613 993 8196

*Packaging approvals*

Director Regulatory Affairs  
Transport Dangerous Goods Directorate  
Tower C, Place de Ville  
330 Sparks Street, 9th Floor  
Ottawa, Ontario, K1A ON5  
CANADA  
Telephone: +1 613 998 0519  
+1 613 990 1163  
+1 613 993 5266  
Telefax: +1 613 993 5925

**COUNTRY** **Contact information for national competent authority**

**CHILE**  
Dirección General del Territorio Marítimo  
y de Marina Mercante  
Dirección de Seguridad y Operaciones Marítimas  
Depto. Prevención de Riesgos  
Errázuriz 537  
Valparaíso  
CHILE  
Telephone: +56 32 208256  
Telefax: +56 32 208262  
Telex: 230602 DGTM CL  
330461 DGTM CK

**CHINA**  
Maritime Safety Administration  
People's Republic of China  
11 Jianguomen Nei Avenue  
Beijing 100736  
CHINA  
Telephone: +86 10 6529 2588  
+86 10 6529 2218  
Telefax: +86 10 6529 2245  
Telex: 222258 CMSAR CN

**CROATIA**  
Ministry of Maritime Affairs  
Transport and Communication  
Marine Safety Division  
Prisavlje 14  
1000 Zagreb  
REPUBLIC OF CROATIA  
Telephone: +385 1 611 5966  
Telefax: +385 1 611 5968  
E-mail: pomorski-promet@zg.tel.hr

*Testing and certification of packagings*

Adriainspekt  
Ciottina 17/b  
51000 Rijeka  
REPUBLIC OF CROATIA  
Telephone: +385 51 511 133  
Telefax: +385 51 36 176

*Classification society for CSC containers (including IMO tanks)*

Croatian Register of Shipping  
Marasoviceva 67  
21000 Split  
REPUBLIC OF CROATIA  
Telephone: +385 21 358 933  
Telefax: +385 21 358 159

**COUNTRY**

**Contact information for national competent authority**

**CUBA**

Ministerio del Transporte  
Dirección de Seguridad e Inspección Marítima  
Boyeros y Tulipán. Plaza  
Ciudad de la Habana  
CUBA  
Telephone: +537 8816 607  
+537 8819 498  
Telefax: +537 8811 514  
E-mail: dsim@mitrans.transnet.cu

**CYPRUS**

Department of Merchant Shipping  
Ministry of Communications and Works  
Kylinis Street  
Mesa Geitonia  
CY-4007 Lemesos  
P.O. Box 56193  
CY-3305 Lemesos  
CYPRUS  
Telephone: +357 5 848 100  
Telefax: +357 5 848 200  
Telex: 2004 MERSHIP CY  
E-mail: dms@cytanet.com.cy

**CZECH REPUBLIC**

*Implementation*  
Ministry of Transport of the Czech Republic  
Navigation and Waterways Division  
Nábr. L.. Svobody 12  
110 15 Praha 1  
CZECH REPUBLIC  
Telephone: +42 2 230 312 25  
Telefax: +42 2 248 105 96  
Telex: +42 2 12 10 96 Domi C

*Packaging, Testing and Certification Institutes*  
CIMTO, s.p.  
Un Michelského lesa 336  
146 23 Praha 4  
CZECH REPUBLIC  
Telephone: +42 2 472 94 64  
Telefax: +42 2 472 36 76

IMET, s.r.o.  
Bažantni 697  
165 00 Praha 6  
CZECH REPUBLIC  
Telephone: +42 2 39 32 96  
Telefax: +42 2 29 23 70

**COUNTRY**

**Contact information for national competent authority**

**CZECH REPUBLIC**  
(continued)

*Classification of dangerous goods of all classes, except class 7  
– radioactive materials*

Český lodní a průmyslový registr, s.r.o.  
(Czech Shipping and Industry Register, Ltd.)  
Jankovcova 10  
170 00 Praha 7  
CZECH REPUBLIC

Telephone: +42 2 667 10001  
Telefax: +42 2 808 984  
Telex: +42 2 122 874 csir c

**DENMARK**

Danish Maritime Authority  
P.O. Box 2605  
Vermundsgade 38C  
2100 Copenhagen Ø  
DENMARK

Telephone: +45 39 17 44 00  
Telefax: +45 39 17 44 01  
E-mail: SFS@dma.dk

*Packing, Testing and Certification Institute*  
Emballage og Transportinstituttet (E.T.I.)  
Dansk Teknologisk Institut  
Gregersensvej  
2630 Tåstrup  
DENMARK

Packagings in conformity with the IMDG Code will be marked  
“DK Eti”

**ECUADOR**

Dirección General de la Marine Mercante y del Litoral  
P.O. Box 7412  
Guayaquil  
ECUADOR

Telephone: +593 4 526 760  
Telefax: +593 4 324 246  
Telex: 04 3325 DIGMER ED

**ESTONIA**

Estonian Maritime Administration  
Maritime Safety Division  
Valge 4  
EST-11413 Tallinn  
ESTONIA

Telephone: +372 6205 700/715  
Telefax: +372 6205 706  
E-mail: mot@vta.ee

**COUNTRY**

**Contact information for national competent authority**

**FINLAND**

Finnish Maritime Administration  
P.O. Box 171  
FI-00181 Helsinki  
FINLAND  
Telephone: +358 20 448 1  
Telefax: +358 20 448 4500  
+358 20 448 4336  
E-mail: keskushallinto@fma.fi

*Packaging and Certification Institute*  
Safety Technology Authority (TUKES)  
P.O. Box 123  
FI-00181 Helsinki  
FINLAND  
Telephone: +358 96 1671  
Telefax: +358 96 1674 66  
E-mail: kirjaamo@tukes.fi

**FRANCE**

MTEM / DGMT / MMD  
Arche sud  
92055 La Défence cedex  
FRANCE  
Telephone: +33 (0)1 40 81 86 49  
Telefax: +33 (0)1 40 81 10 65  
Telex: 250 823 FMIMER  
E-mail: olga.lefevre@equipement.gouv.fr

*Organizations authorized to carry out testing  
and type approval of packaging*

- 1 Bureau de vérifications techniques (BVT)  
ZAC de la Cerisaie  
31, rue de Mont jean  
94266 FRESNES cedex  
FRANCE
- 2 Laboratoire d'études et de recherche  
des emballages métalliques (LEREM)  
3, rue Fernand Hainaut  
93400 SAINT - OUEN  
FRANCE
- 3 Laboratoire National d'Essais (LNE)  
Laboratoire de Trappes  
5, avenue Enrico Fermi  
78197, TRAPPES cedex  
FRANCE

**COUNTRY**

**Contact information for national competent authority**

**FRANCE**  
(continued)

- 4 CEREM-LNE Sud  
190, rue Georges Besse  
30035 NIMES cedex 1  
FRANCE

*Organizations authorized to carry out checks of mass-produced packagings*

- 1 Bureau de Vérifications Techniques (BVT)
- 2 Laboratoire d'études et de recherche des emballages métalliques (LEREM)
- 3 Laboratoire National d'Essais (LNE)
- 4 Bureau Veritas (BV)

The BVT, the LNE and the BV are each authorized to carry out checks of mass-produced IBCs, within their respective areas of authority.

*Organizations authorized to carry out testing and initial and periodic inspections of metal and rigid plastics IBCs and of composite IBCs with plastic inner receptacles*

- 1 Bureau de Vérifications Techniques (BVT)
- 2 Laboratoire National d'Essais (LNE)
- 3 Bureau Veritas (BV)
- 4 Groupement des Associations de Propriétaires d'Appareils à Vapeur et Electriques (GAPAVE)

*Organizations authorized for the approval of tanks*

- 1 American Bureau of Shipping (ABS)
- 2 Bureau Veritas (BV)
- 3 Lloyd's Register of Shipping (LR)
- 4 Groupement des Associations de propriétaires d'Appareils à Vapeur et Electriques (GAPAVE) \*

**GAMBIA**

The Managing Director  
Gambia Ports Authority  
Banjul  
THE GAMBIA

Telephone: +220 27266  
Telefax: +220 27268  
Telex: 2235 GAMPORTS GV

---

\* For road tankers only.

**COUNTRY**

**Contact information for national competent authority**

**GERMANY**

Federal Ministry of Transport, Building and Housing  
Dangerous Goods Branch  
Robert-Schuman-Platz 1  
D-53175 Bonn

GERMANY

Telephone: +49 228 3000 or 300- extension  
+49 228 300 2643  
Telefax: +49 228 300 3428  
E-mail: Ref-A33@bmvbw.bund.de

*Packing, Testing and Certification Institute:*  
*Federal Institute for Materials Research and Testing*  
(Bundesanstalt für Materialforschung und -prüfung (BAM))  
Unter den Eichen 87  
D-12205 Berlin

GERMANY

Telephone: +49 30 8104 0 or extension  
+49 30 8104 1310  
+49 30 8104 3407  
Telefax: +49 30 8104 1227  
E-mail: ingo.doering@bam.de

Packagings, IBCs, and multimodal tank-containers in conformity with the IMDG Code will be marked as specified in section 6 of annex I to the Code (references are to Amendment 29). The markings in accordance with 6.2(f) will be “D/BAM”

**GREECE**

Ministry of Mercantile Marine  
Safety of Navigation Division  
International Relations Department  
150 Gr. Lambraki Av.  
185 18 Piraeus

GREECE

Telephone: +301 41 91188  
Telefax: +301 41 28150  
Telex: +212022, 212239 YEN GR  
E-mail: dan@yen.gr

**ICELAND**

Iceland Maritime Administration  
Verturvör 2  
IS-202 Kópavogur

ICELAND

Telephone: +354 560 0000  
Telefax: +354 560 0060  
E-mail: skrifstofa@vh.is

**COUNTRY** **Contact information for national competent authority**

**ICELAND**  
(continued)

Directorate of Shipping  
Hringbraut 121  
P.O. Box 7200  
127 Reykjavik  
ICELAND  
Telephone: +354 1 25844  
Telefax: +354 1 29835  
Telex: 2307 ISINFO

**INDIA**

The Directorate General of Shipping  
Jahz Bhawan  
Walchand Hirachand Marg  
Mumbai 400 001  
INDIA  
Telephone: +91 22 263651  
Telex: DEGESHIP 2813-BOMBAY

*Packaging, Testing and Certification Institute*  
Indian Institute of Packaging  
Mumbai (formerly Bombay)  
Chennai (formerly Madras)  
Kolkata (formerly Calcutta)

**INDONESIA**

Director of Marine Safety  
Directorate-General Sea Communication  
(Department Perhubungan)  
JI. Merdeka Barat No. 8  
Jakarta Pusat  
INDONESIA  
Telephone: +62 381 3269  
Telefax: +62 384 0788

**IRAN**

Ports and Shipping Organization  
751 Enghelab Avenue ~  
Tehran  
IRAN  
Telephone: +98 21 8809280 to 89  
Telefax: +98 21 8804100  
Telex: 212271 BNDR-IR

**COUNTRY**

**Contact information for national competent authority**

**IRELAND**

The Chief Surveyor  
Marine Survey Office  
Department of the Marine  
26/27 Eden Quay  
Dublin 1  
IRELAND  
Telephone: +353 18744900/  
+353 18722045  
+353 18743325  
Telefax: +353 872 4491  
Telex: 33358 MSO EI

**ISRAEL**

Technical Services Department  
Shipping and Ports Administration  
Captain Sternberg Elizer  
Pal-Yam Street 15A  
Haifa  
ISRAEL  
Telephone: +972 4 8632080  
Telefax: +972 4 8510185  
Telex: +972 4 8632118  
Mobile: +972 57 2221510  
E-mail: elies@mot.gov.il

**ITALY**

Ministero della Marine Mercantile  
Viale Asia Eur  
00144 Roma  
ITALY  
Telephone: +39 06 5908  
Telex: 612153 MIMERCI

Ministero dei Trasporti e della Navigazione  
Comando Generale del Corpo delle Capitanerie di Porto  
Direzione Servizi Sicurezza della Navigazione  
Ponte del Mille  
16100 GENOVA  
ITALY  
Telephone: +39 010 24 12 443  
Telefax: +39 010 24 12 797

General Manager: Comte. A. Verani  
IMDG Dept.: Comte. F. Carpinteri

**COUNTRY**

**Contact information for national competent authority**

**JAMAICA**

*Testing and certifying authority*

The Bureau of Standards  
6 Winchester Road  
P.O. Box 113  
Kingston  
JAMAICA  
Telephone: +1 809 92 63140 7  
Telex: 2291 STANBUR Jamaica  
Cable: STANBUREAU

**JAPAN**

Inspection and Measurement Division  
Maritime Bureau  
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2-1-3 Kasumigaseki, Chiyoda-ku  
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Telephone: +81 3 5253 8639  
Telefax: +81 3 5253 1644  
E-mail: MRB\_KSK@mlit.go.jp

*Packaging Testing and Certification Institute*  
Nippon Hakuyohin Kentei Kyokai (HK)  
(The Ship Equipment Inspection Society of Japan)  
3-32, Kioi-Cho, Chiyoda-Ku  
Tokyo  
JAPAN  
Telephone: +81 3 3261 6611  
Telefax: +81 3 3261 6979

Packagings, IBCs and large packagings in conformity with the  
IMDG Code will be marked “J”, “J/JG” or “J/HK”.

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+371 70 62 117  
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*Classification Societies*  
American Bureau of Shipping  
Bureau Veritas  
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Lloyd's Register of Shipping  
Russian Maritime Register of Shipping

**COUNTRY**

**Contact information for national competent authority**

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National Port Authority

Monrovia

LIBERIA

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+231 221 306

Telex:

44275 NPA LBR

Office of the Deputy Commissioner of Maritime Affairs, R.L.

Technical Division

Marine Operations Department

c/o Liberian International Ship & Corporate Registry

8619 Westwood Center Drive,

Suite 300, Vienna

Virginia, 22182

USA

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Telefax:

+1 703 790 5655

E-mail:

info@liscr.com

Website:

www.liscr.com

Office of the Commissioner of Maritime Affairs

Bureau of Maritime Affairs, R.L.

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1000 Monrovia 10

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Telefax:

+231 226 069

*Testing and certification*

American Bureau of Shipping

Bureau Veritas

China Classification Society

Det Norske Veritas

Germanischer Lloyd

Korean Register of Shipping

Lloyd's Register of Shipping

Nippon Kaiji Kyokai

Polski Rejestr Statkow

Registro Italiano Navale

Russian Maritime Register of Shipping

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Director  
Marine Department, Sabah  
P.O. Box 5  
87007 Labuan  
Sabah  
MALAYSIA

Director  
Marine Department, Sarawak  
P.O. Box 530  
93619 Kuching  
Sarawak  
MALAYSIA

**MARSHALL ISLANDS**

Office of the Maritime Administrator  
Maritime Operations Department  
Republic of the Marshall Islands  
11495 Commerce Park Drive  
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Telephone: +1 703 620 4880  
Telefax: +1 703 476 8522  
Telex: 248403 IRI UR  
E-mail: maritime@register-iri.com

**MEXICO**

*Stowage, segregation, labelling and documentation of goods*  
Coordinación General de Puertos y Marina Mercante  
Secretaría de Comunicaciones y Transportes  
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Col. Santa Cruz Atoyac  
03010 México, D.F.  
MÉXICO  
Coordinador General: Lic. Pedro Pablo Zepeda Bermúdez

**COUNTRY**

**Contact information for national competent authority**

**MEXICO**  
(continued)

Dirección General de Marina Mercante  
Secretaría de Comunicaciones y Transportes  
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D.F. C.P. 06100  
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jtlozano@sct.gob.mx  
Telephone: +5255 572 39300  
Telefax: +5255 574 3922  
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Coordinador General: Lic. Pedro Pablo Zepeda Bermúdez

*Testing laboratories for packagings for dangerous goods*  
Direccion General de la Sociedad Mexicana de Normalizacion  
y Certificacion S.C. (NORMEX)  
Alfredo Novel No. 21  
Centro Industrial Puente de Vigas  
54070, Tlalnepantla  
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Telephone: +5255 5565 7272

**MOROCCO**

Director General: Lic. Carlos Saucedá Alvarez Direction de la  
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Boulevard El Hansali  
Casablanca  
MOROCCO  
Telephone: +212 2 278 092  
+212 2 221 931  
Telex: 24613 MARIMAR M  
22824

**NETHERLANDS**

Ministry of Transport, Public Works and Water Management  
Directorate-General for Civil Aviation and Freight Transport  
Unit Safety  
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2500 EX The Hague  
THE NETHERLANDS  
Telephone: +31 70 351 1533  
Telefax: +31 70 351 1479

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**NETHERLANDS**  
(continued)

Directorate-General for Freight Transport  
Transport and Water Management Inspectorate  
Transport Inspectorate  
Dangerous Goods Counsel  
Johanna Westerdijkplein 115  
P.O. Box 10700  
2501 HS The Hague  
THE NETHERLANDS

Telephone: +31 70 305 2444  
Telefax: +31 70 305 2424  
E-mail: [vervoerinfo@ivw.nl](mailto:vervoerinfo@ivw.nl)

Ministry of Transport, Public Works and Water Management  
Traffic Information Centre  
P.O. Box 10700  
2501 HS The Hague  
THE NETHERLANDS

Telephone: +31 70 305 2444  
Telefax: +31 70 305 2424  
E-mail: [vervoerinfo@ivw.nl](mailto:vervoerinfo@ivw.nl)

*Testing, marking and certification of packagings*  
TNO Industrie  
Schoenmakerstraat 97  
P.O. Box 6031  
2600 JA Delft  
THE NETHERLANDS

Telephone: +31 15269 6900  
Telefax: +31 15269 6280

*Classification societies designated as competent inspector agencies for the approval, acceptance and all consequential activities connected with portable tanks, tank containers and road tank vehicles to be registered in the Netherlands.*

Lloyd's Register of Shipping  
Bureau Veritas  
Germanische Lloyd  
Det Norske Veritas  
American Bureau of Shipping  
Registro Italiano Navale  
Nippon Kaiji Kyokai  
ROW, Dienst Wegverkeer\*  
S.G.S. Redwood (Nederland) B.V.†

---

\* Road tank vehicles only.

† 2.5-year (midway) inspections of IMO type 1 or 2 tanks only.

**COUNTRY**

**Contact information for national competent authority**

**NEW ZEALAND**

Director of Maritime Safety  
Maritime Safety Authority of New Zealand  
Level 8 Gen-i Tower  
P.O. Box 1300  
Wellington  
NEW ZEALAND  
Telephone: +64 4 473 0111  
+644 472 7367 (24 hours)  
Telefax: +644473 1300

*The authorized organizations who have delegated authority from the Director of Maritime Safety for the approval, inspection and testing of all portable tanks, tank containers and freight containers are:*

American Bureau of Shipping  
Bureau Veritas  
Det Norske Veritas  
Germanischer Lloyd  
Lloyd's Register of Shipping

**NORWAY**

Norwegian Maritime Directorate  
Stensberggt. 27  
P.O. Box 8123 Dep.  
N-0032 Oslo  
NORWAY  
Telephone: +47 22 45 45 00  
Telefax: +47 22 56 87 80  
Telex: 21 557 SDIR N  
E-mail: postmottak@sjofartsdir.no

*Certification of Packaging and IBCs:*

Det Norske Veritas AS  
Veritasveien 1  
N-1322 Høvik  
NORWAY  
Telephone: +47 67 57 99 00  
Telefax: +47 67 57 99 11  
E-mail: TNCNO754@dvn.com

*Certification of CSC containers:*

Det Norske Veritas AS  
Veritasveien 1  
N-1322 Høvik  
NORWAY  
Telephone: +47 67 57 99 00  
Telefax: +47 67 57 99 11  
E-mail: mptno876@dnv.com

**COUNTRY**

**Contact information for national competent authority**

**NORWAY**  
(continued)

Lloyd's Register EMEA  
P.O. Box 1562 Vika  
N-0253 Oslo  
NORWAY  
Telephone: +47 23 23 92 70  
Telefax: +47 23 23 92 71  
E-mail: oslo@lr.org

*Certification of IMO Tanks:*  
Det Norske Veritas AS  
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Telefax: +47 67 57 99 11  
E-mail: mptno876@dnv.com

**PAKISTAN**

Mercantile Marine Department  
70/4 Timber Hard  
N.M. Reclamation  
Keamari, Post Box No. 4534  
Karachi 75620  
PAKISTAN  
Telephone: +92 21 2851 306  
+92 21 2851 307  
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**PANAMA**

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**PAPUA NEW GUINEA**

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**COUNTRY**

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**PERU**

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Callao  
PERU  
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Telefax: +51 1 469 0505  
Telex: 26042 PE DICAPI  
26069 PE COSCTAL

**PHILIPPINES**

Philippine Ports Authority  
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Safety Staff  
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Manila, 2803  
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**POLAND**

Ministry of Transport and Maritime Economy  
Department of Maritime and Inland Waters Administration  
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Telefax: +48 22 6 288 515  
Telex: 816651 PKP PL

*Packaging, Testing and Certification Institute*  
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Telephone: +48 22 42 20 11  
Telefax: +48 22 42 23 03  
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Packagings in conformity with the IMDG Code will be marked  
“PL”

**COUNTRY**

**Contact information for national competent authority**

**POLAND**  
(continued)

*Classification societies*

For CSC Containers

Polski Rejestr Statków (Polish Register of Shipping)

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80-416 Gdańsk

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+48 58 46 03 82

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+48 58 46 13 96

Telex: 0512 952 PRS PL

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Direcção-Geral de Navegação e dos Transportes Marítimos

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Telex: 16753 SEMM PO

**REPUBLIC OF KOREA**

Maritime Safety Policy Division

Maritime Safety Bureau

Ministry of Maritime Affairs and Fisheries

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1116-1 Jwachon-dong, Dong-gu, Busan, 601-726

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Telefax: +82 61 654 2358

Seafarers and Ship Division  
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1-5 Wolpo-dong, Masan, Kyeongnam, 631-709

REPUBLIC OF KOREA

Telephone: +82 55 249 0325

Telefax: +82 55 242 1260

Seafarers and Ship Division  
Ulsan Regional Maritime Affairs and Fisheries Office  
139-9 Maeam-dong, Nam-gu, Ulsan, 680-050

REPUBLIC OF KOREA

Telephone: +82 52 228 5550

Telefax: +82 52 228 5559

Seafarers and Ship Division  
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Telephone: +82 33 520 0688

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Seafarers and Ship Division  
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Telefax: +82 63 441 2351

Seafarers and Ship Division  
Mokpo Regional Maritime Affairs and Fisheries Office  
1482 Sanjung-dong, Mokpo, Chonnam, 530-350

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Telephone: +82 61 242 1303

Telefax: +82 61 242 1392

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58-8 Hanggu-dong, Pohang, Kyeongbuk, 790-120

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Seafarers and Ship Division  
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438-1 Gieun-ri, Daesan-eup, Seosan, Chungnam, 356-871  
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*Testing and Certification*  
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Telefax: +82 2 743 7017

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Rozhdestvenka Street, 1/4  
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RUSSIAN FEDERATION  
Telephone: +70952283882  
Telex: 411197 MORFLOT

---

\* Except for governmental explosives.

**COUNTRY**

**Contact information for national competent authority**

**RUSSIAN FEDERATION**  
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*Classification society has been designated as competent inspector agency for the approval, acceptance and all consequential activities connected with IMO Type tanks, CSC containers, Intermediate Bulk Containers (IBCs) and packaging to be registered in the Russian Federation:*

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*Packaging, testing and certification Institute*  
Central Marine Research and Design Institute (CNIIMF)

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Saint Petersburg, 193015

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South African Maritime Safety Authority  
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*Durban, East London, Port Elizabeth and Richards Bay*  
Chief Ship Surveyor Eastern Zone  
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**SPAIN**

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**SWEDEN**

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Maritime Safety Inspectorate  
Ship Technical Division  
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E-mail: inspektion@sjofartsverket.se

SP, Swedish National Testing and Research Institute  
Building Technology and Mechanics  
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**Contact information for national competent authority**

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**THAILAND**

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Telefax: +66 2 2801714  
Telex: 70000 MINOCOM TH

**TUNISIA**

Direction Générale de la Marine Marchande  
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1001 Tunis  
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Telefax: +216 1 354 244  
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**UNITED KINGDOM**

Maritime and Coastguard Agency  
Bay 2/21, Spring Place  
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UNITED KINGDOM  
Telephone: +44 23 8032 9141  
Telefax: +44 23 8032 9204  
E-mail: dangerous.goods@mcga.gov.uk

**UNITED STATES**

U.S. Department of Transportation  
Pipeline and Hazardous Materials Administration  
Office of Hazardous Materials Exemptions and Approvals  
400 Seventh Street SW  
Washington, D.C. 20590-0001  
U.S.A.  
Telephone: +1 202 366 4511  
Telefax: +1 202 366 3308  
E-mail: infocntr@dot.gov  
Website: hazmat.dot.gov





## ANNEX 2

**DRAFT AMENDMENTS TO THE ANNEX TO THE PROTOCOL OF 1978  
RELATING TO THE INTERNATIONAL CONVENTION FOR THE PREVENTION  
OF POLLUTION FROM SHIPS, 1973****REGULATIONS FOR THE PREVENTION OF POLLUTION BY HARMFUL  
SUBSTANCES CARRIED BY SEA IN PACKAGED FORM****Annex III**

The existing text of Annex III is replaced with the following:

**“REGULATIONS FOR THE PREVENTION OF POLLUTION BY HARMFUL  
SUBSTANCES CARRIED BY SEA IN PACKAGED FORM****Regulation 1***Application*

- (1) Unless expressly provided otherwise, the regulations of this Annex apply to all ships carrying harmful substances in packaged form.
  - (1.1) For the purpose of this Annex, “harmful substances” are those substances which are identified as marine pollutants in the International Maritime Dangerous Goods Code (IMDG Code)\* or which meet the criteria in the Appendix of this Annex.
  - (1.2) For the purposes of this Annex, “packaged form” is defined as the forms of containment specified for harmful substances in the IMDG Code.
- (2) The carriage of harmful substances is prohibited, except in accordance with the provisions of this Annex.
- (3) To supplement the provisions of this Annex, the Government of each Party to the Convention shall issue, or cause to be issued, detailed requirements on packing, marking, labelling, documentation, stowage, quantity limitations and exceptions for preventing or minimizing pollution of the marine environment by harmful substances.\*
- (4) For the purposes of this Annex, empty packagings which have been used previously for the carriage of harmful substances shall themselves be treated as harmful substances unless adequate precautions have been taken to ensure that they contain no residue that is harmful to the marine environment.
- (5) The requirements of this Annex do not apply to ship’s stores and equipment.

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\* Refer to the IMDG Code adopted by the Organization by resolution MSC.122(75), as it has been or may be amended by the Maritime Safety Committee; see IMO sales publications IMO 200E and IMO 210E.

## **Regulation 2**

### *Packing*

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

## **Regulation 3**

### *Marking and labelling*

- (1) Packages containing a harmful substance shall be durably marked with the correct technical name (trade names alone shall not be used) and, further, shall be durably marked or labelled to indicate that the substance is a marine pollutant. Such identification shall be supplemented where possible by any other means, for example, by use of the relevant United Nations number.
- (2) The method of marking the correct technical name and of affixing labels on packages containing a harmful substance 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 and labelling, account shall be taken of the durability of the materials used and of the surface of the package.
- (3) Packages containing small quantities of harmful substances may be exempted from the marking requirements.\*

## **Regulation 4<sup>§</sup>**

- (1) In all documents relating to the carriage of harmful substances by sea where such substances are named, the correct technical name of each such substance shall be used (trade names alone shall not be used) and the substance further identified by the addition of the words "MARINE POLLUTANT".
- (2) The shipping documents supplied 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 to minimize the hazard to the marine environment.
- (3) Each ship carrying harmful substances shall have a special list or manifest setting forth the harmful substances on board and the location thereof. A detailed stowage plan which sets out the location of the harmful substances on board may be used in place of such special list or manifest. Copies of such documents shall also be retained on shore by the owner of the ship or his representative until the harmful substances are unloaded. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority.

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\* Refer to the specific exemptions provided for in the IMDG Code; see IMO sales publications IMO 200E and IMO 210E.

§ 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.

- (4) At any stopover, where any loading or unloading operations, even partial, are carried out, a revision of the documents listing the harmful substances taken on board, indicating their location on board or showing a detailed stowage plan, shall be made available before departure to the person or organization designated by the port State authority.
- (5) When the ship carries a special list or manifest or a detailed stowage plan, required for the carriage of dangerous goods by the International Convention for the Safety of Life at Sea, 1974, as amended, the documents required by this regulation may be combined with those for dangerous goods. Where documents are combined, a clear distinction shall be made between dangerous goods and harmful substances covered by this Annex.

### **Regulation 5**

#### *Stowage*

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.

### **Regulation 6**

#### *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.

### **Regulation 7**

#### *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.

### **Regulation 8**

#### *Port State control on operational requirements\**

- (1) A ship when in a port of another Party is subject to inspection by officers duly authorized by such Party concerning operational requirements under this Annex, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by harmful substances.

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\* Refer to the Procedures for port State control adopted by the Organization by resolution A.787(19) and amended by A.882(21); see IMO sales publication IMO-650E.

- (2) In the circumstances given in paragraph (1) of this regulation, the Party shall take such steps as will ensure that the ship shall not sail until the situation has been brought to order in accordance with the requirements of this Annex.
- (3) Procedures relating to the port State control prescribed in article 5 of the present Convention shall apply to this regulation.
- (4) Nothing in this regulation shall be construed to limit the rights and obligations of a Party carrying out control over operational requirements specifically provided for in the present Convention.

### Appendix to Annex III

#### *Criteria for the identification of harmful substances in packaged form*

For the purposes of this Annex, substances identified by any one of the following criteria are harmful substances\*:

#### **Category: Acute 1**

96 hr LC <sub>50</sub> (for fish)	≤ 1 mg/l and/or
48 hr EC <sub>50</sub> (for crustacea)	≤ 1 mg/l and/or
72 or 96 hr ErC <sub>50</sub> (for algae or other aquatic plants)	≤ 1 mg/l

#### **Category: Chronic 1**

96 hr LC <sub>50</sub> (for fish)	≤ 1 mg/l and/or
48 hr EC <sub>50</sub> (for crustacea)	≤ 1 mg/l and/or
72 or 96 hr ErC <sub>50</sub> (for algae or other aquatic plants)	≤ 1 mg/l

and the substance is not rapidly degradable and/or the log K<sub>ow</sub> ≥ 4 (unless the experimentally determined BCF < 500).

#### **Category: Chronic 2**

96 hr LC <sub>50</sub> (for fish)	>1 to ≤ 10 mg/l and/or
48 hr EC <sub>50</sub> (for crustacea)	>1 to ≤ 10 mg/l and/or
72 or 96 hr ErC <sub>50</sub> (for algae or other aquatic plants)	>1 to ≤ 10 mg/l

and the substance is not rapidly degradable and/or the log K<sub>ow</sub> ≥ 4 (unless the experimentally determined BCF < 500), unless the chronic toxicity NOECs are > 1 mg/l.

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\* The criteria are based on those developed by the United Nations Globally Harmonized System of Classification and Labelling of Chemicals (GHS) as amended.  
For definitions of acronyms or terms used in this appendix, refer to the relevant paragraphs of the IMDG Code.

## ANNEX 3

**TIMEFRAME LEADING TO THE ENTRY INTO FORCE OF THE  
AMENDED ANNEX III TO MARPOL 73/78**

<b>No.</b>	<b>Action</b>	<b>Meeting</b>	<b>Date</b>	<b>Remarks</b>
1	<i>Agree to amendments to Annex III to MARPOL 73/78</i>	DSC 10	September 2005	
2	<i>Approve amendments to Annex III to MARPOL 73/78</i>	MEPC 54	March 2006	Submit to MEPC 55 under the six-month rule as per MARPOL article 16
3	<i>Adopt amendments to Annex III to MARPOL 73/78</i>	MEPC 55	October 2006	
4	<i>Acceptance of amendments to Annex III to MARPOL 73/78</i>		* 1 July 2009 (August 2007)	Not less than 10 months, from the date of adoption, required as per MARPOL article 16
5	<i>Agree to amendment 34-08 to the IMDG Code incorporating amended Annex III</i>	DSC 12	September 2007	Submit to MSC 84 under the six-month rule as per SOLAS article VIII
6	<i>Adopt amendment 34-08 to the IMDG Code</i>	MSC 84	May 2008	
7	<i>Voluntary application of amendment 34-08 to the IMDG Code incorporating amended Annex III</i>		1 January 2009	To facilitate global application of amendments to all modal instruments
8	<i>Acceptance of amendment 34-08 to the IMDG Code incorporating amended Annex III</i>		* 1 July 2009	Not less than 12 months, from the date of adoption, required as per SOLAS article VIII
9	<i>Entry into force of amendment 34-08 to the IMDG Code incorporating amended Annex III</i>		1 January 2010	Not less than 6 months from the date of acceptance as per MARPOL article 16 and SOLAS article VIII

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\* Deemed acceptance in August 2007 or on 1 July 2009 to coincide with date of acceptance of IMDG Code under SOLAS.



**ANNEX 4**

**AMENDMENTS TO THE PROTOCOL RELATING TO INTERVENTION ON THE HIGH SEAS IN CASES OF POLLUTION BY SUBSTANCES OTHER THAN OIL, 1973, (RESOLUTION MEPC.100(48)) CONSEQUENTIAL TO THE AMENDED ANNEX III TO MARPOL 73/78**

In the List of Substances referred to in paragraph 2 (a) of Article 1 of the Protocol relating to Intervention on the High Seas in Cases of Pollution by Substances other than Oil, 1973, set out in the annex to resolution MEPC.100(48), paragraph 3, delete “Severe” and “(PP)”.

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**ANNEX 5****JUSTIFICATION FOR A PROPOSED NEW WORK PROGRAMME ITEM  
(In accordance with MSC/Circ.1099 - MEPC/Circ.366)****Review of the Recommendations on the Safe Use of Pesticides in Ships****1 Scope of the proposal**

To develop specific Recommendations on the Safe Use of Pesticides applicable to the ship and the cargo concerning:

- .1 the fumigation of cargo holds containing dry bulk cargo, subject to the BC Code;
- .2 the fumigation of freight containers and transport units subject to the IMDG Code;
- .3 the control of rodent pests on board all kind of ships; and
- .4 any other use of pesticides, as appropriate.

**2 Compelling need**

2.1 From a practical standpoint with the use of existing recommendations, mariners working on a specific type of ship, e.g., a bulk carrier, find a lot of information within the Recommendations that is not applicable for their situation and duties, in this case on the fumigation of transport units. This situation is not error-proof. Clear and precise guidance is needed to reduce risks for the persons involved. The Recommendations should focus on the specific situations on board specific ships.

2.2 In respect of solid bulk cargoes, DSC 9 decided to include the Recommendations on the Safe Use of Pesticides in Ships as an appendix to the revised BC Code. This stand-alone IMO instrument needs recommendations focussing on the fumigation of dry bulk cargo.

2.3 In respect to packaged dangerous goods, the Recommendations contain guidance for packing, stowage and information that is not fully compatible with the IMDG Code regulations. The revision of the Recommendations would result in an edition completely harmonized with the IMDG Code concerning the handling, stowage and transport of Fumigated Units.

2.4 There is a compelling need as a number of delegations have submitted papers to MEPC and DSC expressing concern about the existing situation. As a part of the proposed work is connected to the development of a revised BC Code, a target completion date already exists.

**3 Analysis of the issues involved, having regard to the costs to the maritime industry and global legislative and administrative burdens**

No costs to the maritime industry are anticipated. The administrative burdens to the Organization and to the Member States are anticipated to be minimal.

#### **4 Benefits**

The ambiguous nature of the existing recommendations has led to wrong handling of fumigation and in a number of cases resulted in risks to the public and poisonings of harbour staff as well as border control staff. Specific guidance will be created and ambiguities for the application of the guidance removed.

#### **5 Priority and target completion dates**

This matter should have high priority since the issues are of ongoing concern and part of it is required as an appendix to the revised BC Code. It is expected that two sessions will be needed to conclude this matter. The matter should be added to the agenda for DSC 11.

#### **6 Specific indication of the action required**

Revised recommendations will need to be prepared as annexes (appendices, supplements) to the BC Code and the IMDG Code. General recommendations on the control of pests on board all kind of ships will require that a specific circular be issued.

#### **7 Remarks on the criteria for general acceptance**

The subject of the proposal lies within the scope of IMO's objectives. It is a matter of clarification of an IMO recommendation. Adequate industry standards do not exist as those existing cover only parts of the issues concerned. The benefits justify the proposed action.

#### **8 Identification of which subsidiary bodies are essential to complete the work**

The work can be accomplished by the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers. It will be necessary to amend IMO Training Courses which might involve further IMO bodies.

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## ANNEX 6

**DRAFT AMENDMENTS TO MSC/Circ. 859 ON INSPECTION PROGRAMMES FOR CARGO TRANSPORT UNITS CARRYING DANGEROUS GOODS**

- 1 Amend paragraph 4.9 to read:  
“9 tie down attachments of road tank vehicles.”
- 2 Add new paragraph 4.9 and renumber existing paragraph 4.9 as 4.10.  
“9 serious structural deficiencies.\*”
- 3 Attach the annexed table on results of inspection programmes to the revised MSC/Circ.859. Amend paragraph 5 to read: “... in a structured manner, preferably using the standard format given at annex, containing at least ...”.
- 4 Delete subparagraph 5.4.
- 5 Replace, throughout the circular, the phrase “freight containers, other CTUs and vehicles” by “freight containers, vehicles and other CTUs”.

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\* On this issue only, the inspection programme should be extended to cover all CSC containers. For the determination of specific deficiencies the guidance on serious structural deficiencies in containers given in CSC/Circ.134 should be applied. In addition, the provisions of 7.4.6.4.2 in the IMDG Code apply to CSC containers carrying class 1 dangerous goods.

ANNEX

**Results of inspection programmes**

Country \_\_\_\_\_

<b>Item</b>	<b>Number</b>	<b>Percentage</b>
<i>Inspected units (5.1)</i>		
<i>Units with deficiencies (5.2):</i>		
<ul style="list-style-type: none"> <li>- total</li> <li>- stuffed inside the country</li> <li>- stuffed outside the country</li> </ul>		
<i>Deficiencies (5.3):</i>		
Documentation (4.3):		
<ul style="list-style-type: none"> <li>- Dangerous Goods Declaration</li> <li>- Container/Vehicle Packing Certificate</li> </ul>		
Placarding and marking (4.1)		
CSC Convention Safety Approval Plate (4.8)		
Serious structural deficiencies (4.9)		
Tie down attachments of road tank vehicles (4.10)		
Portable tank or road tank vehicles (inappropriate or damaged) (4.5)		
Labelling (of packages) (4.2)		
Packaging (inappropriate or damaged) (4.4)		
Segregation of cargo (4.7)		
Stowage/securing inside the unit (4.6)		

“Unit” means “freight containers, vehicles and other CTUs”.

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## ANNEX 7

**PROPOSED REVISED WORK PROGRAMME OF THE SUB-COMMITTEE AND  
PROVISIONAL AGENDA FOR DSC 11**

**Proposed revised work programme of the Sub-Committee**

		<b>Target completion date/number of sessions needed for completion</b>	<b>Reference</b>
1	<b>Harmonization of the IMDG Code with the UN Recommendations on the Transport of Dangerous Goods</b>	Continuous	MSC 63/23, paragraph 10.6; DSC 9/15, section 3
2	<b>Reports on incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas</b>	Continuous	CDG 45/22, section 11 and paragraph 20.2; DSC 9/15, section 6
3	<b>Amendments to the BC Code, including evaluation of properties of solid bulk cargoes</b>	Continuous	BC 34/17, section 3; DSC 9/15, section 4
4	<b>Casualty analysis (co-ordinated by FSI)</b>	Continuous	MSC 70/23, paragraphs 9.17 and 20.4; DSC 9/15, section 6
H.1	<b>Amendment <del>(33-06)</del> <b>(34-08)</b> to the IMDG Code and supplements</b>	<del>2005-2007</del>	DSC 3/15, paragraph 12.6; <del>DSC 9/15, section 3</del> <b>DSC 10/17, section 14</b>
H.2	<b>Review of Annex III of MARPOL <del>73/78</del></b>	2005	<del>DSC 3/15, paragraph 12.6; MEPC 48/21, paragraph 18.3.1; DSC 9/15, section 3</del>

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- Notes:**
- 1 "H" means a high priority item and "L" means a low priority item. However, within the high and low priority groups, items have not been listed in any order of priority.
  - 2 Items printed in bold letters have been selected for the provisional agenda for DSC 11.
  - 3 The struck-out text indicates proposed deletions and the shaded text shows proposed additions or changes.

		<b>Target completion date/number of sessions needed for completion</b>	<b>Reference</b>
H.3	<b>2 Mandatory application of the BC Code</b>	2007	DSC 3/15, paragraph 12.7; MSC 78/25, paragraph 13.7 ; DSC 9/15, section 4
H. 4	<b>3 Measures to enhance maritime security</b>	2006	MSC 75/24, paragraph 22.9; DSC 9/15, section 9
H.5	<b>4 Guidance on serious structural deficiencies in containers: reporting procedure on serious structural deficiencies</b>	<del>2005</del> 2006	<del>MSC 75/24, paragraph 22.15;</del> DSC 9/15, section 8 DSC 10/17, section 8
H.6	<b>5 Review of the SPS Code (co-ordinated by DE)</b>	<del>2 sessions</del> 2007	MSC 78/26, paragraph 24.9
H.7	<b>6 Amendments to the CSS Code</b>	<del>2005</del> 2006	<del>DSC 8/15, section 5;</del> MSC 78/26, paragraph 24.15.3 DSC 10/17, section 7
H.8	<b>7 Revision of the LHNS and OSV Guidelines</b>	2006	MSC 79/23, paragraph 20.8
H.9	<del><b>Amendments to the Guidelines for partially weathertight hatchway covers on board containerships</b></del>	<del>2005</del>	<del>MSC 79/23, paragraph 20.6</del>
H.10	<b>8 Extension of the BLU Code to include grain</b>	2006	MSC 79/23, paragraph 20.7
H.11	<b>9 Guidance on providing safe working conditions for securing of containers</b>	2006	MSC 80/24, paragraph 21.8
H.10	<b>Review of the Recommendations on the safe use of pesticides in ships</b>	2007	DSC 10/17, paragraph 4.23

### **Draft provisional agenda for DSC 11\***

- Opening of the session
- 1 Adoption of the agenda
  - 2 Decisions of other IMO bodies
  - 3 Amendments to the IMDG Code and supplements, including harmonization of the IMDG Code with the UN Recommendations on the Transport of Dangerous Goods
    - .1 harmonization of the IMDG Code with the UN Recommendations on the Transport of Dangerous Goods
    - .2 amendment (34-08) to the IMDG Code and supplements
  - 4 Amendments to the BC Code, including evaluation of properties of solid bulk cargoes
  - 5 Mandatory application of the BC Code
    - .1 identification of mandatory and recommendatory parts of the BC Code, including consequential amendments
    - .2 amendments to SOLAS chapters VI and VII on making the BC Code mandatory
  - 6 Casualty and incident reports and analysis
  - 7 Measures to enhance maritime security
  - 8 Guidance on serious structural deficiencies in containers: reporting procedure on serious structural deficiencies
  - 9 Review of the SPS Code
  - 10 Amendments to the CSS Code
  - 11 Revision of the LHNS and OSV Guidelines
  - 12 Extension of the BLU Code to include grain
  - 13 Guidance on providing safe working conditions for securing of containers
  - 14 Review of the Recommendations on the safe use of pesticides in ships
  - 15 Work programme and agenda for DSC 12
  - 16 Election of Chairman and Vice-Chairman for 2007
  - 17 Any other business
  - 18 Report to the Maritime Safety Committee

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\* Agenda item numbers do not necessarily indicate priority.