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DEPARTMENT OF TRANSPORT
Chief Directorate Shipping
Private Bag X193
PRETORIA
18 October 1993

MARINE NOTICE NO. 20 OF 1993

TO ALL SHIP MASTERS, SHIP OWNERS AND SHIP AGENCIES

COMPULSORY REPORTING OF DANGEROUS GOODS

1. Amendments to SOLAS Chapter VII, Part A (Carriage of Dangerous Goods in Packaged Form or in Solid Form in Bulk) come into force on 1 January 1994.

The revised text of regulation 5(3) and the texts of new sub-regulations 5(4) and 5(5) and of new regulation 7-1 are quoted below:

Regulation 5 - Documents

- "5(3) The persons responsible for the packing of dangerous goods in a freight container or road vehicle shall provide a signed container packing certificate or vehicle packing declaration stating that the cargo in the unit has been properly packed and secured and that all applicable transport requirements have been met. Such a certificate or declaration may be combined with the document referred to in paragraph 2.
- 5(4) Where there is due cause to suspect that a freight container or road vehicle in which dangerous goods are packed is not in compliance with the requirements of paragraph 2 or 3, or where a container packing certificate or vehicle packing declaration is not available, the freight container or vehicle shall not be accepted for shipment.
- 5(5) Each ship carrying goods shall have a special list or manifest setting forth, in accordance with the classification set out in regulation 2, the dangerous goods on board and the location thereof. A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods on board, may be used in place of such a special list of manifest. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State Authority.

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Regulation 7-1 Reporting of incidents involving dangerous goods.

- 7-1(1) When an incident takes place involving the loss or likely loss overboard of packaged dangerous goods into the sea, the master, or other person having charge of the ship, shall report the particulars of such an incident without delay and to the fullest extent possible to the nearest coastal State. The report shall be based on the guidelines and general principles adopted by the Organization.
- 7-1(2) In the event of the ship referred to in paragraph 1 being abandoned, or in the event of a report from such a ship being incomplete or unobtainable, the owner, charterer, manager or operator of the ship, or their agents shall, to the fullest extent possible, assume the obligations placed upon the master by this regulation."
2. In the Republic of South Africa, the Department of Transport's Chief Directorate: Shipping is the designated port State Authority.
3. To ensure compliance with the requirements of SOLAS Chapter VII, Part A and those of the International Maritime Dangerous Goods Code, the Department of Transport has adopted the following procedure:
- (1) Whenever dangerous goods are to be loaded on any ship at any port in the Republic, the master or owner of the ship or agent responsible for sending the ship to sea with dangerous goods on board shall advise the Proper Officer at the port of loading timeously of the intention to load dangerous goods by means of a dangerous goods declaration and stowage plan detailing all dangerous cargo already on board and to be loaded. The Proper Officer after taking into account the type, quantity and stowage of the dangerous goods may direct that the ship be inspected by a surveyor.
- (2) Inspection of a ship by a surveyor shall take place as follows:
- (a) before any dangerous goods are loaded into a compartment, space or hold the surveyor shall determine that:
- (i) the ship is suitable and equipped to carry the dangerous goods;
- (ii) the proposed stowage meets the requirements of compatibility, separation and safety within the provisions of the IMDG-Code; and
- (iii) the documentation, packaging and marking (where applicable) meets the requirements of the IMDG-Code; and
- (b) on completion of loading the surveyor shall determine that:-

- (i) the dangerous goods have been loaded in accordance with the approved stowage; and
- (ii) all reasonable and necessary precautions have been taken to ensure the safety of ship, crew and other personnel during the voyage.

In either case the surveyor shall, if he is satisfied, issue a certificate of inspection to the master.

4. Above procedure will come into force in 1 January 1994.



DIRECTOR-GENERAL: TRANSPORT