

## Chapter 7.8

### *Special requirements in the event of an incident and fire precautions involving dangerous goods*

**Note:** The provisions of this chapter are not mandatory.

#### **7.8.1 General**

- 7.8.1.1 In the event of an incident involving dangerous goods, detailed recommendations are contained in *The EmS Guide: Revised Emergency Response Procedures for Ships Carrying Dangerous Goods*.
- 7.8.1.2 In the event of personnel exposure during an incident involving dangerous goods, detailed recommendations are contained in *Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG)*.
- 7.8.1.3 In the event that a package containing dangerous goods is found to be suffering from breakage or leakage while the ship is in port, the port authorities should be informed and appropriate procedures should be followed.

#### **7.8.2 General provisions in the event of incidents**

- 7.8.2.1 Recommendations on emergency action may differ depending on whether or not the goods are stowed on deck or under deck or whether a substance is gaseous, liquid or solid. When dealing with incidents involving flammable gases, or flammable liquids with a flashpoint of 60°C closed-cup (c.c.) or below, all sources of ignition (such as naked lights, unprotected light bulbs, electric handtools) should be avoided.
- 7.8.2.2 In general, the recommendation is to wash spillages on deck overboard with copious quantities of water and, where there is likely to be a dangerous reaction with water, from as far away as practicable. Disposal of spilled dangerous goods overboard is a matter for judgement by the master, bearing in mind that the safety of the crew has priority over pollution of the sea. If it is safe to do so, spillages and leakages of substances, articles and materials identified in this Code as MARINE POLLUTANT should be collected for safe disposal. Inert absorbent material should be used for liquids.
- 7.8.2.3 Toxic, corrosive and/or flammable vapours in under deck cargo spaces should, where possible, be dispersed before undertaking any emergency action. Where a mechanical ventilation system is used, care will be necessary to ensure that flammable vapours are not ignited.
- 7.8.2.4 If there is any reason to suspect leakage of these substances, entry into a hold or cargo space should not be permitted until the master or responsible officer has taken all safety considerations into account and is satisfied that it is safe to do so.
- 7.8.2.5 Emergency entry into the hold under other circumstances should only be undertaken by trained crew wearing self-contained breathing apparatus and other protective clothing.
- 7.3.2.6 A careful inspection for structural damage should be carried out after dealing with spillages of substances corrosive to steel and cryogenic liquids.

#### **7.8.3 Special provisions for incidents involving infectious substances**

- 7.8.3.1 If any person responsible for the transport or opening of packages containing infectious substances becomes aware of damage to or leakage from such packages, he should:
- .1 avoid handling the package or keep handling to a minimum;
  - .2 inspect adjacent packages for contamination and put aside any that have been contaminated;
  - .3 inform the appropriate public health authority or veterinary authority, and provide information on any other countries of transit where persons may have been exposed to danger; and
  - .4 notify the consignor and/or the consignee.

### 7.8.3.2 Decontamination

A cargo transport unit, a bulk container or a cargo space of a ship, which has been used to transport infectious substances, shall be inspected for release of the substance before re-use. If infectious substances were released during transport, the cargo transport unit, the bulk container or the cargo space of a ship shall be decontaminated before it is re-used. Decontamination may be achieved by any means which effectively inactivates the infectious substance released.

## 7.8.4 Special provisions for incidents involving radioactive material

7.8.4.1 If it is evident that a package is damaged or leaking, or if it is suspected that the package may have leaked or been damaged, access to the package should be restricted and a qualified person should, as soon as possible, assess the extent of contamination and the resultant dose rate of the package. The scope of the assessment should include the package, the conveyance, the adjacent loading and unloading areas, and, if necessary, all other material which has been transported in the conveyance. When necessary, additional steps for the protection of persons, property and the environment, in accordance with provisions established by the relevant competent authority, should be taken to overcome and minimize the consequences of such leakage or damage.

7.8.4.2 Packages damaged or leaking radioactive contents in excess of allowable limits for normal conditions of transport may be removed to an acceptable interim location under supervision, but should not be forwarded until repaired or reconditioned and decontaminated.

△ 7.8.4.3 In the event of a nuclear or radiological emergency during the transport of radioactive material, provisions as established by relevant national and/or international organizations, should be observed to protect persons, property and the environment. This includes arrangements for preparedness and response established in accordance with the national and/or international requirements and in a consistent and coordinated manner with the national and/or international emergency arrangements.

7.8.4.4 Attention is drawn to the latest versions of both *The EmS Guide: Revised Emergency Response Procedures for Ships Carrying Dangerous Goods* and the *Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAAG)*.

△ 7.8.4.5 The arrangements for preparedness and response should be based on the graded approach and take into consideration the identified hazards and their potential consequences, including the formation of other dangerous substances that may result from the reaction between the contents of a consignment and the environment in the event of a nuclear or radiological emergency. Guidance for the establishment of such arrangements is contained in “Preparedness and Response for a Nuclear or Radiological Emergency”, IAEA Safety Standards Series No. GSR Part 7, IAEA, Vienna (2015); “Criteria for Use in Preparedness and Response for a Nuclear or Radiological Emergency”, IAEA Safety Standards Series No. GSG-2, IAEA, Vienna (2011); “Arrangements for Preparedness for a Nuclear or Radiological Emergency”, IAEA Safety Standards Series No. GS-G-2.1, IAEA, Vienna (2007), and “Arrangements for the Termination of a Nuclear or Radiological Emergency”, IAEA Safety Standards Series No. GSG-11, IAEA, Vienna (2018).

7.8.4.6 In the event of a package containing radioactive material suffering from breakage or leakage while the ship is in port, the port authorities should be informed and advice obtained from them or from the competent authority.\* Procedures have been drawn up in many countries for summoning radiological assistance in any such emergency.

## 7.8.5 General fire precautions

7.8.5.1 The prevention of fire in a cargo of dangerous goods is achieved by practising good seamanship, observing in particular the following precautions:

- .1 keep combustible material away from ignition sources;
- .2 protect a flammable substance by adequate packing;
- .3 reject damaged or leaking packages;
- .4 stow packages protected from accidental damage or heating;
- .5 segregate packages from substances liable to start or spread fire;
- .6 where appropriate and practicable, stow dangerous goods in an accessible position so that packages in the vicinity of a fire may be protected;

\* Reference is made to chapter 7.9 and the IAEA list of national competent authorities responsible for approvals and authorizations in respect of the transport of radioactive material. The list is updated annually.

- .7 enforce prohibition of smoking in dangerous areas and display clearly recognizable “NO SMOKING” notices or signs; and
- .8 the dangers from short-circuits, earth leakages or sparking will be apparent. Lighting and power cables and fittings should be maintained in good condition. Cables or equipment found to be unsafe should be disconnected. Where a bulkhead is required to be suitable for segregation purposes, cables and conduit penetrations of the decks and bulkheads should be sealed against the passage of gas and vapours.

When stowing dangerous goods on deck, the position and design of auxiliary machinery, electrical equipment and cable runs should be considered in order to avoid sources of ignition.

- 7.8.5.2 Fire precautions applying to individual classes, and where necessary to individual substances, are recommended in 7.8.2 and 7.8.6 to 7.8.9 and in the Dangerous Goods List.

## 7.8.6 Special fire precautions for class 1

- 7.8.6.1 The greatest risk in the handling and transport of goods of class 1 is that of fire from a source external to the goods, and it is vital that any fire should be detected and extinguished before it can reach such goods. Consequently, it is essential that fire precautions, fire-fighting measures and equipment are of a high standard and ready for immediate application and use.

- 7.8.6.2 Compartments containing goods of class 1 and adjacent cargo spaces should be provided with a fire-detection system. If such spaces are not protected by a fixed fire-extinguishing system, they should be accessible for fire-fighting operations.

- 7.8.6.3 No repair work should be carried out in a compartment containing goods of class 1. Special care should be exercised in carrying out repairs in any adjacent space. No welding, burning, cutting, or riveting operations involving the use of fire, flame, spark, or arc-producing equipment should be carried out in any space other than machinery spaces and workshops where fire-extinguishing arrangements are available, except in any emergency and, if in port, with prior authorization of the port authority.

## 7.8.7 Special fire precautions for class 2

- 7.8.7.1 Effective ventilation should be provided to remove any leakage of gas from within the cargo space or spaces, bearing in mind that some gases are heavier than air and may accumulate in dangerous concentrations in the lower part of the ship.

- 7.8.7.2 Measures should be taken to prevent leaking gases from penetrating into any other part of the ship.

- 7.8.7.3 If there is any reason to suspect leakage of a gas, entry into cargo spaces or other enclosed spaces should not be permitted until the master or responsible officer has taken all safety considerations into account and is satisfied that it is safe to do so. Emergency entry under other circumstances should only be undertaken by trained crew wearing self-contained breathing apparatus, and protective clothing when recommended, and always under the supervision of a responsible officer.

- 7.8.7.4 Leakage from pressure receptacles containing flammable gases may give rise to explosive mixtures with air. Such mixtures, if ignited, may result in explosion and fire.

## 7.8.8 Special fire precautions for class 3

- 7.8.8.1 Flammable liquids give off flammable vapours which, especially in an enclosed space, form explosive mixtures with air. Such vapours, if ignited, may cause a “flashback” to the place in which the substances are stowed. Due regard should be paid to the provision of adequate ventilation to prevent accumulation of vapours.

## 7.8.9 Special fire precautions and fire fighting for class 7

- 7.8.9.1 The radioactive contents of Excepted, Industrial, and Type A packages are so restricted that, in the event of an accident and damage to the package, there is a high probability that any material released, or shielding efficiency lost, would not give rise to such radiological hazard as to hamper fire-fighting or rescue operations.

- 7.8.9.2 Type B(U) packages, Type B(M) packages and Type C packages are designed to be strong enough to withstand severe fire without significant loss of contents or dangerous loss of radiation shielding.