

Resolutions of the Maritime Safety Committee

Resolution MSC.122(75) *adopted on 24 May 2002*

Adoption of the International Maritime Dangerous Goods (IMDG) Code

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING the adoption by the Assembly of resolution A.716(17) on the International Maritime Dangerous Goods (IMDG) Code,

RECOGNIZING the need to provide a mandatory application of the agreed international standards for the carriage of dangerous goods by sea,

NOTING ALSO resolution MSC.123(75) by which it adopted amendments to chapter VII of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended (hereinafter referred to as "the Convention"), to make the provisions of the IMDG Code mandatory under the Convention,

HAVING CONSIDERED, at its seventy-fifth session, the text of the proposed IMDG Code,

- 1 ADOPTS the International Maritime Dangerous Goods (IMDG) Code, the text of which is set out in the annex* to the present resolution;
- 2 NOTES that, under the aforementioned amendments to chapter VII of the Convention, future amendments to the IMDG Code shall be adopted, brought into force and shall take effect in accordance with the provisions of article VIII of the Convention concerning the amendment procedures applicable to the Annex to the Convention other than chapter I thereof;
- 3 INVITES Contracting Governments to the Convention to note that the IMDG Code will take effect on 1 January 2004 upon entry into force of the amendments to chapter VII of the Convention;
- 4 AGREES that Contracting Governments to the Convention may apply the IMDG Code in whole or in part on a voluntary basis as from 1 January 2003;
- 5 REQUESTS the Secretary-General to transmit certified copies of this resolution and its annex to all Contracting Governments to the Convention;
- 6 FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its annex to all Members of the Organization which are not Contracting Governments to the Convention;
- 7 NOTES that the annexed IMDG Code supersedes the existing Code adopted by resolution A.716(17).

* The annex to this resolution has not been reproduced here.

Resolution MSC.123(75)
adopted on 24 May 2002

**Adoption of amendments to the International Convention
for the Safety of Life at Sea, 1974, as amended**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as "the Convention"), concerning the amendment procedure applicable to the Annex to the Convention, other than to the provisions of chapter I thereof,

HAVING CONSIDERED, at its seventy-fifth session, amendments to the Convention, proposed and circulated in accordance with article VIII(b)(i) thereof,

- 1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the annex to the present resolution;
- 2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 July 2003, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
- 3 INVITES SOLAS Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2004 upon their acceptance in accordance with paragraph 2 above;
- 4 REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;
- 5 FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization, which are not Contracting Governments to the Convention.

Annex
**Amendments to the International Convention for the Safety
of Life at Sea, 1974, as amended***

Chapter VI
Carriage of cargoes

Regulation 2
Cargo information

14 *In existing paragraph 2.3, the words "regulation VII/2" are replaced by the words "the IMDG Code, as defined in regulation VII/1.1".*

Regulation 5
Stowage and securing

15 *In existing paragraph 1, the words "Cargo and cargo units" are replaced by the words "Cargo, cargo units and cargo transport units".*

* Amendments to chapters IV (Radiocommunications), V (Safety of Navigation) and Certificates, which are not directly relevant to the IMDG Code, have been omitted from this text.

16 In existing paragraph 2, the words “cargo carried in cargo unit” are replaced by the words “cargo, cargo units and cargo transport units”.

17 In existing paragraph 4, the words “cargo units” are replaced by the words “cargo units and cargo transport units” (in two places).

18 In existing paragraph 5, the word “Containers” is replaced by the words “Freight containers” and in the last line, after “(CSC)”, at the end of the sentence, the words “, as amended” are added.

19 Existing paragraph 6 is replaced by the following:

“All cargoes, other than solid and liquid bulk cargoes, cargo units and cargo transport units shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Administration. In ships with ro-ro spaces, as defined in regulation II-2/3.41, all securing of such cargoes, cargo units and cargo transport units, in accordance with the Cargo Securing Manual, shall be completed before the ship leaves the berth. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to relevant guidelines developed by the Organization.”

Regulation 6

Acceptability for shipment

20 In existing paragraph 3, the words “regulation VII/2” are replaced by the words “the IMDG Code, as defined in regulation VII/1.1”.

Chapter VII

Carriage of dangerous goods

21 Existing part A is replaced by the following new part A and part A-1:

“Part A

Carriage of dangerous goods in packaged form

Regulation 1

Definitions

For the purpose of this chapter, unless expressly provided otherwise:

1 *IMDG Code* means the International Maritime Dangerous Goods (IMDG) Code adopted by the Maritime Safety Committee of the Organization by resolution MSC.122(75), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I.

2 *Dangerous goods* mean the substances, materials and articles covered by the IMDG Code.

3 *Packaged form* means the form of containment specified in the IMDG Code.

Regulation 2

Application

1 Unless expressly provided otherwise, this part applies to the carriage of dangerous goods in packaged form in all ships to which the present regulations apply and in cargo ships of less than 500 gross tonnage.

2 The provisions of this part do not apply to ships’ stores and equipment.

3 The carriage of dangerous goods in packaged form is prohibited except in accordance with the provisions of this chapter.

4 To supplement the provisions of this part, each Contracting Government shall issue, or cause to be issued, detailed instructions on emergency response and medical first aid relevant to incidents involving dangerous goods in packaged form, taking into account the guidelines developed by the Organization.

Regulation 3

Requirements for the carriage of dangerous goods

The carriage of dangerous goods in packaged form shall be in compliance with the relevant provisions of the IMDG Code.

Regulation 4

Documents

1 In all documents relating to the carriage of dangerous goods in packaged form by sea, the proper shipping name of the goods shall be used (trade names alone shall not be used) and the correct description given in accordance with the classification set out in the IMDG Code.

2 The transport documents prepared by the shipper shall include, or be accompanied by, a signed certificate or a declaration that the consignment, as offered for carriage, is properly packaged, marked, labelled or placarded, as appropriate, and in proper condition for carriage.

3 The person(s) responsible for the packing/loading of dangerous goods in a cargo transport unit shall provide a signed container/vehicle packing certificate 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 may be combined with the document referred to in paragraph 2.

4 Where there is due cause to suspect that a cargo transport unit in which dangerous goods are packed is not in compliance with the requirements of paragraph 2 or 3, or where a container/vehicle packing certificate is not available, the cargo transport unit shall not be accepted for carriage.

5 Each ship carrying dangerous goods in packaged form shall have a special list or manifest setting forth, in accordance with the classification set out in the IMDG Code, the dangerous goods on board and the location thereof. A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods on board, may be used in place of such a special list or manifest. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority.

Regulation 5

Cargo Securing Manual

Cargo, cargo units and cargo transport units, shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Administration. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to the guidelines developed by the Organization.

Regulation 6

Reporting of incidents involving dangerous goods

1 When an incident takes place involving the loss or likely loss overboard of dangerous goods in packaged form 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 drawn up based on general principles and guidelines developed by the Organization.

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 company, as defined in regulation IX/1.2, shall, to the fullest extent possible, assume the obligations placed upon the master by this regulation.

Part A-1

Carriage of dangerous goods in solid form in bulk

Regulation 7

Definitions

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

Regulation 7-1*Application*

- 1 Unless expressly provided otherwise, this part applies to the carriage of dangerous goods in solid form in bulk in all ships, to which the present regulations apply and in cargo ships of less than 500 gross tonnage.
- 2 The carriage of dangerous goods in solid form in bulk is prohibited except in accordance with the provisions of this part.
- 3 To supplement the provisions of this part, each Contracting Government shall issue, or cause to be issued, detailed instructions on the safe carriage of dangerous goods in solid form in bulk which shall include instructions on emergency response and medical first aid relevant to incidents involving dangerous goods in solid form in bulk, taking into account the guidelines developed by the Organization.

Regulation 7-2*Documents*

- 1 In all documents relating to the carriage of dangerous goods in solid form in bulk by sea, the bulk cargo shipping name of the goods shall be used (trade names alone shall not be used).
- 2 Each ship carrying dangerous goods in solid form in bulk shall have a special list or manifest setting forth the dangerous goods on board and the location thereof. A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods on board, may be used in place of such a special list or manifest. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority.

Regulation 7-3*Stowage and segregation requirements*

- 1 Dangerous goods in solid form in bulk shall be loaded and stowed safely and appropriately in accordance with the nature of the goods. Incompatible goods shall be segregated from one another.
- 2 Dangerous goods in solid form in bulk, which are liable to spontaneous heating or combustion, shall not be carried unless adequate precautions have been taken to minimize the likelihood of the outbreak of fire.
- 3 Dangerous goods in solid form in bulk, which give off dangerous vapours, shall be stowed in a well ventilated cargo space.

Regulation 7-4*Reporting of incidents involving dangerous goods*

- 1 When an incident takes place involving the loss or likely loss overboard of dangerous goods in solid form in bulk into the sea, the master, 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 drawn up based on general principles and guidelines developed by the Organization.
- 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 company, as defined in regulation IX/1.2, shall, to the fullest extent possible, assume the obligations placed upon the master by this regulation."

Part D**Special requirements for the carriage of packaged irradiated nuclear fuel, plutonium and high-level radioactive wastes on board ships****Regulation 14***Definitions*

- 22 Existing paragraph 2 is replaced by the following:
"INF cargo means packaged irradiated nuclear fuel, plutonium and high-level radioactive wastes carried as cargo in accordance with class 7 of the IMDG Code."
- 23 Existing paragraph 6 is deleted.

Resolution MSC.477(102)

adopted on 30 November 2020

Amendments to the International Maritime Dangerous Goods (IMDG) Code

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.122(75) by which it adopted the International Maritime Dangerous Goods Code (hereinafter referred to as "the IMDG Code"), which has become mandatory under chapter VII of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended (hereinafter referred to as "the Convention"),

NOTING ALSO article VIII(b) and regulation VII/1.1 of the Convention concerning the amendment procedure for amending the IMDG Code,

HAVING CONSIDERED, at its one hundred and second session, amendments to the IMDG Code, proposed and circulated in accordance with article VIII(b)(i) of the Convention,

- 1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the IMDG Code, the text of which is set out in the annex* to the present resolution;
- 2 DETERMINES, in accordance with article VIII(b)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 December 2021, unless, prior to that date, more than one third of the Contracting Governments to the Convention, or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
- 3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 June 2022 upon their acceptance in accordance with paragraph 2 above;
- 4 AGREES that Contracting Governments to the Convention may apply the aforementioned amendments in whole or in part on a voluntary basis as from 1 January 2021;
- 5 REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;
- 6 FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization, which are not Contracting Governments to the Convention.

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