

# Isle of Man Ship Registry Manx Shipping Notice

## SOLAS Chapter VI – Carriage of Cargoes and Oil Fuels

Ref. MSN 074  
Issued: 30 July 2021

### **1. Introduction**

SOLAS Chapter VI regulates the carriage of cargoes (except liquids in bulk, gases in bulk and those aspects of carriage covered by other chapters) which, owing to their particular hazards to ships or persons on board, may require special precautions.

It is applied in Manx law by the Merchant Shipping (SOLAS VI – Carriage of Cargoes and Oil Fuels) Regulations 2021, hereafter referred to as 'the Regulations'. The Regulations apply SOLAS Chapter VI up to and including the amendments made by MSC.380(94) which entered into force on 1 July 2016. It should be noted that this notice provides only a brief summary of the regulations; it is recommended that the text of the Regulations and SOLAS Chapter VI be consulted for a full understanding of the requirements.

### **2. Application**

The Regulations apply to:

- A Manx ship wherever it may be, when loaded or intended to be loaded with any cargo
- A foreign ship which engages on international voyages, when loaded or intended to be loaded with any cargo, whilst it is within the territorial waters of the Island
- A shipper of cargo (see section 8 of this notice only)
- A terminal representative (see section 9 of this notice only)

Where the above bullet points refer to 'cargo', this is defined as being 'any cargo which, owing to its particular hazard to ships or persons on board, may require special precautions, with the exception of liquids carried bulk and gases carried in bulk'.

There is no tonnage threshold for the application of the Regulations, although the Ship Registry may exercise some discretion on the application for Manx cargo ships of less than 500gt if it is considered that the sheltered nature and conditions of their voyages are such as to render any specific requirement unreasonable or unnecessary.

### **3. Survey & Certification**

There is no requirement for survey and certification under SOLAS Chapter VI, however the requirements may be inspected as part of a flag state general inspection or port state control inspection.



Although most vessels carrying solid bulk cargoes will carry a Certificate of Fitness to demonstrate compliance with the IMSBC Code, this not a statutory requirement.

Cargo ships carrying grain (i.e. wheat, maize (corn), oats, rye, barley, rice, pulses, seeds and processed forms thereof, whose behaviour is similar to that of grain in its natural state) that are subject to the grain code must hold a document of authorisation as required by that code.

#### **4. Type Approval**

All equipment requiring type approval must be accompanied by a type approval certificate issued by –

- a Recognised Organisation listed in [MSN 020](#); or
- a Recognised Organisation on behalf of a national Administration; or
- The Isle of Man Ship Registry

Equipment which has been certified under the Marine Equipment Directive (MED) is acceptable to be used on Isle of Man registered vessels, although it is not a mandatory requirement for equipment to be certified under the MED.

#### **5. Exemptions & Equivalences**

SOLAS Chapter I regulation 4 permits certain exemptions for ships not normally engaged on international voyages but which, in exceptional circumstances, is required to undertake a single international voyage. The Ship Registry may also exempt any ship that embodies features of a novel kind for research and development purposes.

SOLAS Chapter I regulation 5 allows the Ship Registry to permit equivalent arrangements where the fitting, material, appliance or apparatus or type thereof is at least as effective as that required by SOLAS Chapter VI.

Any such exemptions or equivalences may only be permitted on a case-by-case basis and they will only be valid if they are in writing and if any conditions stated are complied with. Further information on exemptions, equivalent arrangements and waivers are stated in the relevant regulations (Merchant Shipping (SOLAS VI – Carriage of Cargoes and Oil Fuels) Regulations 2021).

#### **6. Required Documents**

The following is a non-exhaustive list of documents required under SOLAS Chapter VI:

##### **6.1 Cargo Securing Manual (Regulation 5.6)**

All cargoes, other than solid and liquid bulk cargoes, cargo unit and cargo transport units shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual.



The Cargo Securing Manual shall be prepared to a standard at least equivalent to that stated in MSN 056 Paragraph 3.1.1.

The Cargo Securing Manual shall be approved by a Recognised Organisation (see MSN 020).

## **6.2 Material Safety Data Sheets (MSDS) (Regulation 5-1)**

Ships carrying oil or oil fuel shall be provided with MSDSs prior to the loading of oil as cargo in bulk or bunkering of oil fuel. The MSDSs shall be based upon the IMO recommendations in MSC.286(86) as amended.

## **7. Codes**

SOLAS Chapter VI references a number of codes, some of which are mandatory:

**7.1 IMSBC Code** – International Maritime Solid Bulk Cargo Code which is mandatory for ships carrying solid bulk cargoes other than grain.

**7.2 International Grain Code** which is mandatory for ships carrying wheat, maize (corn), oats, rye, barley, rice, pulses, seeds and processed forms thereof, whose behaviour is similar to that of grain in its natural state.

**7.3 CSS Code** - The Code of Safe Practice for Cargo Stowage and Securing is referred to by SOLAS Chapter VI. The CSS Code applies to cargoes carried on board ships (other than solid and liquid bulk cargoes and timber stowed on deck) and, in particular, to those cargoes whose stowage and securing have proved in practice to create difficulties. It is advisory under SOLAS Chapter VI.

**7.4 BLU Code** - Code of Practice for the Safe Loading and Unloading of Bulk Carriers which is also advisory. It applies to ships and terminals that are engaged in loading and unloading of solid bulk cargoes.

**7.5 TDC Code** - Code of Safe Practice for Ships Carrying Timber Deck Cargoes which is also advisory. The TDC Code applies to all ships of 24m or more in length and carrying a timber deck cargo.

## **8. Shipper's Responsibility to Provide Cargo Information**

It should be noted that SOLAS Chapter VI regulations place an obligation on the 'shipper' of cargoes to comply with certain requirements. The shipper is defined as being any person who, as principal or agent for another, consigns goods for carriage at sea.

The shipper is required 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. Such information shall be confirmed in writing and by appropriate shipping documents prior to loading the cargo onto the ship.

Such information shall be confirmed in writing and by appropriate shipping documents prior to loading the cargo on the ship. An example Form for Cargo Information can be found in Section 4 of the IMSBC Code. It should also be noted that the reference to 'documents' in this



paragraph does not preclude the use of electronic data processing (EDP) and electronic data interchange (EDI) transmission techniques as an aid to paper documentation.

The information provided by the shipper shall be that stated in SOLAS Chapter VI Regulation 2.

### **9. Terminal Representative’s Responsibility for Loading/Unloading Solid Bulk Cargoes**

Before a solid bulk cargo is loaded or unloaded, SOLAS Chapter VI requires the master and the terminal representative to agree on a plan which shall ensure that the permissible forces and moments on the ship are not exceeded during loading or unloading, and shall include the sequence, quantity and rate of loading or unloading, taking into consideration the speed of loading or unloading, the number of pours and the deballasting or ballasting capability of the ship.

The plan shall be made with reference to the BLU Code (the Code of Practice for the Safe Loading and Unloading on Bulk Carriers).

### **10. Isle of Man Interpretations**

<b><u>SOLAS VI REG</u></b>	<b><u>Summary of SOLAS VI Regulation</u></b>	<b><u>IOM Ship Registry’s Requirements</u></b>
1(2)	Each Contracting Government shall ensure that appropriate information on cargo and its stowage and securing is provided, specifying, in particular, precautions necessary for the safe carriage of such cargoes	Information shall be prepared and provided by referring to the following (as appropriate):  .1 the CSS Code  .2 the TDC Code; Guidance note on precautions to be taken by the masters of ships of below 100 metres in length engaged in the carriage of logs (MSC/Circ.525); and Guidance note on precautions to be taken by masters of ships engaged in the carriage of timber cargoes (MSC/Circ.548); and  .3 the IMSBC Code
2(4)	In the case of cargo carried in a container***, except for containers carried on a chassis or a trailer when such containers are driven on or off a ro-ro ship engaged in short international voyages as	For SOLAS Regulation VI 2.4.2, the method for obtaining the verified gross mass of a container shall be calculated in accordance with



	<p>defined in regulation III/3, the gross mass according to paragraph 2.1 of this regulation shall be verified by the shipper, either by:</p> <p>[....]</p> <p>.2 weighing all packages and cargo items, including the mass of pallets, dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, using a certified method approved by the competent authority of the State in which packing of the container was completed.</p>	<p>MSC.1/Circ.1475 paragraphs 5.1.2 to 5.1.3.</p>
3(1)	<p>When transporting a solid bulk cargo which is liable to emit a toxic or flammable gas, or cause oxygen depletion in the cargo space, an appropriate instrument for measuring the concentration of gas or oxygen in the air shall be provided together with detailed instructions for its use. Such an instrument shall be to the satisfaction of the Administration.</p>	<p>The instrument should meet the criteria stated in the Marine Equipment Directive MED/3.30 and MED/3.54 or another equivalent standard.</p>
3(2)	<p>The Administration shall take steps to ensure that crews of ships are trained in the use of such instruments.</p>	<p>The crew shall be trained in the use of the instrument in accordance with the manufacturer's instructions.</p>



4	Appropriate precautions shall be taken in the use of pesticides in ships, in particular for the purposes of fumigation.	<p>Precautions shall be established referring to:</p> <p>.1 Revised Recommendations on the safe use of pesticides in ships, (MSC.1/Circ1358);</p> <p>.2 Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds (MSC.1/Circ.1264, as amended): and</p> <p>.3 Revised Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo transport units (MSC.1/Circ.1361)</p>
5(3)	Appropriate precautions shall be taken during loading and transport of heavy cargoes or cargoes with abnormal physical dimensions to ensure that no structural damage to the ship occurs and to maintain adequate stability throughout the voyage.	In considering appropriate precautions, refer to the Code of Safe Practice for Cargo Stowage and Securing. In particular, Chapter 5 contains recommendations for stowage and securing of cargoes which have proved difficult to stow and secure onboard ships e.g. heavy cargo items such as locomotives, transformers etc (see appendix 5).
5(4)	Appropriate precautions shall be taken during loading and transport of cargo units and cargo transport units on board ro-ro ships, especially with regard to the securing arrangements on board such ships and on the cargo units and cargo transport units and with regard to the strength of the securing points and lashings.	<p>In considering appropriate precautions, refer to:</p> <p>1) IMO Resolution A.581(14) – ‘Guidelines for Securing Arrangements for the Transport of Road Vehicles of Ro-Ro Ships’;</p> <p>2) IMO Resolution A.489(12) - ‘Guidelines on the Safe Stowage and Securing of Cargo Units and Other Entities in Ships other than Cellular Container Ships; and</p>



		3) the Code of Safe Practice for Cargo Stowage and Securing
6	Prior to loading a solid bulk cargo, the master shall be in possession of comprehensive information on the ship's stability and on the distribution of cargo for the standard loading conditions. The method of providing such information shall be to the satisfaction of the Administration.	Refer to SOLAS regulation II-1/5-1 on stability information to supplied to the master

### Reference Material:

#### Documents referred to in this MSN:

- the Merchant Shipping (SOLAS VI – Carriage of Cargoes and Oil Fuels) Regulations 2021
- SOLAS Chapter VI
- MSN 020 – Recognised Organisations
- SOLAS Chapter I
- MSN 056 – Carriage of Dangerous Goods
- MSC.286(86) - Recommendations for Material Safety Data Sheets (MSDS) for MARPOL Annex I Oil Cargo and Oil Fuel
- IMSBC Code – International Maritime Solid Bulk Cargo Code
- International Grain Code
- CSS Code - The Code of Safe Practice for Cargo Stowage and Securing
- BLU Code - Code of Practice for the Safe Loading and Unloading of Bulk Carriers
- TDC Code - Code of Safe Practice for Ships Carrying Timber Deck Cargoes
- MSC.1/Circ.1475 - Guidelines regarding the Verified Gross Mass of a Container Carrying Cargo
- MSC.1/Circ.1358 - Revised Recommendations on the safe use of pesticides in ships
- MSC.1/Circ.1264 - Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds
- MSC.1/Circ.1361 - Revised Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo transport units
- A.581(14) – Guidelines for Securing Arrangements for the Transport of Road Vehicles of Ro-Ro Ships
- A.489(12) - Guidelines on the Safe Stowage and Securing of Cargo Units and Other Entities in Ships other than Cellular Container Ships

Most Regulations and notices are available on the Isle of Man Government website: [www.iomshipregistry.com](http://www.iomshipregistry.com) or by contacting [marine.survey@gov.im](mailto:marine.survey@gov.im)

*Please note - The Isle of Man Ship Registry cannot give legal advice. Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from ship to ship. You should consider seeking independent legal advice if you are unsure of your own legal position.*

