

Isle of Man Ship Registry Manx Shipping Notice



SOLAS Chapter VII – Dangerous Goods

Ref. MSN 056 (Rev 3.)
Issued: 1 Dec. 2022

1. Introduction

SOLAS Chapter VII regulates the carriage of dangerous goods by ships, with 'dangerous goods' being defined as any substance, material or article covered by the IMDG Code. In doing so it applies a number of codes, which are explained in Section 7.

SOLAS Chapter VII is applied in Manx law by the Merchant Shipping (SOLAS VII – Carriage of Dangerous Goods) Regulations 2022 (SD2022/0294), hereafter referred to as 'the Regulations'. The Regulations apply SOLAS Chapter VII up to and including the amendments made by MSC.325(90) which entered into force on 1 January 2014. This notice provides a brief summary of the Regulations; it is recommended that the text of the Regulations and SOLAS Chapter VII be consulted for a full understanding of the requirements.

2. Application

The Regulations apply to Manx ships wherever they may be and to foreign ships in Manx territorial waters when carrying dangerous goods. 'Manx Ships' includes vessels registered under Part 3 of the Harbours Act 2010 and cargo ships of less than 500gt. The Regulations do not apply to fishing vessels or pleasure vessels.

SOLAS Chapter VII applies only to ships that engage on international voyages; to provide a regulatory regime for Manx ships not engaged on international voyages the Regulations extend to Manx ships irrespective of the type of voyage, when loaded, or intended to be loaded, with dangerous goods.

The Ship Registry may exempt a Manx ship not engaged on international voyages from complying with all or any of the requirements of the Regulations if considered appropriate by the Ship Registry. Where this is a requirement, the Ship Registry should be contacted at the earliest opportunity **prior** to loading dangerous goods.

It should be noted that SOLAS Chapter II-2 Regulation 19 contains additional safety measures for ships carrying dangerous goods.



3. Survey & Certification

There is no specific survey or certification requirement under SOLAS Chapter VII, although ships may be inspected for compliance with the requirements of SOLAS Chapter VII as part of a Flag State General Inspection or Port State Control Inspection.

A number of the Codes applied by SOLAS Chapter VII do require survey and certification – these are:

- IGC Code – International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk
- IBC Code – International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk
- INF Code – International Certificate of Fitness for the Carriage of INF Cargo

In all cases, survey and certification under the Codes is delegated to Recognised Organisations.

3.1 IBC and IGC Code, Special Circumstances

An International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk and an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk shall be issued by an RO for a period that shall not exceed 5 years.

The Codes permit that in special circumstances, as determined by the Ship Registry, a new Certificate need not be dated 5 years from the date of expiry of the existing Certificate but may be issued for a period not exceeding five years from the date of the renewal survey completion.

The Ship Registry has deemed 'Special Circumstances' to be:

- i) where it would appear to be appropriate to alter the start date in order to harmonize the certificate with other certificates; or
- ii) where the owner of a ship requests the change of date, and:
 - satisfies the Ship Registry that the owner has a justified reason for making the request; and
 - complies with any additional survey requirements which the Ship Registry may impose.

Examples of an owner having "justified reason" might include:

- i) where a ship has been laid up for an extended period; or
- ii) where the nature of a ship's business would make a different date much more convenient (such as in the case of a passenger ferry constructed in the summer and whose main trade is in the summer, where the owner may want to have the refit and survey work done in the winter months).



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 a ship 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 VII.

Any such exemptions or equivalences will only be permitted on a case-by-case basis and will only be valid if they are in writing and any conditions stated within are complied with. Further information on exemptions and, equivalent arrangements can be found in the Regulations.

6. Required Documents

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

6.1 Cargo Securing Manual (regulation 5 of SOLAS VII)

Ships carrying dangerous goods in packaged form must be provided with a 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. The Cargo Securing Manual shall be prepared to a standard at least equivalent to the IMO's Guidelines for the preparation of the Cargo Securing Manual (MSC/Circ.1353/Rev.2).

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



6.2 Transport Information (regulation 4.1 of SOLAS VII)

Ships subject to Part A of Chapter VII (Ships Carrying Dangerous Goods in Packaged Form), are required to provide transport information relating to the carriage of dangerous goods in packaged form. The container/vehicle packing certificate shall be in accordance with the relevant provisions of the IMDG Code and made available to the person or organization designated by the port State authority.

6.3 Dangerous Goods, Manifest or Stowage Plan (regulations 4.2 & 7-2 of SOLAS VII)

Ships subject to Part A of Chapter VII (ships carrying dangerous goods in packaged form) are required to hold a special list, manifest or stowage plan, setting forth, in accordance with the relevant provisions of the IMDG Code, the dangerous goods on board and the location thereof.

Ships subject to Part A-1 of Chapter VII (ships carrying dangerous goods in solid form in bulk) are required to hold 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.

In both cases, a copy of one of these documents shall be made available to the person or organization designated by the port State authority before departure

7. Codes

SOLAS Chapter VII applies the following codes:

- **IMDG Code** - Mandatory for ships engaged in the carriage of dangerous goods in packaged form (latest revisions as per MSC.477(102)). It should be noted that some aspects of the IMDG Code are also applied by the [Merchant Shipping \(MARPOL Annex III – Prevention of Pollution by Harmful Substances\) Order 2015](#).
- **IMSBC Code** - The relevant provisions of the International Maritime Solid Bulk Cargoes Code are mandatory for ships engaged in the carriage of dangerous goods in solid form in bulk (latest revisions as per MSC.462(101)).
- **IBC Code** - The International Bulk Chemical Code is mandatory for chemical tankers constructed on or after 1 July 1986 including those of less than 500 gross tonnage (latest revisions as per MSC.460(101)). Further information relating to some aspects of the IBC Code can be found within [MSN 067](#).
- **IGC Code** - The International Gas Carrier Code is mandatory for gas carriers constructed on or after 1 July 1986 (latest revisions as per MSC.441(99) up to and including 31 December 2023 and as per MSC.492(104) from 1 January 2024.



- **INF Code** - The International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel Plutonium and High-Level Radioactive Wastes on Board Ships (latest revisions as per MSC.241(83)) is not applied to Manx Ships in the Regulations since carriage of INF Code cargoes is not permitted on Isle of Man registered ships. However, the INF Code is applied to foreign ships carrying INF-Code cargoes, should such a vessel enter the waters of the Isle of Man.

8. Reporting of Incidents Involving Dangerous Goods in Packaged Form and Solid Bulk Form

Any incident that takes place involving the loss or likely loss overboard of dangerous goods in either packaged form or solid form in bulk into the sea must be reported to the nearest coastal State. This is the master's responsibility (or other person having charge of the ship) and they must report the particulars of such an incident without delay and to the fullest extent possible.

The report must be drawn up based on the general principles and guidelines developed by the IMO - refer to the general principles for ship reporting systems and ship reporting requirements, including Guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants, adopted by the Organization by resolution A.851(20) as amended by MEPC.138(53).

9. Emergency Response and Medical First Aid Instructions

Regulation 2.4 and 7.1.3 requires the Ship Registry to issue instructions on emergency response and medical first aid relevant to incidents involving dangerous goods in packaged form and dangerous goods in solid form in bulk. This information is provided below.

9.1 Medical First Aid

MLN 4.1 requires all ships carrying dangerous goods (whether in solid form in bulk or in packaged form) in excess of the quantities permitted in the IMDG Code to:

- a. carry the correct medicines and equipment in the quantities specified in Appendix 14 of the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) for the type of dangerous goods carried; and
- b. have an up to date copy of the MFAG available onboard

The MFAG is reproduced in the Supplement to the IMDG Code. Crews should be prepared to use the MFAG at short notice and be familiar with its' location and structure.

Further guidance on the carriage of medical oxygen cylinders where required by MFAG can be found within Section 5 on [MLN 4.1](#).



9.2 Emergency Response

Ships carrying Dangerous Goods in Packaged Form should refer to the Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (the EMS Guide) published by the IMO under the reference MSC.1/Circ.1588/Rev.2.

The EMS Guide includes emergency schedules to be followed in case of incidents (fires and spillages/leakages) involving dangerous substances, articles or harmful substances (marine pollutants) regulated under the IMDG Code.

In the event of a fire or spillage incident, initial actions should be carried out in accordance with the shipboard emergency plan where applicable (see IMO resolution A.1072(28) for relevant guidelines).

Where dangerous goods are involved, the responses in the emergency plan should be based on the EMS guide for specific dangerous goods, having regard to, inter alia, the type of ship, the quantity and type of packaging of the dangerous goods, and whether the goods are stowed on or under deck.

It is recommended the relevant EMS Schedules are identified and included within the Dangerous Goods Manifest and Stowage Plan (see paragraph 6.3 of this notice).

The EMS Guide should not be used for emergencies involving bulk cargoes or any other fire and/or spillage on board a ship that do not involve dangerous goods in packaged form as cargo.

For Dangerous Goods which are carried as Solid Bulk Cargoes, Emergency Procedures and emergency equipment to be carried for individual cargoes can be found within the schedules in Appendix 1 to the IMSBC code.

Reference Material/Further Reading:

SOLAS

- SOLAS Chapter I – General Provisions
- SOLAS Chapter II-2 – Construction: Fire Protection, Fire Detection and Fire Extinction
- SOLAS Chapter VII – Dangerous Goods

Codes

- IGC Code
- IBC Code
- INF Code
- IMDG Code
- IMSBC Code

Isle of Man Regulations

- Merchant Shipping (SOLAS VII – Dangerous Goods) Regulations 2022



Isle of Man Notices

- MSN 020 – Recognised Organisations
- MLN 4.1 – Medical Care Onboard Ships and Ashore

IMO Circulars/Resolutions

- MSC/Circ.1353/Rev.2 - Revised Guidelines for the Preparation of the Cargo Securing Manual
- A.851(20) as amended by MEPC.138(53) - General Principles for Ship Reporting Systems and Ship Reporting Requirements, including Guidelines for Reporting Incidents Involving Dangerous Goods, Harmful Substances and/or Marine Pollutants
- MSC.1/Circ.1588/Rev.2 – Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (EMS Guide)

Other Guidance

- Code of Safe Working Practices for Merchant Seafarers (In particular chapter 27.11 and 28.2)

Most Regulations and notices are available on the Isle of Man Government website: www.iomshipregistry.com or by contacting 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.

