

Wijzigingen doorgevoerd in 3^{de} druk

Boek 1

Ingevoegd:

FOREWORD

The International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended, deals with various aspects of maritime safety and contains in chapter VII the mandatory provisions governing the carriage of dangerous goods in packaged form or in solid form in bulk. The carriage of dangerous goods is prohibited except in accordance with the relevant provisions of chapter VII, which are amplified by the International Maritime Dangerous Goods (IMDG) Code. Regulation II-2/19 of the SOLAS Convention, as amended, specifies the special requirements for a ship intended to carry dangerous goods, the keel of which was laid or which was at a similar stage of construction on or after 1 July 2002.

The International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL), deals with various aspects of prevention of marine pollution, and contains in its Annex III the mandatory provisions for the prevention of pollution by harmful substances carried by sea in packaged form. Regulation 1(2) prohibits the carriage of harmful substances in ships except in accordance with the provisions of Annex III, which are also amplified by the IMDG Code.

In accordance with the Provisions concerning Reports on Incidents Involving Harmful Substances (Protocol I to MARPOL), incidents involving losses of such substances from ships must be reported by the master or other person having charge of the ship concerned.

The IMDG Code that was adopted by resolution A.716(17) and amended by amendments 27 to 30 was recommended to Governments for adoption or for use as the basis for national regulations in pursuance of their obligations under regulation VII/1.4 of the 1974 SOLAS Convention, as amended, and regulation 1(3) of Annex III of MARPOL. The IMDG Code, as amended, attained mandatory status from 1 January 2004 under the umbrella of SOLAS; however, some parts of the Code continue to be recommendatory. Observance of the Code harmonizes the practices and procedures followed in the carriage of dangerous goods by sea and ensures compliance with the mandatory provisions of the SOLAS Convention and of Annex III of MARPOL.

The Code, which sets out in detail the requirements applicable to each individual substance, material



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or article, has undergone many changes, in both layout and content, in order to keep pace with the expansion and progress of industry. IMO's Maritime Safety Committee (MSC) is authorized by the Organization's Assembly to adopt amendments to the Code, thus enabling IMO to respond promptly to developments in transport. The MSC at its one hundred and fifth session agreed that, in order to facilitate the multimodal transport of dangerous goods, the provisions of the IMDG Code, 2022 edition, may be applied from 1 January 2023 on a voluntary basis, pending their official entry into force on 1 January 2024 without any transitional period. This is described in resolution MSC.501(105) and the Preamble to this Code. It needs to be emphasized that, in the context of the language of the Code, the words "shall", "should" and "may", when used in the Code, mean that the relevant Provisions are "mandatory", "recommendatory" and "optional", respectively.

PREAMBLE

1. Carriage of dangerous goods by sea is regulated in order to reasonably prevent injury to persons or damage to ships and their cargoes. Carriage of marine pollutants is primarily regulated to prevent harm to the marine environment. The objective of the IMDG Code is to enhance the safe carriage of dangerous goods while facilitating the free unrestricted movement of such goods and prevent pollution to the environment.
2. Over the years, many maritime countries have taken measures to regulate the transport of dangerous goods by sea. The various regulations, codes and practices, however, differed in their framework and, in particular, in the identification and labelling of such goods. Both the terminology used and the provisions for packaging and stowage varied from country to country and created difficulties for all directly or indirectly concerned with the transport of dangerous goods by sea.
3. The need for international regulation of the transport of dangerous goods by sea was recognized by the 1929 International Conference on Safety of Life at Sea (SOLAS), which recommended that rules on the subject have international effect. The classification of dangerous goods and certain general provisions concerning their transport in ships were adopted by the 1948 SOLAS Conference. This Conference also recommended further study with the object of developing international regulations.
4. Meanwhile, the Economic and Social Council of the United Nations had appointed an ad hoc Committee of Experts on the Transport of Dangerous Goods (UN Committee of Experts),



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which had been actively considering the international aspect of the transport of dangerous goods by all modes of transport. This committee completed a report in 1956 dealing with classification, listing and labelling of dangerous goods and with the transport documents required for such goods. This report, with subsequent modifications, offered a general framework to which existing regulations could be harmonized and within which they could be further developed. The primary goal being world-wide uniformity for regulations concerning the transport of dangerous goods by sea as well as other modes of transport.

5. As a further step towards meeting the need for international rules governing the transport of dangerous goods in ships, the 1960 SOLAS Conference, in addition to laying down a general framework of provisions in chapter VII of the SOLAS Convention, invited IMO (Recommendation 56) to undertake a study with a view to establishing a unified international code for the transport of dangerous goods by sea. This study would be pursued in cooperation with the UN Committee of Experts and should take account of existing maritime practices and procedures. The Conference further recommended that the unified code be prepared by IMO and that it be adopted by the Governments that were Parties to the 1960 Convention.
6. To implement Recommendation 56, IMO's Maritime Safety Committee (MSC) appointed a working group drawn from those countries having considerable experience in the transport of dangerous goods by sea. Preliminary drafts for each class of substances, materials and articles were subsequently brought under close scrutiny by the working group to take into account throughout the practices and procedures of a number of maritime countries in order to make the Code as widely acceptable as possible. This new International Maritime Dangerous Goods (IMDG) Code was approved by the MSC and recommended to Governments by the Assembly of IMO in 1965.
7. 7 During another SOLAS Conference held in 1974, chapter VII of the Convention remained essentially unchanged. Since that date, several amendments to chapter VII adopted by the MSC have entered into force. Although invoked by a footnote reference in regulation 1 of chapter VII, the IMDG Code itself had only recommendatory status until 31 December 2003.
8. 8 At the International Conference on Marine Pollution, 1973, the need was recognized to preserve the marine environment. It was further recognized that negligent or accidental release of marine pollutants transported by sea in packaged form should be minimized. Consequently, provisions were established and adopted by the Conference, and are contained in Annex III of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL). The Marine Environment Protection Committee (MEPC) decided in 1985 that Annex III should be



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implemented through the IMDG Code. This decision was also endorsed by the MSC in 1985. Since that date, several amendments to Annex III to MARPOL have entered into force.

9. 9 The UN Committee of Experts has continued to meet until the present day and its published Recommendations on the Transport of Dangerous Goods are updated biennially. In 1996, the MSC agreed that the IMDG Code should be reformatted consistent with the format of the UN Recommendations on the Transport of Dangerous Goods. The consistency in format of the UN Recommendations, the IMDG Code and other dangerous goods transport

Boek 2/3

Pagina 277: Bijzondere bepaling 900 staat achter bijzondere bepaling 395

Graag op nieuwe regel links uitlijnen

- 900 The transport of the following substances is prohibited:
- AMMONIUM HYPOCHLORITE
 - AMMONIUM NITRATE liable to self-heating sufficient to initiate decomposition
 - AMMONIUM NITRITES and mixtures of an inorganic nitrite with an ammonium salt
 - CHLORIC ACID, AQUEOUS SOLUTION with more than 10% chloric acid
 - ETHYL NITRITE pure
 - HYDROCYANIC ACID, AQUEOUS SOLUTION (HYDROGEN CYANIDE, AQUEOUS SOLUTION) with more than 20% hydrogen cyanide
 - HYDROGEN CHLORIDE, REFRIGERATED LIQUID
 - HYDROGEN CYANIDE SOLUTION, IN ALCOHOL with more than 45% hydrogen cyanide
 - MERCURY OXYCYANIDE pure
 - METHYL NITRITE
 - PERCHLORIC ACID with more than 72% acid, by mass
 - SILVER PICRATE, dry or wetted with less than 30% water by mass
 - ZINC AMMONIUM NITRITE

See also special provisions 349, 350, 351, 352 and 353.



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