

## Bulletin 448 - 01/06 - Carriage of Dangerous Goods - Worldwide

As of 01 January 2006, as stated in UK Club [Loss Prevention Bulletin 441](#), the 2004 edition of the International Maritime Dangerous Goods (IMDG) Code (amendment 32-04) became mandatory in all SOLAS signatory States, and the 2002 edition of the Code (amendment 31-02) should not be used.

The Australian Maritime Safety Authority Marine Notice 2/2006 informs that a new issue of Marine Orders Part 41 – Carriage of dangerous goods (MO41) came into force 01 January 2006. As well as mandating the 32-04 version of the IMDG Code, MO41 also details the inclusion of new inspection provisions. These will enable Australian Maritime Authority surveyors to take more efficient action in relation to compliance with the requirements for the packing, stowage and carriage of dangerous goods, particularly in containers. This is being implemented in many countries by port state control.

The Marine Notice explains that personnel involved in the transport of dangerous goods should be familiar with subsection 253(1) and (2) of the Navigation Act 1912 which prescribes penalties for falsely describing dangerous goods, and also section 253A(2) which prescribes penalties for the incorrect packing, stowage and carriage of dangerous goods.

### **The notice provides the following advice for ensuring compliance with the requirements for packing, stowage and carriage of dangerous goods**

- In order to ensure the safety of those engaged in the transport and handling of dangerous goods it is essential that the correct packing and documenting of consignments to be undertaken.
- Personnel engaged in the packing of dangerous goods and the preparation of documentation should be competent to perform these tasks. Where declarations are required for container packing and the packaging of goods inside, those persons who are directly responsible for the supervision of these activities should complete the declarations.
- Management should ensure that training has been provided commensurate with these responsibilities. Further guidance on training is given in Chapter 1.3 of the IMDG Code.
- Persons responsible for accepting dangerous goods for consignment should only do so when they are satisfied that the consignment and its associated documentation, has been provided in accordance with IMDG Code requirements.

Source of information: Australian Maritime Safety Authority  
Marine Notice 2/2006  
[www.amsa.gov.au](http://www.amsa.gov.au)

