

# PART V

## VESSELS CARRYING DANGEROUS CARGO

### CHAPTER XV CARRIAG OF DANGEROUS CARGO

#### **Art. 108 - DEFINITIONS:**

For the purpose of these regulations, the meaning of the terms and expressions mentioned in each of the following articles will be as defined in the respective subparagraph:

- (1) "Dangerous Cargo" Means the following
  - a) Any substance whether packaged or in bulk, intended for carriage or storage and having properties coming within the classes listed in the I.M.D.G Code as amended from time to time .
  - b) Any substance shipped in bulk not coming within the I.M.D.G Code classes but is subject to the requirements of the Codes for the dangerous chemical in bulk, liquefied gases in bulk and solid bulk as amended from time to time.
- (2) "Packaged Dangerous Goods" means any dangerous cargo contained in a receptacle, portable tank, freight container or vehicle. The term includes an empty receptacle, portable tank which has previously been used for the carriage of a dangerous substance, unless such receptacle or tank has been cleaned and permits transport with safety.
- (3) "Hazardous Wastes "Means wastes having hazard characteristics according to Basel Convention on the control of transboundary movements of hazardous wastes and their disposal.
- (4) "Dangerous Cargo in Bulk" Means any dangerous substance, carried without any intermediate form of containment, in a tank or cargo space which is a structural part of a vessel or in a tank permanently fixed in or on a vessel.
- (5) "Petroleum" : reference to Petroleum in these Regulations shall be deemed to include all products such as : Rock oil, Rangoon oil, Burmah oil, oil made from petroleum, rosin, boghead, coal, schist, shale peat and other bituminous substances and any products of petroleum, and any of the above mentioned oils, (such as benzene, kerosene, gasoline, fuel oil, toluene, turpentine, paraffin wax etc ) .

For the purpose of these Regulations, Petroleum is classified:

- a) Grade A - Those of the above-mentioned products or any other not mentioned and having a flash point below 23 degrees Centigrade (73 Fahrenheit).
  - b) Grade B - Those of the above mentioned products or any other not mentioned having a flash point between 23 degrees Centigrade ( 73 F ) and 66 degrees Centigrade ( 150 F ) .
  - c) Grade C - Those of the above mentioned products or any other not mentioned having a flash point above 66 degrees Centigrade (150 F).
- (6) "Tanker" Means any vessel that transports bulk inflammable liquids. She shall comply with standards of "SOLAS 74/78" and must be

classified in one of the Recognized Classification Societies belonging to the IACS to carry inflammable liquids (petroleum) and still under its supervision.

- (7) "F.P." Means Flash Point for petroleum and must be ascertained by Open Cup test or any other closed test of an equal degree of accuracy.
- (8) I.G. Means Inert Gas used in cargo tanks and must be checked to ensure that the oxygen concentration is below the required level and the mixture of gases are below the flammable limit, i.e. can be considered as free from explosive gases .
- (9) "N.G.F." Means Non Gas Free, i.e. not sufficiently free at the time of test from toxic and explosive gases.
- (10) "I.G.C" Means the international code for the construction and equipment of ships carrying liquefied gases in bulk amended.
- (11) "Liquefied inflammable gas carrier" Means any vessel that transports bulk liquefied inflammable gas. She shall comply with the standards of "SOLAS 74/78" and must be constructed according to IMO code for the construction and equipment of ships carrying liquefied inflammable gas in bulk, as amended from time to time or to standards at least as effective, and must be classified in one of the classification societies belonging to IACS and still under its supervision.
- (12) "I.B.C" Means the international code for the construction and equipment of ships carrying dangerous chemical in bulk, as amended.
- (13) "Dangerous chemicals in bulk Carrier" Means any vessel that transports bulk dangerous chemical. She shall comply with the standards of "SOLAS 74/78" and must be constructed according to IMO code for the construction and equipment of ships carrying dangerous chemicals in bulk, as amended from time to time or to standards at least as effective, and must be classified in one of the classification societies belonging to IACS, and still under its supervision.
- (14) "Code for solid bulk" Means the code of safe practice for solid bulk cargoes.
- (15) "Prohibited Goods" Means:
  - a) Any goods, which are specified by "I.M.D.G" code as carriage, prohibited.
  - b) Bulk dangerous cargoes not listed in the code of dangerous chemical in bulk, the code of liquefied gasses in bulk or solid bulk code.
  - c) Dangerous cargoes that are not listed on ship certificate of fitness.
  - d) Dangerous cargoes that are not listed in dangerous cargo manifest (see Art. 113).
  - e) Any goods, which are not in conformity with cargo requirements in these Rules.
- (16) "MARPOL 73/78" Means the International Convention for the Prevention of Pollution from Ships, as amended.
- (17) "I.O.P.P Certificate" Means the I.M.O International Oil Pollution Prevention certificate, certifying that the ship has been surveyed in accordance with "MARPOL 73/74" (See Art. 119) and its amendments.
- (18) "Certificate of Fitness" Means a certificate issued by a national government, or society on behalf of government, certifying that the

construction and equipment of the ship are in accordance with the I.B.C code or I.G.C code or to standards at least as effective.

(19) ISM means the international code for the safety and management of ships operation and pollution prevention.

### **Art. 109 - Preliminary Regulations:**

- (1) These regulations apply to the transport of dangerous goods through the S.C., as amended.
- (2) The classification in these regulations are in accordance with I.M.D.G code and it's amended.
- (3) Dangerous cargoes in these regulations are divided as follows :
  - a) The dangerous packaged goods, as classified in accordance with I.M.D.G. code and its amendments.
  - b) The dangerous cargoes in bulk (Petroleum, liquefied inflammable gases and dangerous chemicals).
  - c) The radioactive substances, as mentioned in Class 7 of I.M.D.G code and its amendments.
- (4) All dangerous cargo alarms, safety equipment and fire fighting equipment must be checked within 24 hours prior to the arrival to S.C. The ship's log shall be available for inspection by the boarding pilot or inspector.
- (5) SCA may consult a recognized surveyor, where such consultation is required by the SCA.
- (6) Advanced notice of arrival must reach the CA Port Offices at least 48 hours before the vessel's arrival to the Canal entrances.
- (7) The Master, owner and/or operator is responsible for any damage, direct or indirect, caused to CA or to third party, which may result by presence of dangerous goods on board of his vessel, during passage the Suez Canal or existence in Canal water.

They are also is responsible for the loading of the cargo, handling and the stowage of dangerous goods on board of his vessel, and that the dangerous goods have been packed in a good manner adequate to withstand the ordinary risks of transport . (See Art. 4, Art. 60).
- (8) Vessels carrying dangerous good must comply with the standards of SOLAS 74/78 as amended and must be classified in one of the recognized classification societies belonging to the IACS and still under supervision.
- (9) A vessels arriving in the S.C. without fulfilling the required regulations shall be considered as a danger for navigation and the security of the canal and shall bear full responsibility if not authorized to enter the harbour or handle other goods or transit the canal. She will also bear the responsibility for any information given which may subsequently prove to be inaccurate (see additional dues Art. 105) besides the other responsibility provided for in common law.
- (10) Loading, packing labeling, marking stowage, segregation and inspection certificate shall be in compliance with the I.M.D.G code and its amendments.

- (11) Any vessel carrying dangerous goods or dangerous cargoes in bulk must hoist the special signal indicating the nature of her goods before entering SC, (See appendix No. 2 Para B) the master must state the fact to pilot as soon as he arrives on board, he must comply with the regulation Art. 113, 121, 130 concerning certificates and declaration.**

**The agent of vessel carrying Radio Active substances should advise S.C.A and the A.E.E. (see Art. 129,132.) of the time of arrival of the vessel at least 48 hours in advance.**

**The vessel bears the responsibility for her delay in entering the harbour and transiting the canal resulting from delay in giving notice of her arrival ( notice of arrival must include kind, quantity and number of packages radio active substances ).**

- (12) Any vessel carrying dangerous goods shall be assigned a berth or mooring place at Port Said, such place will be selected by the SC port-office (according to the information sent in advance and declaration of the master).**

**Vessels carrying dangerous cargoes in bulk are only allowed to have a berth at Port S aid outer harbour basin except gas free carriers and tankers carrying grade C only.**

**Vessels carrying grade A or liquefied inflammable gas should avoid using anchor when berthing.**