



IMO

E

Ref. T3/1.01

MSC.1/Circ.1266
18 December 2008

CARRIAGE OF DANGEROUS GOODS

Document of compliance with the special requirements for ships carrying dangerous goods under the provisions of regulation II-2/19 of the 1974 SOLAS Convention, as amended, and of paragraph 7.17 of the 2000 HSC Code, as amended

1 The Maritime Safety Committee, at its sixty-third session (16 to 25 May 1994), approved a standard format for the document of compliance required by regulation II-2/54.3 of the 1974 SOLAS Convention, as amended. The Committee further agreed that the period of validity of the document of compliance should not exceed 5 years and should not be extended beyond the expiry date of the valid Cargo Ship Safety Construction Certificate issued to the ship concerned under the provisions of SOLAS regulation I/12.

2 The Committee, at its seventy-fifth session (15 to 24 May 2002), in view of the amendments to SOLAS chapter II-2, adopted by resolution MSC.99(73), approved a revised standard format for the document of compliance required by regulation II-2/19.4 of the 1974 SOLAS Convention, as amended, applicable as from 1 July 2002. This format is reproduced in MSC/Circ.1027.

3 The Committee, at its seventy-ninth session (1 to 10 December 2004), recognizing the need to take into account the amendments to table 19.3 of SOLAS regulation II-2/19 which had been adopted by resolution MSC.134(76), decided that it was necessary to highlight the prohibition on stowage of class 5.2 dangerous goods under deck or in enclosed ro-ro spaces in documents of compliance required by regulation II-2/19 of the 1974 SOLAS Convention, as amended, for any ship built on or after 1 July 2004 when issuing or renewing the said documents.

4 The Committee, recognizing also that this prohibition on stowage under the IMDG Code also applies to all ships built before 1 July 2004 and subject to regulation II-2/19 (or II-2/54) of the 1974 SOLAS Convention, as amended, also decided that the prohibition on stowage should be taken into account when renewing documents of compliance for:

- .1 any passenger ship built on or after 1 September 1984 and before 1 July 2004;
- .2 any cargo ship of 500 gross tonnage or above built on or after 1 September 1984 and before 1 July 2004; and
- .3 any cargo ship of less than 500 gross tonnage built on or after 1 February 1992 and before 1 July 2004.

5 Furthermore, the Committee, at the same session, agreed that the standard document of compliance format set out in MSC/Circ.1027 should be used when renewing documents of ships subject to SOLAS regulation II-2/54 applicable before 1 July 2002, and that in such cases the references to regulations II-2/19 and II-2/19.4 appearing in the standard format should be replaced by references to regulations II-2/54 and II-2/54.3 respectively.

6 The Committee, at its eighty-first session (10 to 19 May 2006), agreed the inclusion of a standard format for a document of compliance with special requirements for high-speed craft carrying dangerous goods as required by paragraph 7.17.4 of the 2000 HSC Code, although the draft amendments to the Code were not adopted.

7 The Committee, at its eighty-fourth session (7 to 16 May 2008), in view of the envisaged adoption of the amendments to table 19.3 in SOLAS chapter II-2 and table 7.17-3 in the 2000 HSC Code, subsequently adopted by the Committee at its eighty-fifth session (26 November to 5 December 2008) by means of resolutions MSC.269(85) and MSC.271(85), respectively, approved revised standard formats for the document of compliance required by regulation II-2/19.4 of the 1974 SOLAS Convention, as amended, and by paragraph 7.17.4 of the 2000 HSC Code, as amended.

8 The Committee, at its eighty-fourth session, confirmed that the period of validity of the document of compliance should not exceed:

- .1 five years for cargo ships and should not be extended beyond the expiry date of the valid Cargo Ship Safety Construction Certificate issued to cargo ships concerned under the provisions of SOLAS regulation I/12; and
- .2 one year for passenger ships and should not be extended beyond the expiry date of the valid Passenger Ship Safety Certificate issued to passenger ships concerned under the provisions of SOLAS regulation I/12.

9 The Committee, at its eighty-fourth session, further agreed that:

- .1 it is still necessary to highlight the prohibition on stowage of class 5.2 dangerous goods under deck or in closed ro-ro spaces when issuing or renewing documents of compliance according to the revised standard formats; and
- .2 the revised standard formats should be used when renewing documents of compliance for existing ships subject to SOLAS regulation II-2/1.2.3 and that, in such cases, the reference to regulation II-2/19 appearing in the revised standard format should be replaced by "II-2/19.3 as applicable according to II-2/1.2.3".

10 The revised standard formats of the document of compliance recommended for use and acceptance by Member Governments and Contracting Governments to the 1974 SOLAS Convention and the 2000 HSC Code are set out in annex 1 and annex 2, respectively.

11 Member Governments are invited to draw this circular to the attention of authorities responsible for issuing and renewing documents of compliance, bodies acting on behalf of these governments, and shipowners, ship operators and masters, with a view to harmonizing the practices of the various Administrations.

12 Member Governments are also invited to draw this circular to the attention of authorities tasked by the port State with carrying out inspections of ships, and to recommend them to take the above into account when discharging their responsibilities.

13 This circular supersedes MSC/Circ.1027 and MSC/Circ.1148.

ANNEX 1**STANDARD FORMAT OF THE DOCUMENT OF COMPLIANCE****Special Requirements for Ships carrying Dangerous Goods**

Issued in pursuance of the requirement of regulation II-2/19.4
of the International Convention for Safety of Life at Sea, 1974,
as amended, under the authority of

the Government of _____

Name of ship: _____

Distinctive number or letters: _____

Port of registry: _____

Ship type: _____

IMO Number (if applicable): _____

THIS IS TO CERTIFY:

- .1 that the construction and equipment of the above-mentioned ship have been found to comply with the provisions of regulation II-2/19 of the International Convention for the Safety of Life at Sea, 1974, as amended; and
- .2 that the ship is suitable for the carriage of those classes of dangerous goods as specified in the appendix hereto, subject to any provisions in the International Maritime Dangerous Goods (IMDG) Code and the Code of Safe Practice for Solid Bulk Cargoes (BC) Code* for individual substances, materials or articles also being complied with.

This document is valid until _____

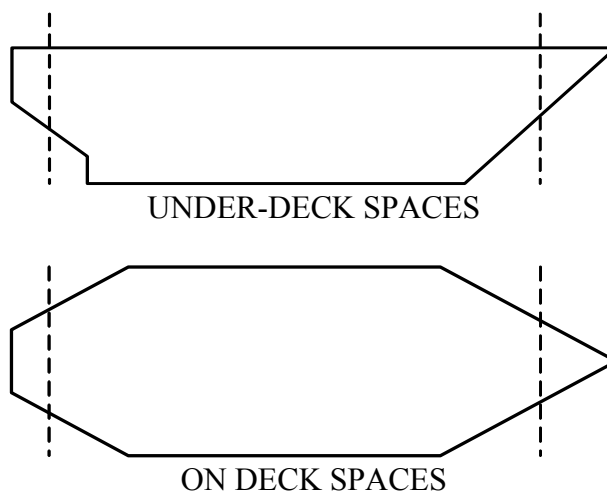
Issued at _____
(Signature of authorized official issuing the certificate)

NOTE: There are no special requirements in the above-mentioned regulation II-2/19 for the carriage of dangerous goods of classes 6.2 and 7, and for the carriage of dangerous goods in limited quantities, as required in chapter 3.4 of the IMDG Code, and excepted quantities, as required in chapter 3.5 of the IMDG Code.

* Also refer to resolution MSC.268(85) on Adoption of the International Maritime Solid Bulk Cargoes (IMSBC) Code.

APPENDIX

Spaces to be indicated in the plans with numbers corresponding with the table below



| Class \ Hold | 1 | 2 | 3 | . | . | . | . |
|---------------------------------|---|---|---|---|---|---|---|
| 1.1 to 1.6 | | | | | | | |
| 1.4S | | | | | | | |
| 2.1 | | | | | | | |
| 2.2 | | | | | | | |
| 2.3 flammable | | | | | | | |
| 2.3 non-flammable | | | | | | | |
| 3 FP < 23°C | | | | | | | |
| 3 FP ≥ 23°C to ≤ 60°C | | | | | | | |
| 4.1 | | | | | | | |
| 4.2 | | | | | | | |
| 4.3 liquids | | | | | | | |
| 4.3 solid | | | | | | | |
| 5.1 | | | | | | | |
| 5.2 | | | | | | | |
| 6.1 liquids FP < 23°C | | | | | | | |
| 6.1 liquids FP ≥ 23°C to ≤ 60°C | | | | | | | |
| 6.1 liquids | | | | | | | |
| 6.1 solid | | | | | | | |
| 8 liquids FP < 23°C | | | | | | | |
| 8 liquids FP ≥ 23°C to ≤ 60°C | | | | | | | |
| 8 liquids | | | | | | | |
| 8 solid | | | | | | | |
| 9 | | | | | | | |

“P” indicates
PACKAGED GOODS
PERMITTED.

“A” indicates
PACKAGED AND
BULK GOODS
ALLOWED.

“X” indicates NOT
ALLOWED.

Remarks related to the information in the table above as applicable:

NOTE: Cargoes in bulk may be listed individually by name and class

ANNEX 2**STANDARD FORMAT OF THE DOCUMENT OF COMPLIANCE****Special Requirements for Ships carrying Dangerous Goods**

Issued in pursuance of the requirement of part D, chapter 7 of the International Code of Safety for High-Speed Craft, 2000 as amended, under the authority of

the Government of _____

Name of craft: _____

Design type and hull No.: _____

Distinctive number or letters: _____

IMO Number (if applicable):¹ _____

Port of registry: _____

Category: Category A craft/Category B craft/cargo craft²

Type of craft: hovercraft, surface effect ship, hydrofoil, single-hull vessel, multi-hull vessel, other (please state.....)²

CERTIFICATE

- 1 The construction and equipment of the above-mentioned craft have been found to comply with the provisions of part D, chapter 7 of the International Code of Safety for High-Speed Craft, 2000, as amended.
- 2 The craft is suitable to carry the classes of dangerous goods indicated in the attached appendix, subject to concurrent application of the International Maritime Dangerous Goods Code (IMDG Code) and the Code of Safe Practice for Solid Bulk Cargoes (BC) Code³ in respect of the various materials or items.

This document is valid until _____

Issued at _____
(Signature of authorized official issuing the certificate)

NOTE: Part D of chapter 7 stipulates no special provisions for the carriage of dangerous goods of classes 6.2 and 7, nor for the carriage of dangerous goods in limited quantities as defined in chapter 3.4 of the IMDG Code.

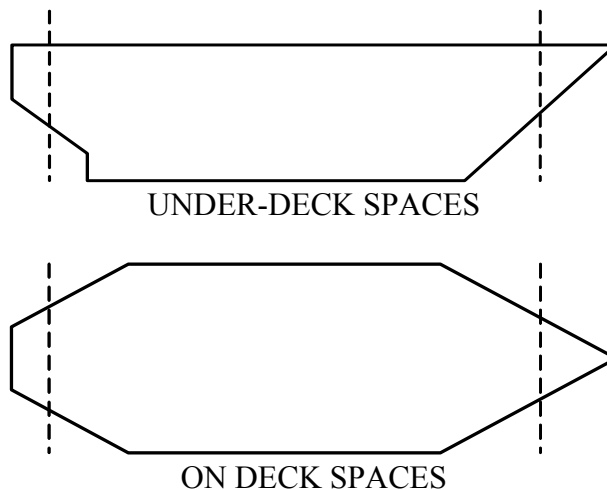
¹ IMO Ship Identification Number Scheme, adopted by the Organization through resolution A.600(15).

² Delete where applicable.

³ Also refer to resolution MSC.268(85) on Adoption of the International Maritime Solid Bulk Cargoes (IMSBC) Code.

APPENDIX

Indicate spaces on plans using the corresponding numbers from the table below



| Class \ Hold | 1 | 2 | 3 | . | . | . | . |
|---------------------------------|---|---|---|---|---|---|---|
| 1.1 to 1.6 | | | | | | | |
| 1.4S | | | | | | | |
| 2.1 | | | | | | | |
| 2.2 | | | | | | | |
| 2.3 flammable | | | | | | | |
| 2.3 non-flammable | | | | | | | |
| 3 FP < 23°C | | | | | | | |
| 3 FP ≥ 23°C to ≤ 60°C | | | | | | | |
| 4.1 | | | | | | | |
| 4.2 | | | | | | | |
| 4.3 liquids | | | | | | | |
| 4.3 solid | | | | | | | |
| 5.1 | | | | | | | |
| 5.2 | | | | | | | |
| 6.1 liquids FP < 23°C | | | | | | | |
| 6.1 liquids FP ≥ 23°C to ≤ 60°C | | | | | | | |
| 6.1 liquids | | | | | | | |
| 6.1 solid | | | | | | | |
| 8 liquids FP < 23°C | | | | | | | |
| 8 liquids FP ≥ 23°C to ≤ 60°C | | | | | | | |
| 8 liquids | | | | | | | |
| 8 solid | | | | | | | |
| 9 | | | | | | | |

“P” indicates
PACKAGED GOODS
PERMITTED.

“A” indicates
PACKAGED AND
BULK GOODS
ALLOWED.

“X” indicates NOT
ALLOWED.

Comments on the information contained in the table above as applicable:

NOTE: Bulk cargoes may be listed individually, by designation and class.