



INFORMATION PAPER NO: 60
AMENDMENT 36-12 TO THE IMDG CODE

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Amendment 36 of the IMDG Code, having been approved by IMO's Maritime Safety Committee's 90th Session in May this year, is now available in hard copy and electronic format. Its transitional year commences on 1st January 2013 and it becomes mandatory on 1 January 2014. As usual IMO urges member governments to implement it as soon as practicable.

The following, therefore, is a summary of some of the technical changes that have been approved by IMO in Amendment 36-12 and which relate specifically to or will be of relevance to those in the transport chain. The summary does not cover all of the changes and those who are involved with the movement of packaged dangerous goods should ensure that they obtain at least one copy of the new edition of the Code as its provisions could start to be used from January onwards.

The update Volumes 1 and 2 can be purchased direct from the IMO direct, but ICHCA members will get a 15% discount if ordered through the Secretariat

The 3rd volume which contains the supplements for the Emergency Responses, Medical First Aid Guide , CTU Code, resolutions and circulars has not been updated and the 2010 edition is still current. Updates to this volume are issued regularly by IMO and freely available on their website

Any questions on the summary or application of the new Code should be addressed to the Technical Adviser at richard.brough@ichca.com



**AMENDMENT 36-12 TO THE INTERNATIONAL MARITIME DANGEROUS GOODS (IMDG)
CODE**

A Summary for members of ICHCA International

There have been significant changes to Part 7 “Provisions Concerning Transport Operations from those contained in the 2010 version. Whilst this part is still concerned with “stowage” and “segregation” it has been subdivided, for ease of reference into specific types of vessel.

Whereas the older version had a generic Chapter 7.4 “Transport of CTUs (Cargo Transport Units) on board ships”, we now have 4 separate chapters (7.4 to 7.7 inclusive) which are specific to stowage and segregation on;

- container ships
- ro-ro ships
- general cargo ships
- barge –carrying ships respectively

There is also a useful set of abbreviations in Chapter 7.1.2. which explains and redefines the meaning of some terms such as;

- *Clear of Living Quarters*
- *Closed Cargo Transport Unit*
- *Combustible Material*
- *Potential Sources of Ignition*
- *Protected from Sources of Heat*

The latter term “**Protected from Sources of Heat**” replaces the older “away from” in an easier to understand definition:-

“Protected for sources of heat means that packages and CTUs shall be stowed at least 2.4m from heated ship structures, where the surface temperature is liable to exceed 55°. Examples of heated structures are steam pipes, heating coils, top or side walls of heated fuel and cargo tanks, and bulkheads of machinery spaces. In addition, packages not loaded inside a CTU and stowed on deck shall be shaded from direct sunlight. The surface of a CTU can heat rapidly when in direct sunlight in nearly windless conditions and the cargo may also become heated. Depending on the nature of the goods in the



CTU and the planned voyage, precautions shall be taken to ensure that exposure to direct sunlight is reduced.

This requirement for DG's could actually also be extended to certain perishable goods not normally designated as dangerous. ICHCA has seen numerous examples of severely damaged containers after cargoes of butter and cheese, for example have been exposed to radiated heat.

Chapter 7.2 "Segregation" also has its definitions brought together.

In the main definitions in Part 1 of the Code there are several new entries;

"Foodstuff" *includes foodstuffs, feeds or other edible substances intended for consumption by humans or animals* and with respect to foodstuffs the previous categories of "away from" and "separated from" no longer exist, however there is a list of DG classes in 7.3.4.2.1. which cannot be contained in the same CTU as foodstuffs and a further list in 7.3.4.2.2. which must be at least 3m away. As with many sections of the Code though a detailed examination of the specific UN numbers should be undertaken.

"Net Explosive Mass" (NEM) *means the total mass of the explosive substances without the packages, casings etc..* The previous 15 separate stowage categories for explosives have been re-grouped into just 5.

"Semi-trailer" is re-defined now as *"means any trailer designed to be coupled to a motor vehicle in such a way that part of it rests on the motor vehicle and a substantial part of its mass and of the mass of its load is borne by the motor vehicle"*

There have been some significant changes to Part 3 which contains the individual entries for Dangerous Goods. There are too many to list here and if any member wishes to receive information on an individual entry then please contact the Technical Adviser on richard.brough@ichca.com

However new individual entries to the Code are;

UN 3497 Krill Meal (Pink to red meal derived from Krill which is a shrimp-like marine organism. Medium odour, which may affect other sensitive cargo. Liable to self-heating. Naturally rich in anti-oxidants, which lessen the risk of spontaneous heating) and is assigned Class 4.2



UN3498 IODINE MONOCHLORIDE, LIQUID (Red Liquid Reacts violently with water, evolving irritating and corrosive gases apparent as white fumes. Powerful oxidant: may cause fire in contact with organic materials such as wood, cotton or straw. In the presence of moisture, highly corrosive to most metals. Vapour irritates mucous membranes.) Assigned Class 8

UN3499 CAPACITOR, electric double layer (with an energy storage capacity greater than 0.3 Wh) (Articles intended to store energy containing a non-dangerous activated carbon and an electrolyte. Electric double layer capacitors installed in equipment may be transported in a charged state.) Class 9

UN3500 CHEMICAL UNDER PRESSURE, N.O.S. (Liquids, pastes or powders, pressurized with a propellant which meets the definition of a gas.) Class 2.2

UN3501 CHEMICAL UNDER PRESSURE, FLAMMABLE, N.O.S. (Liquids, pastes or powders, pressurized with a propellant which meets the definition of a gas.) Class 2.1

UN3502 CHEMICAL UNDER PRESSURE, TOXIC, N.O.S. (Liquids, pastes or powders, pressurized with a propellant which meets the definition of a gas) Class 2.2, subsidiary risk 6.1

UN3503 CHEMICAL UNDER PRESSURE, CORROSIVE, N.O.S. (Liquids, pastes or powders, pressurized with a propellant which meets the definition of a gas) Class 2.2, subsidiary risk 8

UN3504 CHEMICAL UNDER PRESSURE, FLAMMABLE, TOXIC, N.O.S. (Liquids, pastes or powders, pressurized with a propellant which meets the definition of a gas.) Class 2.1, subsidiary risk 6.1

UN3505 CHEMICAL UNDER PRESSURE, FLAMMABLE, CORROSIVE, N.O.S. (Liquids, pastes or powders, pressurized with a propellant which meets the definition of a gas.) Class 2.1, subsidiary risk 8

UN3506 MERCURY CONTAINED IN MANUFACTURED ARTICLES (Articles containing mercury (UN 2809). Carriage should be prohibited in hovercraft and other ships constructed with aluminium.) Class 8, subsidiary risk 6.1



For Limited Quantities in Class 8 , Packing Group II, liquids in glass or similar inner packaging will also need rigid intermediate packaging between the inner and outer packaging.

For substances in fragile inners also contained in shrink or stretch-wrapped trays there needs to be suitable intermediate packagings.

In the case of **Explosives**, the Code has replaced the previous stowage categories, of which there were 15 separate entries, there are now only 5 which are;

stowage category 01 Cargo ships (up to 12 passengers) On deck in closed cargo transport unit or under deck

Passenger ships On deck in closed cargo transport unit or under deck

stowage category 02 Cargo ships (up to 12 passengers) On deck in closed cargo transport unit or under deck

Passenger ships On deck in closed cargo transport unit or under deck in closed cargo transport unit in accordance with 7. 1. 4. 4 .5

stowage category 03 Cargo ships (up to 12 passengers) On deck in closed cargo transport unit or under deck

Passenger ships Prohibited except if in accordance with 7. 1. 4 .4. 5

stowage category 04 Cargo ships (up to 12 passengers) On deck in closed cargo transport unit or under deck in closed cargo transport unit

Passenger ships Prohibited except if in accordance with 7 .1. 4. 4 .5

stowage category 05 Cargo ships (up to 12 passengers) On deck only in closed cargo transport unit

Passenger ships Prohibited except if in accordance with 7. 1 .4 .4. 5

In the case of **“Fireworks” UN0333-7** this cargo will now need a classification reference to be issued by the Competent Authority