



**JABATAN LAUT MALAYSIA**  
**MARINE DEPARTMENT MALAYSIA**

**MALAYSIAN SHIPPING NOTICE**

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Notis kepada pemilik kapal serta orang yang mempunyai kepentingan kepada kebenaran pengeluaran sijil-sijil statutory.

*Notice to ship owners and persons with interest toward the delegation of statutory certification.*

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**IMPLEMENTATION OF THE INTERNATIONAL CONVENTION FOR THE SAFETY  
OF LIFE AT SEA (SOLAS) 1974/78 AS AMENDED**

1. International Convention for the Safety of Life at Sea (SOLAS) 1974/78 came into effect for Malaysia since 19<sup>th</sup> January 1984. The enforcement of the SOLAS for Malaysia is done by way of the Merchant Shipping Ordinance 1952.
2. Pursuant to the above, the detail requirements and standards for the implementation of the SOLAS 1974/78 **Chapter VII - Carriage of dangerous goods** for Malaysian Ship as attached in **Appendix 1**
3. This notice is applicable throughout Malaysia and to all Malaysian ships and all ships while in Malaysian waters.

**Ketua Pengarah Laut/ Director General of Marine**

**Tarikh/Date: 24 DECEMBER 2008**

**Appendix 1****Chapter VII - Carriage of dangerous goods****Part A - Carriage of dangerous goods in packaged form****Regulation 1 - Definitions**

For the purpose of this chapter, unless expressly provided otherwise:

1. *IMDG Code* means the International Maritime Dangerous Goods (IMDG) Code adopted by the Maritime Safety Committee of the International Maritime Organization by resolution MSC.122(75), as may be amended by the International Maritime Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I.
2. *Dangerous goods* mean the substances, materials and articles covered by the IMDG Code.
3. *Packaged form* means the form of containment specified in the IMDG Code

**Regulation 2 - Application**

1. Unless expressly provided otherwise, this part applies to the carriage of dangerous goods in packaged form in all ships to which the present regulations apply and in cargo ships of less than 500 gross tonnage.
2. The provisions of this part do not apply to ships' stores and equipment.
3. The carriage of dangerous goods in packaged form is prohibited except in accordance with the provisions of this chapter.
4. To supplement the provisions of this part, each Contracting Government shall issue, or cause to be issued, detailed instructions on emergency response and medical first aid relevant to incidents involving dangerous goods in packaged form, taking into account the guidelines developed by the International Maritime Organization.

**Regulation 3 - Requirements for the carriage of dangerous goods**

The carriage of dangerous goods in packaged form shall be in compliance with the relevant provisions of the IMDG Code

**Regulation 4 - Documents**

1. In all documents relating to the carriage of dangerous goods in packaged form by sea, the proper shipping name of the goods shall be used (trade names alone shall not be used) and the correct description given in accordance with the classification set out in the IMDG Code.
2. The transport documents prepared by the shipper shall include, or be accompanied by, a signed certificate or a declaration that the consignment, as offered for carriage, is properly packaged, marked, labelled or placarded, as appropriate, and in proper condition for carriage.

3. The person(s) responsible for the packing/loading of dangerous goods in a cargo transport unit shall provide a signed container/vehicle packing certificate stating that the cargo in the unit has been properly packed and secured and that all applicable transport requirements have been met. Such a certificate may be combined with the document referred to in paragraph 2.
4. Where there is due cause to suspect that a cargo transport unit in which dangerous goods are packed is not in compliance with the requirements of paragraph 2 or 3, or where a container/vehicle packing certificate is not available, the cargo transport unit shall not be accepted for carriage.
5. Each ship carrying dangerous goods in packaged form shall have a special list or manifest setting forth, in accordance with the classification set out in the IMDG Code, the dangerous goods on board and the location thereof. A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods on board, may be used in place of such a special list or manifest. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority

#### **Regulation 5 - Cargo Securing Manual**

Cargo, cargo units and cargo transport units, shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Surveyor General. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to the guidelines developed by the International Maritime Organization refer to MSC/Circular.745.

#### **Regulation 6 - Reporting of incidents involving dangerous goods**

1. When an incident takes place involving the loss or likely loss overboard of dangerous goods in packaged form into the sea, the master, or other person having charge of the ship, shall report the particulars of such an incident without delay and to the fullest extent possible to the nearest coastal State. The report shall be drawn up based on general principles and guidelines developed by the International Maritime Organization refer to IMO Resolution A.851(20).
2. In the event of the ship referred to in paragraph 1 being abandoned, or in the event of a report from such a ship being incomplete or unobtainable, the company, as defined in regulation IX/1.2, shall, to the fullest extent possible, assume the obligations placed upon the master by this regulation

#### **Part A-1 - Carriage of dangerous goods in solid form in bulk**

##### **Regulation 7 - Definitions**

*Dangerous goods in solid form in bulk* means any material, other than liquid or gas, consisting of a combination of particles, granules or any larger pieces of material, generally uniform in composition, which is covered by the IMDG Code and is loaded directly into the cargo spaces of a ship without any intermediate form of containment, and includes such materials loaded in a barge on a barge-carrying ship.

##### **Regulation 7-1 - Application**

1. Unless expressly provided otherwise, this part applies to the carriage of dangerous goods in solid form in bulk in all ships, to which the present regulations apply and in cargo ships of less than 500 gross tonnage.

2. The carriage of dangerous goods in solid form in bulk is prohibited except in accordance with the provisions of this part.
3. To supplement the provisions of this part, each Contracting Government shall issue, or cause to be issued, detailed instructions on the safe carriage of dangerous goods in solid form in bulk which shall include instructions on emergency response and medical first aid relevant to incidents involving dangerous goods in solid form in bulk, taking into account the guidelines developed by the International Maritime Organization

#### **Regulation 7-2 - Documents**

1. In all documents relating to the carriage of dangerous goods in solid form in bulk by sea, the bulk cargo shipping name of the goods shall be used (trade names alone shall not be used).
2. Each ship carrying dangerous goods in solid form in bulk shall have a special list or manifest setting forth the dangerous goods on board and the location thereof. A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods on board, may be used in place of such a special list or manifest. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority

#### **Regulation 7-3 - Stowage and segregation requirements**

1. Dangerous goods in solid form in bulk shall be loaded and stowed safely and appropriately in accordance with the nature of the goods. Incompatible goods shall be segregated from one another.
2. Dangerous goods in solid form in bulk which are liable to spontaneous heating or combustion shall not be carried unless adequate precautions have been taken to minimize the likelihood of the outbreak of fire.
3. Dangerous goods in solid form in bulk which give off dangerous vapours shall be stowed in a well ventilated cargo space

#### **Regulation 7-4 - Reporting of incidents involving dangerous goods**

1. When an incident takes place involving the loss or likely loss overboard of dangerous goods in solid form in bulk into the sea, the master, or other person having charge of the ship, shall report the particulars of such an incident without delay and to the fullest extent possible to the nearest coastal State. The report shall be drawn up based on general principles and guidelines developed by the International Maritime Organization.
2. In the event of the ship referred to in paragraph 1 being abandoned, or in the event of a report from such a ship being incomplete or unobtainable, the company, as defined in regulation IX/1.2, shall, to the fullest extent possible, assume the obligations placed upon the master by this regulation

### **Part B - Construction and equipment of ships carrying dangerous liquid chemicals in bulk**

#### **Regulation 8 - Definitions**

For the purpose of this part, unless expressly provided otherwise:

1. *International Bulk Chemical Code (IBC Code)* means the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk adopted by the Maritime Safety Committee of the International Maritime Organization by resolution MSC.4(48), as may be amended by the International Maritime Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I.
2. *Chemical tanker* means a cargo ship constructed or adapted and used for the carriage in bulk of any liquid product listed in chapter 17 of the International Bulk Chemical Code.
3. For the purpose of regulation 9, *ship constructed* means a ship the keel of which is laid or which is at a similar stage of construction.
4. *At a similar stage of construction* means the stage at which:
  - .1. construction identifiable with a specific ship begins; and
  - .2. assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less

#### **Regulation 9 - Application to chemical tankers**

1. Unless expressly provided otherwise, this part applies to chemical tankers constructed on or after 1 July 1986 including those of less than 500 gross tonnage. Such tankers shall comply with the requirements of this part in addition to any other applicable requirements of the present regulations.
2. Any chemical tanker, irrespective of the date of construction, which undergoes repairs, alterations, modifications and outfitting related thereto shall continue to comply with at least the requirements previously applicable to the ship. Such a ship, if constructed before 1 July 1986, shall, as a rule, comply with the requirements for a ship constructed on or after that date to at least the same extent as before undergoing such repairs, alterations, modifications or outfitting. Repairs, alterations and modifications of a major character, and outfitting related thereto, shall meet the requirements for a ship constructed on or after 1 July 1986 in so far as the Surveyor General deems reasonable and practicable.
3. A ship, irrespective of the date of construction, which is converted to a chemical tanker shall be treated as a chemical tanker constructed on the date on which such conversion commenced

#### **Regulation 10 - Requirements for chemical tankers**

1. A chemical tanker shall comply with the requirements of the International Bulk Chemical Code and shall, in addition to the requirements of regulation I/8, I/9, and I/10, as applicable, be surveyed and certified as provided for in that Code.
2. A chemical tanker holding a certificate issued pursuant to the provisions of paragraph 1 shall be subject to the control established in regulation I/19. For this purpose such certificate shall be treated as a certificate issued under regulation I/12 or I/13.

**Part C - Construction and equipment of ships carrying liquefied gases in bulk****Regulation 11 - Definitions**

For the purpose of this part, unless expressly provided otherwise:

1. *International Gas Carrier Code (IGC Code)* means the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk as adopted by the Maritime Safety Committee of the International Maritime Organization by resolution MSC.5(48), as may be amended by the International Maritime Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I.
2. *Gas carrier* means a cargo ship constructed or adapted and used for the carriage in bulk of any liquefied gas or other product listed in chapter 19 of the International Gas Carrier Code.
3. For the purpose of regulation 12, *ship constructed* means a ship the keel of which is laid or which is at a similar stage of construction.
4. *At a similar stage of construction* means the stage at which:
  - .1. construction identifiable with a specific ship begins; and
  - .2. assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less.

**Regulation 12 - Application to gas carriers**

1. Unless expressly provided otherwise, this part applies to gas carriers constructed on or after 1 July 1986 including those of less than 500 gross tonnage. Such gas carriers shall comply with the requirements of this part in addition to any other applicable requirements of the present regulations.
2. Any gas carrier, irrespective of the date of construction, which undergoes repairs, alterations, modifications and outfitting related thereto shall continue to comply with at least the requirements previously applicable to the ship. Such a ship if constructed before 1 July 1986 shall, as a rule, comply with the requirements for a ship constructed on or after that date to at least the same extent as before undergoing such repairs, alterations, modifications or outfitting. Repairs, alterations and modifications of a major character, and outfitting related thereto, shall meet the requirements for a ship constructed on or after 1 July 1986 in so far as the Surveyor General deems reasonable and practicable.
3. A ship, irrespective of the date of construction, which is converted to a gas carrier shall be treated as a gas carrier constructed on the date on which such conversion commenced

**Regulation 13 - Requirements for gas carriers**

1. A gas carrier shall comply with the requirements of the International Gas Carrier Code and shall, in addition to the requirements of regulation I/8, I/9 and I/10, as applicable, be surveyed and certified as provided for in that Code. For the purpose of this regulation, the requirements of the Code shall be treated as mandatory.

2. A gas carrier holding a certificate issued pursuant to the provisions of paragraph 1 shall be subject to the control established in regulation I/19. For this purpose such certificate shall be treated as a certificate issued under regulation I/12 or I/13.

#### **Part D - Special requirements for the carriage of packaged irradiated nuclear fuel, plutonium and high-level radioactive wastes on board ships**

##### **Regulation 14 - Definitions**

For the purpose of this part, unless expressly provided otherwise:

1. *INF Code* means the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships, adopted by the Maritime Safety Committee of the International Maritime Organization by resolution M SC.88(71), as may be amended by the International Maritime Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I.
2. *INF cargo* means packaged irradiated nuclear fuel, plutonium and high-level radioactive wastes carried as cargo in accordance with class 7 of the IMDG Code.
3. *Irradiated nuclear fuel* means material containing uranium, thorium and/or plutonium isotopes which has been used to maintain a self-sustaining nuclear chain reaction.
4. *Plutonium* means the resultant mixture of isotopes of that material extracted from irradiated nuclear fuel from reprocessing.
5. *High-level radioactive wastes* means liquid wastes resulting from the operation of the first stage extraction system or the concentrated wastes from subsequent extraction stages, in a facility for reprocessing irradiated nuclear fuel, or solids into which such liquid wastes have been converted

##### **Regulation 15 - Application to ships carrying INF cargo**

1. Except as provided for in paragraph 2, this part shall apply to all ships regardless of the date of construction and size, including cargo ships of less than 500 gross tonnage, engaged in the carriage of INF cargo.
2. This part and the INF Code do not apply to warships, naval auxiliary or other vessels owned or operated by government and used, for the time being, only on government non-commercial service; however, the Surveyor General shall ensure, by the adoption of appropriate measures not impairing operations or operational capabilities of such ships owned or operated by it, that such ships carrying INF cargo act in a manner consistent, so far as reasonable and practicable, with this part and the INF Code.
3. Nothing in this part or the INF Code shall prejudice the rights and duties of governments under international law and any action taken to enforce compliance shall be consistent with international law.

**Regulation 16 - Requirements for ships carrying INF cargo**

1. A ship carrying INF cargo shall comply with the requirements of the INF Code in addition to any other applicable requirements of the present regulations and shall be surveyed and certified as provided for in that Code.
2. A ship holding a certificate issued pursuant to the provisions of paragraph 1 shall be subject to the control established in regulations I/19 and XI/4. For this purpose, such certificate shall be treated as a certificate issued under regulation I/12 or I/13