

Sea Transport of Dangerous Goods

Sea transport also has some specific sensitivities pertaining to the transport of DG. Though not as strict as aviation, seaborne cargo comes with its own special restrictions and considerations, as well as its own handling needs. Additionally, the majority of seaborne cargo by nature moves between different ports in different countries, necessitating a strong common international standard.

- DG transported in ocean containers can be stored for months at a time, and be exposed to a wide range of temperatures.
- Shipping containers can be transhipped through multiple ports globally, and may be stored in the vicinity of a wide range of other DG or heavy machinery.
- The quantities of DG that may be stored on a single vessel may be substantial, and can result in large explosive, toxic, or other hazardous accidents. Crews stranded on vessels at sea may be days away from a rescue, and their health and safety may be heavily compromised.

As it pertains to DG, seaborne vessels take their guidance from the International Maritime Organisation (IMO). The IMO is a United Nations specialised agency with responsibility for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships. The IMO produces what is called the International Maritime Dangerous Goods (IMDG) Code. The IMDG Code specifically outlines the storage, handling, labelling and placarding of DG cargo on vessels. IMDG is also updated on an ongoing basis.

The vast majority of sea cargo utilised by humanitarian agencies will be transported using multi-modal shipping containers, or perhaps large oversized cargo such as vehicles. It is unlikely that humanitarian agencies will be responsible for sealing their own containers or be present for vessel loading; to ensure DG is properly handled they must work with a knowledgeable and certified person or company who can advise on the proper packing and labelling of cargo, and who will be responsible for ensuring containers contain the appropriate placards. Humanitarian agencies shipping goods will still be expected to provide as much information as possible, including identifying UN DG Identification Numbers, specifying DG on packing lists, SDS/MSDS/PSDS and supplying supporting documentation.

Dangerous Goods Declaration (DGD)

The IMO "Dangerous Goods Declaration" (DGD) is a standard, industry wide accepted form for properly declaring dangerous goods as they are loaded onto a seaborne vessel. DGDs should be submitted with regular paperwork – such as a packing list – as well as being stored alongside the DG cargo itself. DGDs may not be the only dangerous goods declaration forms used by transporters – some shipping lines maintain their own DG declaration standards, especially if they operate using domestic inland waterways. Irrespective of the form used, DGDs must be filled out and signed by someone who is fully authorised and certified to do so.

IMO DANGEROUS GOODS DECLARATION

This form meets the requirement of SOLAS 74 chapter VII, regulation 5; MARPOL 73/78 ANNEX III, regulation 4 and the IMDG CODE, General introduction, section 9

Shipper	1	Reference number(s)	2
		Page 1 of 1 Shipper's Reference Number	
Consignee	3	Carrier:	4
Container packing certificate/vehicle declaration DECLARATION It is declared that the packing of the container/vehicle has been carried out in accordance with the General Introduction, IMDG Code, paragraph 5.4.2 TO BE COMPLETED FOR SHIPMENTS IN CONTAINERS OR VEHICLES		Name/status, company/organization of signatory	5
		Place and date	
		Signature on behalf of packer	
Ship's name and voyage No.	Port of loading	Instructions or other matter	7
6			
Port of discharge	8		
Marks .Nos. If applicable, identification or registration number(s) of the Unit	Number and kind of packages, proper shipping name *, IMO hazard class/division, UN number, packaging group (where assigned) **, flashpoint (in °C.c.c.) * *, control and emergency temperatures * *, identification of the good as MARINE POLLUTANT* *, EmS No. and MFAG Table No.***	Gross mass (kg.), net quantity/mass* *	Goods delivered as: <input type="checkbox"/> Breakbulk cargo <input type="checkbox"/> Unitized cargo <input type="checkbox"/> Bulk packages Type of unit (container, trailer, tank vehicle, etc.) <input type="checkbox"/> Open <input type="checkbox"/> Closed Insert "X" in appropriate box (This column may be left empty apart from the heading, in which case insert appropriate description)
* Synonyms should not be used. Proprietary/trade names alone are not sufficient. If applicable:(1) the word "WASTE" should precede the name (2) "EMPTY UNCLEANED" or "RESIDUE-LAST CONTAINED" should be added (3) "LIMITED QUANTITY" should be added. ** When required in paragraph 9.3 of the General Introduction to the IMDG code; *** When required. The IMDG Code page number should not appear on this form.			
ADDITIONAL INFORMATION (In certain circumstances special information/certificates are required, see IMDG code, General Introduction, paragraphs 9.7.1/9.7.2/9.9.1 and 9.10.			10
DECLARATION I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name(s), and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations.		Name/status, company/organization of signatory	11
		Place and Date	
		Signature on behalf of shipper	