

**DRAFT**  
**MINISTRY OF PORTS, SHIPPING AND WATERWAYS**  
**NOTIFICATION**

New Delhi, the \_\_\_\_\_ 2026

G.S.R.----- (E)-In exercise of the powers conferred by sub-section (1) and (2) of Section 116, read with Section 117, Section 123(2), sub-section (1) and clause (a), (b) and (c) of sub-section (2) of Section 130, read with Section 319, of the Merchant Shipping Act, 2025 and in supersession of the Merchant Shipping (Carriage of Cargo) Rules, 1995, except as respects things done or omitted to be done before such supersession, the Central Government hereby makes the following rules namely:

**PART I: General Provisions**

**1. Short title, commencement:**

- (1) These rules may be called **Merchant Shipping (Carriage of Dangerous Goods) Rules, 2026**.
- (2) They shall come into force on the date of their publication in the Official Gazette.

**2. General Applicability:** unless specified otherwise, these rules shall apply as follows:

- (1) Applies to all Indian vessels carrying or about to carry cargoes specified in these rules anywhere, except the vessels covered under Part XIII.
- (2) Applies to all vessels other than Indian vessels when carrying or about to carry cargoes specified in these rules is within India including coastal waters, ports or places in India.
- (3) All the vessel specified in these rules shall also comply with the applicable requirements specified in the Schedule.
- (4) In addition to the above requirement, vessels loading or discharging dangerous cargoes at ports in India shall comply with relevant provisions of applicable national laws in this regard.

**3. Definition:** In these rules, unless the context otherwise requires:

- (1) "Act" means the Merchant Shipping Act, 2025.
- (2) "Administration" means the "Central Government" in exercise of powers under the Act administering through Director-General of Maritime Administration.
- (3) "Approved" means, approval by Directorate General of Maritime Administration, as specified below,

(a) In respect of cargo stowage plans, equipment, packaging, cargo securing manuals, fumigation, identification of hazards of cargoes not listed in the relevant Codes and related matters approved by Nautical Advisor to the Government of India or Principal Officer, regional Mercantile Marine Department or Deputy Nautical Advisor to the Government of India or Recognized Organization (RO) notified by the Central Government.

(b) In respect of construction and equipment under MARPOL 73/78, IBC and IGC Codes, means approved by Chief Surveyor with the Government of India or Deputy Chief Surveyor with the Government of India or RO notified by the Central Government.

(c) In respect of stability and strength of vessel means approved by Chief Ship Surveyor with the Government of India or Deputy Chief Ship Surveyor with the Government of India or RO notified by the Central Government.

(4) "BCH Code" means Code for the Construction Equipment of Ships Carrying Dangerous Chemicals in Bulk, adopted by International Maritime Organization (IMO) Resolution A.212(VII), as amended, applicable to vessel built after 31 October 1976 and before 01 July 1986.

(5) "BLU Code" means The Code of Practice for the Safe Loading and Unloading of Bulk Carriers including BLU Manual adopted by the IMO by Resolution A.862(20), as amended from time to time; incorporated as Supplement to the IMSBC Code.

(6) "Cargo Unit" means a vehicle, container, flat, pallet portable tank, packaged unit, or any other entity etc., and loading equipment or part thereof which belongs to the vessel but is not fixed to the vessel.

(7) "Cargo Stowage and Securing (CSS) Code" means the Code of Safe Practice for Cargo Stowage and Securing adopted by the IMO by Resolution A.714 (16), as amended.

(8) "CTU Code" means the Code of Practice for Packing of Cargo Transport Units, 2014 which is endorsed by IMO, ILO, and UNECE, and is as amended from time to time.

(9) "Cargo Transport Unit" is a freight container, swap body, vehicle, railway wagon or any other similar unit in particular when used in intermodal transport.

(10) "Chemical tanker" means a cargo vessel constructed or adopted and used for the carriage in bulk any liquid product listed in Chapter 17 of the International Bulk Chemical (IBC) Code.

(11) "Combination carrier" means a vessel designed to carry either oil or solid cargoes in bulk.

(12) "Competent Authority" means Director-General, for the purpose of these rules to supplement the provisions to ensure that appropriate information on cargo, its stowage and securing is provided along with specific precautions, where necessary, for the safe carriage of such cargoes.

(13) "Container Safety Convention" (CSC) means the Convention on Safe Containers, 1972, adopted by the IMO, as amended from time to time.

(14) "Director-General" means the Director-General of Maritime Administration appointed under sub-section (1) of Section 7 of the Act.

(15) "Dangerous Goods" means dangerous cargoes carried in packaged form or solid form in bulk, and includes harmful substances identified as marine pollutants in the International Maritime Dangerous Goods (IMDG) Code.

(16) "Document" in these rules, includes the use of Electronic Data Processing (EDP) and Electronic Date Exchange (EDI) transmission technique as an alternate and aid to paper documentation as detailed in chapter 5.4 of IMDG code.

(17) "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 vessel without any intermediate form of containment, and includes such materials loaded in a barge on a barge-carrying vessel.

(18) "Gas carrier" means a cargo vessel constructed or adopted and used for the carriage in bulk of any liquefied gas or other product listed in Chapter 19 of the International Gas Carrier (IGC) Code.

(19) "GC Code" means Code for Construction and Equipment of Ship Carrying Liquified gases in Bulk adopted by IMO Resolution A.3289 (IX), applicable to vessel built after 31 October 1976 and before 01 July 1986.

(20) "International Bulk Chemical (IBC) Code" means the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, adopted by the IMO, as amended from time to time, applicable to vessels built on or after 01 July, 1986.

(21) "International Gas Carrier (IGC) Code" means the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, adopted by the IMO, as amended from time to time, applicable to vessels built on or after 1st July, 1986.

(22) " IMDG Code" means the International Maritime Dangerous Goods code adopted by the IMO by Resolution A.716(17), as amended from time to time.

(23) "INF Code" means International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and high-level radioactive wastes on board vessels, adopted by the IMO, by Resolution MSC.88(71), as may be amended from time to time.

(24) "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.

(25) "IMSBC Code" means the International Maritime Solid Bulk Cargoes Code, adopted by the IMO by Resolution MSC.268(85), as may be amended.

(26) "Irradiated nuclear fuel" means material containing uranium, thorium and/or plutonium isotopes which has been used to maintain a self-sustaining nuclear chain reaction.

(27) "MARPOL 73/78 Convention" means the International Convention for Prevention of Pollution from Ships, in force, including its protocol adopted by the IMO, as amended from time to time.

(28) "Marine Pollutants" Means Substances Which are Subject to the provisions of Annex III of MARPOL 1974/78 as amended.

(29) "Notice" means any notice, circular, order or guidelines issued by Director-General under section 301 of the Act.

(30) "Organization" means the International Maritime Organization (IMO) – a United Nation's specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by vessels.

(31) "Oil tanker" means a vessel designed and constructed to carry oil in bulk in its cargo spaces and includes combination carrier, NLS tanker as defined in Annex II of MARPOL, and any gas carrier as defined in SOLAS Regulation II-1/3.20, as amended when carrying a cargo or part cargo of oil in bulk.

(32) "Packaged Form" means the form of containment specified in the IMDG Code.

(33) "Plutonium" means the resultant mixture of isotopes of that material extracted from irradiated nuclear fuel from reprocessing.

(34) "Port State Authority" means the nearest Mercantile Marine Department, for the purpose of these rules.

(35) "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.

(36) "Recognized Organization" or "RO" means an organization that has been assessed and recognised by the Administration to perform, on its behalf, delegated statutory certification and services under mandatory IMO instruments and national legislation and found to comply with the RO code adopted by IMO by Resolution MSC. 349(92), as amended.

(37) "Recommendation of the Organization" or "Recommended by Organization" includes its assembly or its committee Resolution or its circular, as adopted by the Organization.

(38) "SOLAS Convention" or "SOLAS" means the International Convention for Safety of Life at Sea, 1974, in force including its protocols adopted by the IMO and as amended from time to time.

(39) "Solid Bulk Cargo" means any cargo, other than liquid or gas, consisting of a combination of particles, granules or any larger pieces of material generally uniform in composition, which is loaded directly into the cargo spaces of a vessel without any intermediate form of containment.

(40) "Surveyor" means a person appointed under Clause (d) of sub-section (1) of Section 8, and/or Section 9 of the Merchant Shipping Act, 2025.

(41) "Terminal Representative" means a person appointed by the terminal or other facility where the vessel is loading or unloading, who has responsibility for operations conducted by that terminal or facility with regard to the particular vessel.

(42) "U.N. number" means a serial number assigned to a dangerous substance in the IMDG Code.

(43) "Vessel" means as defined in Section 3(70) of the Merchant Shipping Act 2025.

(44) Meaning of other terms and abbreviations: All other terms and abbreviations which are used in these rules and defined in the Act, SOLAS 1974, MARPOL 73/78, CSC, 1972 and applicable Codes for the purpose of safe carriage of cargoes, cargo units and cargo transport units shall have the meanings as defined in the Act and those applicable Regulations, Codes and Conventions.

## **PART II: Carriage of dangerous goods in packaged form**

### **4. Application of this part:**

This part-

- (1) Applies to all the vessels including vessels less than 500 GT, carrying dangerous good in packaged form.
- (2) Does not apply to a vessel's stores and equipment including salvage equipment if any.

### **5. Requirements for the carriage:**

- (1) Carriage of dangerous goods in packaged form is prohibited except in accordance with this Part.
- (2) The carriage of dangerous goods in packaged form shall be in compliance with the relevant provisions of the IMDG Code.
- (3) Vessel carrying dangerous goods shall comply with special requirements as given in SOLAS Regulation II-2/19. RO upon ascertaining compliance, shall issue document of compliance as per format in the First Schedule.
- (4) Vessel carrying dangerous goods deemed to be the marine pollutant under IMDG Code shall comply with the specific requirements as given in MARPOL Annex III.
- (5) To supplement the provisions of this part, Directorate General of Maritime Administration may issue detailed instructions vide 'notice' on the following:
  - (a) Emergency response relevant to incidents involving dangerous goods in packaged form, which shall be drawn up to the standard of Emergency Response Procedures for ships carrying dangerous goods guideline (EmS guide) adopted by IMO Resolution (MSC.1/Circ.1588) as amended.
  - (b) Medical first aid relevant to incidents involving dangerous goods in packaged form, shall be provided in accordance with Medical First Aid Guide for use in accidents involving dangerous goods (MFAG) which is reproduced in the supplement of the IMDG Code, published by IMO.
- (6) Carriage of dangerous goods packages, including intermediate bulk container, shall be marked and labelled as per Chapter 5.2 of the IMDG Code. The quality of the labels used should be of appropriate standards to ensure that those remain clearly visible and intact for the duration of the voyage.

(7) Carriage of cargo transport units and bulk containers containing dangerous goods, shall be placarded and marked as per Chapter 5.3 of the IMDG Code. The quality of the placards used should be of appropriate standards to ensure that those remain clearly visible and intact for the duration of the voyage.

(8) All Shore-side personnel, as defined in Section 1.3.1.2 of the IMDG Code, engaged in duties relating to the carriage, handling, stowage, documentation, segregation, and transport of dangerous goods by sea shall undergo training in accordance with the requirements prescribed in Chapter 1.3 and 1.4 of the IMDG Code.

(9) Certain IMDG Classes, if packed in limited quantities, for its transportation, it shall comply with the provisions of the Chapter 3.4 of the IMDG Code.

(10) Certain IMDG Classes may be shipped in the excepted quantities, provided it complies with the provisions of Chapter 3.5 of the IMDG Code.

(11) In case of dangerous goods where special provisions as per Chapter 3.3 of the IMDG, are applicable, then for such cases, these applicable provisions shall be complied with, including approaching Administration for permission for reclassification, transportation of explosive materials samples, etc.

## **6. Documents:**

In addition to any other documents required as per other applicable rules and regulations, following documents are required:

(1) Transport information relating to carriage of dangerous goods in packaged form and the container/vehicle packing certificate along with Dangerous Goods Declaration which shall be in approved form and in accordance with relevant provisions of the IMDG Code and a certified copy of same shall be made available to the nearest Port State Authority.

(2) Such vessel shall have a special list, manifest or stowage plan setting forth, in accordance with the relevant provisions of the IMDG Code, the dangerous goods on board and the location thereof. A certified copy of one of these documents shall be made available to the nearest Port State Authority.

(3) In compliance with SOLAS Chapter VII and MARPOL Annex III, dangerous goods transported by vessels, shall comply with documentation as required by Chapter 5.4 of the IMDG Code, as amended.

## **7. Cargo securing, stowage and segregation requirements:**

(1) Shipper and master of the vessel loading dangerous goods in packaged form is to ensure that the dangerous goods being loaded on vessel is packed, labeled, and classified as per the applicable provisions of the IMDG Code, as amended.

(2) Each vessel carrying dangerous goods in packaged form consisting of cargo units and cargo transport units, shall be loaded and stowed in compliance with the applicable provisions of the IMDG Code, as amended.

(3) Each vessel carrying dangerous goods in packaged form consisting of cargo units and cargo transport units, shall be secured as per the approved cargo

securing manual, which shall be drawn up to the standard at least equivalent to the guideline developed by the IMO Resolution (MSC.1/Circ.1353) as amended.

(4) Packing of each IMDG cargo unit including intermediate bulk containers (IBC) and large packings, shall be certified by an IMDG packaging testing Centre, which shall be an entity / organization approved by the Directorate General of Maritime Administration, to ensure that the said packing conforms to design type successfully tested, and meets the requirements for the construction, testing, and approval of the packages to be used for carriage of IMDG cargo, in accordance with the IMDG Code. Approval of IMDG packaging testing centre shall be carried out as specified in Second Schedule.

(5) To ensure compliance with national and international requirements pertaining to the carriage of IMDG cargo, all vessels loading IMDG cargo in Indian ports shall submit stowage plan sufficiently in advance, to the jurisdictional MMDs. Surveyors of the MMDs may inspect such vessels to ensure compliance with the relevant applicable requirements, however, with regard to carriage of IMDG Class 1 and Class 7 cargo as defined in IMDG code, the jurisdictional MMD's Surveyor shall inspect the stowage aspects on the vessel and issue NOC for the vessel to sail out of the port with such cargo.

(6) Explosives under IMDG Class 1, Division 1.1 shall be loaded or discharged only at place(s) or port(s) designated and approved by the Controller of Explosives under the Explosives Act 1884, as amended, or any of the establishments of Armed Forces of the Union of India, and Ordnance Factories, in accordance with rules made by the Central Government, from time to time.

(7) Radioactive materials under IMDG Class 7 shall be loaded or discharged only at place(s) or ports(s) designated, approved and supervised by the competent authority under the Atomic Energy Act 1962, as amended.

(8) Carriage of dangerous goods deemed to be as marine pollutant as classified in IMDG Code, shall be stowed and secured as per the requirement set forth in IMDG Code and MARPOL Annex III.

(9) Wastes shall be transported under the provisions of the appropriate Class, considering their hazards and the criteria in the IMDG Code. Wastes not otherwise subject to the IMDG Code but covered under the UN's BASEL Convention, 1989, may be transported under Class 9 and comply with applicable provisions of the IMDG Code.

## **8. Reporting:**

(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 vessel, shall report the particulars of such an incident, at the earliest but not later than 24 hours and to the fullest extent possible as per details mentioned in Third Schedule and in case of Indian vessel in foreign waters then it shall also report to the nearest Coastal State and to the State which is affected or likely to be affected by the incident.

(2) The reporting of such incident shall be in accordance of format prescribed under Third Schedule, in pursuant of and in conformity of guideline involving

dangerous goods, harmful substances and/or marine pollutants, adopted by IMO Resolution A.851(20), as amended.

(3) Every Such incident shall be dealt with as per the applicable provisions of the EmS guide and MFAG guide, as specified in the supplement to IMDG Code, as amended.

(4) In the event of the vessel referred to in Rule 8(1) being abandoned, or in the event of a report from such a vessel being incomplete or unobtainable, in addition to the existing obligation on the master, the Company, as defined in regulation SOLAS Regulation IX/1.2, shall, to the fullest extent possible, assume the obligations placed upon the master, and shall ensure adequate reporting.

### **PART III: Carriage of dangerous goods in solid form in bulk:**

#### **9. Applicability of this part:**

This part applies to all the vessels including vessels less than 500 GT, carrying dangerous good in solid form in bulk.

#### **10. Requirements for the carriage:**

(1) Carriage of dangerous goods in solid form in bulk is prohibited except in accordance with this Part.

(2) The carriage of dangerous goods in solid bulk shall be in compliance with the relevant provisions of the IMDG Code and the IMSBC Code.

(3) Vessels carrying dangerous goods shall comply with special requirements as given in SOLAS Regulation II-2/19. RO upon ascertaining compliance, shall issue document of compliance as per format in 'First Schedule'.

(4) To supplement the provisions of this part, Directorate General of Maritime Administration may issue detailed instructions vide 'notice' on:

(a) Emergency response relevant to incidents involving dangerous goods in solid form in bulk, which shall be drawn up to the standard of EmS guide adopted by IMO.

(b) Medical first aid relevant to incidents involving dangerous goods in solid form in bulk, shall be provided in accordance with MFAG guide adopted by IMO.

#### **11. Documents:**

(1) All vessels carrying dangerous goods in solid bulk form should have documents as per the applicable Codes, and in regard to documents relating to the carriage of dangerous goods in solid form by sea, the bulk cargo shipping name of the goods shall be used (trade names alone shall not be used).

(2) Vessels carrying dangerous goods in sold bulk form shall have a special list or manifest setting forth the dangerous goods on board and the location thereof. A detailed stowage plan, which and sets out the location of all dangerous goods on board, and its Classes, may be used in place of such a special list or manifest. A

certified copy of one of these documents shall be made available before departure to the nearest Port State Authority.

**12. Stowage and segregation:**

- (1) In compliance with the applicable Codes, 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) Such cargo if 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. In any such case, if loading from a port in India, necessary permission for loading needs to be taken from Port State Authority.
- (3) Such cargoes, which gives off dangerous vapors, shall be stowed in a well-ventilated cargo space.

**13. Reporting:**

When an incident takes place involving the loss or likely loss overboard of dangerous goods in solid form in bulk, the reporting of such incidence shall be made in accordance with, and in the manner prescribed under, Rule 8 of these rules.

**PART IV: Construction and equipment of vessels carrying dangerous liquid chemicals in bulk:**

**14. Application of this Part:**

This part unless expressly provided otherwise, applies to chemical tankers including less than 500 GT, constructed on or after 1 July 1986.

**15. Repairs, alterations, modifications, outfitting and conversion:**

- (1) A chemical tanker which undergoes repairs, alterations, modifications and any outfitting related thereto irrespective of the date of construction, shall continue to comply with at least the requirements previously applicable to the vessels.
- (2) A chemical tanker constructed before 1 July 1986 which complied to whatever extent, to the requirements for a vessel constructed on or after that date, shall as a rule, continue to do so after it has undergone repairs, alterations, modifications and outfitting related thereto.
- (3) A chemical tanker constructed before 1 July 1986, which undergoes repairs, alterations and modifications of a major character, and outfitting related thereto, shall meet the requirements for a vessel constructed on or after 1 July 1986 in so far as Administration deems reasonable and practicable.

(4) A vessel, 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 the conversion commenced.

**16. Requirements for Chemical Tanker:**

- (1) A chemical tanker constructed on or after 1 July 1986, shall comply with requirements of the IBC Code, and be certified accordingly.
- (2) A Chemical tanker constructed before 1 July 1986 shall comply with the requirements of BCH code and be certified accordingly.
- (3) In addition to Rule 16(1) and Rule 16(2), such chemical tanker shall also comply with applicable requirements specified under Merchant Shipping (Survey, Audit and Certification) Rule, 2026, and be surveyed and certified accordingly.
- (4) A chemical tanker certified as per Rule 16(1), 16(2) and 16(3) shall be subject to Port State control established under "Merchant shipping (Port State Control and Flag State Implementation) Rule, 2026.

**PART V: Construction and equipment of vessels carrying liquified gases in bulk:**

**17. Application of this Part:**

This part unless expressly provided otherwise, applies to gas carriers including less than 500 GT, constructed on or after 1 July 1986.

**18. Repairs, alterations, modifications, outfitting and conversion:**

- (1) A gas carrier which undergoes repairs, alterations, modifications and any outfitting related thereto irrespective of the date of construction, shall continue to comply with at least the requirements previously applicable to the vessel.
- (2) A gas carrier constructed before 1 July 1986 which complied to whatever extent, to the requirements for a vessel constructed on or after that date, shall as a rule, continue to do so after it has undergone repairs, alterations, modifications and outfitting related thereto.
- (3) A gas carrier constructed before 1 July 1986, which undergoes repairs, alterations and modifications of a major character, and outfitting related thereto, shall meet the requirements for a vessel constructed on or after 1 July 1986 in so far as the Administration deems reasonable and practicable.
- (4) A vessel, 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 the conversion commenced.

**19. Requirements for Gas Carriers:**

- (1) A gas carrier on or after 1 July 1986 shall comply with requirements of the International Gas Carrier (IGC) Code, and be certified accordingly.

- (2) A gas carrier before 1 July 1986 shall comply with requirement of GC Code and be certified accordingly.
- (3) In addition to Rule 19(1) and 19 (2), such gas carrier shall also comply with applicable requirements- specified under Merchant Shipping (Survey, Audit and Certification) Rule, 2026, and be surveyed and certified accordingly.
- (4) A gas carrier certified as per Rule 19(1), 19(2), and 19(3) shall subject to Port State control established under Merchant shipping (Port State Control and Flag State Implementation) Rule, 2026.

**PART VI: Special requirements for carriage of packaged irradiated nuclear fuel, plutonium and high-level radioactive waste on board vessels**

**20. Application of this part:**

This part-

- (1) Applies to all the vessels including less than 500 GT, carrying INF cargo regardless of the date of construction.
- (2) Does not apply to warships, naval auxiliary or other vessels owned or operated by the Central or State Government, and used for the time being only on government non-commercial service.

**21. Requirements for vessels carrying INF cargo:**

- (1) A vessel carrying INF cargo shall comply with requirements of the INF Code, and be certified accordingly.
- (2) In addition to Rule 21(1), such vessel shall also comply with all other applicable requirements specified under Merchant Shipping (Survey, Audit and Certification) Rule, 2026, and be surveyed and certified accordingly.
- (3) A vessel certified as per Rule 21(1) and 21(2), shall be subject to Port State Control established under Merchant shipping (Port State Control and Flag State Implementation) Rule, 2026.

**Part VII: Miscellaneous Provisions:**

**22. Inspection, survey and certification fee:** Fee for departmental surveyors shall be levied as per schedule of fee prescribed via notice by the Director-General from time to time.

**FIRST SCHEDULE**

## Standard Format for the Document of Compliance

### Special Requirements for Ships carrying Dangerous Goods

This Schedule gives effect to the requirement of regulation II-2/19.4 of the international convention for Safety of life at sea, 1974 as amended from time to time. Any subsequent amendments to the abovementioned provisions shall be deemed to be incorporated into and form part of this Schedule automatically, without the need for any further amendment to this Schedule.

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 India

Name of Vessel -----

--- Distinctive Number or letters -----

Port of Registry -----

Vessel Type -----

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IMO Number (if applicable) -----

### THIS IS TO CERTIFY

1. That the construction and equipment of the above- mentioned vessel 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 vessel is suitable for the carriage of those Classes of dangerous goods as specified in the appendix hereto, subject to any provisions in the 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:

(1) 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.

## **SECOND SCHEDULE**

### **Process for approval of Dangerous Goods Packaging Centre**

This Schedule gives effect to the requirement of Chapter 4.1 of the IMDG Code as amended from time to time. Any subsequent amendments to the abovementioned provisions shall be deemed to be incorporated into and form part of this Schedule automatically, without the need for any further amendment to this Schedule.

The carriage of dangerous goods in packaged form on merchant ships is governed by International Convention for Safety of Life at Sea (SOLAS), 1974 as amended under Chapter VII- Part A "Carriage of Dangerous Goods in packaged form' of the SOLAS Convention. Regulation 3 of the aforesaid chapter specifies that the carriage of dangerous goods in packaged form is required to be in compliance with the relevant provisions of International Maritime Dangerous Goods (IMDG) Code. In accordance with Chapter 4.1 of the IMDG Code, each packaging including IBC and large packaging needs to conform to a design type, successfully tested in accordance with the provisions under Part 6 of the IMDG Code. Part 6 of the IMDG Code lays down the provisions for the construction, testing and approval of the packages to be used for carriage of IMDG Cargo.

For the purpose of ensuring that the packaging, the type of packaging, the materials used therein, and the testing procedures are carried out in accordance with the provisions of the IMDG Code, the Directorate General of Maritime Administration shall issue a Conformance Certificate to an IMDG Packaging Test Centre upon verification of compliance with the checklist specified herein.

Any IMDG-compliant Packaging Test Centre seeking approval shall submit an application to the Director

ate General of Maritime Administration, which shall refer the matter to the Principal Officer of the jurisdictional Mercantile Marine Department for inspection. The Principal Officer shall conduct the inspection and forward the observations and recommendations to the Director-General for consideration, processing, and issuance of the Test Certificate.

#### **Scrutiny Sheet for Assessment and Approval of IMDG Packaging Test Centre's**

<b>Sr.N o.</b>	<b>Requirements</b>	<b>Compliance (IMDG code)</b>	<b>Remarks (Documentary evidence to be attached)</b>	<b>Annexure No. &amp; Page no of Documentary</b>
<b>A</b>	<b>BASIC REQUIREMENTS</b>			
1	Name of the Organization (Packaging Test Centre's)			
2	Name of the Owners/Directors/Proprietor/Trustees etc. of the Organization owing the IMDG Packaging testing Centre			

3	Date of Registration of the organization (Company/Society etc.,)		1. Copy of certificate of incorporation of the organization to be attached. 2. Copy of memorandum and Articles of association /Order equivalent documents to be attached (as applicable)	
4	Fee Online payment details vide Bharat Kosh for Rs.3000/-per visit in favour of the jurisdictional MMD	Ref item no. 33 (fee for miscellaneous surveys per visit) of third office DGS Circular No.13 of 2010 (or as amended)		
5	Address for Communication 1. Telephone 2. Fax 3. E-mail			
6	Address of the Packaging Test Centre 1. Telephone 2. Fax 3. E-mail			
7	Layout of the Premises with relevant documents	Copy of the layout plan to be attached		
8	Ownership details of the Premises of the packaging testing Centre leased / owned etc.	Lease deed valid up to:  Whether lease deed has enabling provision for renewal of lease for further period?	If owned copy of the Ownership documents to be attached.  If leased copy of leased deed duly registered with the appropriate authority to be attached.	

9	The Packaging testing Centre premises to have necessary permissions from the concerned local authorities (Municipal/ Panchayat/ Industrial etc. as applicable)		Shop and Establishment Registration, Municipality license, etc. as applicable to be attached.	
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<b>B</b>	<b>PERSONNEL (Qualification, Training and Practical Experience)</b>			
1.	<u>Competent Person</u>  [Team Leader of the Packaging Test Centre's]  Qualification and Experience-  a. 2nd Mate FG COC holder or Graduate in Physics or Engineering with 5 years' Experience.  b. Completed course on IMDG.  c. At least five years' experience in testing of IMDG packages.	Name  Experience	Copy of Certificates to be attached	
2.	<u>Technical Head</u>  Qualification and Experience -  1. Graduate in Science or Engineering-  2. Completed course on IMDG  3. At least two years' experience in testing of IMDG packages.	Name  Experience	Copy of Certificates to be attached	
3.	Staff list with the training details  Centre to have adequate number of technically qualified laboratory personnel who have completed the course IMDG	refer IMDG Code chapter 1.3.1 & chapter 1.4.	Copy of Certificates to be attached	
<b>C</b>	<b>INFRASTRUCTURE</b>			
1	The premises to have permanent construction with proper and permanent roofing and not be a		Photograph to be attached,	

	temporary structure/temporary roof		structure to be approved by any government organization.	
2	The walls of the premises are to be properly coated/painted			
3	The premises to have modern flooring of granite or mosaic or cement concrete or similar material			
4	The premises to have adequate lighting			
5	The premises to be adequately ventilated/air condition.			
6	<p>The testing Centre shall have the following updated/amended publications/standards as required:</p> <ol style="list-style-type: none"> <li>1. Quality Manual and Standard Operating Procedures for the various processes associated with the testing.</li> <li>2. International Maritime Dangerous Goods (IMDG) Code, as amended.</li> <li>3. United Nations Recommendations on the Transport of Dangerous Goods Manual of Tests and Criteria, as amended.</li> <li>4 Chapter VII of International Convention for the Safety of Life at Sea (SOLAS) 1974, as amended</li> <li>5. Annex II of International Convention for the Prevention of Pollution from Ships 1973 as modified by the Protocol of 1978 (MARPOL 73/78), as amended.</li> <li>6. Updated ISO Documents for relevant tests as applicable- ISO 2248, ISO 2234, ISO 535, ISO 2247</li> </ol>	Relevant Pages	Complete list of publications & standards to be attached	

7	The testing Centre to be accredited by the National Accreditation Board for Testing & Calibration Laboratories (NABL) with scope to mention the tests being conducted.	Certificate valid till	Certificate of Accreditation by NABL is to be attached	
8	The testing Centre to be in possession of quality certification under ISO 9001:2015 and ISO/IEC 17025	Certificate valid till	Certificate is to be attached	
9	The testing Centre needs to have necessary fire-fighting equipment and approval of the relevant local body if required			
10	Annual maintenance contract for regular and established preventive, breakdown and for the testing Centre equipment.			
11	Record of periodic calibration of various equipment and its accessories like load cell, gauges, measuring equipment, temperature controllers	Certificate valid till	Calibration is to be done from duly approved organizations	
12	The UN certificate to be issued by the laboratory should contain a number of security features to avoid counterfeit and authenticity of all certificates to be verified online on website of testing Centre.		Sample of certificate attached containing the link of website to check certificate authenticity	

Note if any:

#### CHECKLIST FOR TESTS CONDUCTED AT THE IMDG PACKAGING TEST CENTRE

Sl. No.	Item	Applicable IMDG provisions to check. compliance with	Whether Complying Yes/No/NA	Remarks
D	Test			
D1	Drop Test	6.1.5.3		

	Mechanical Drop Tester should be capable of lifting packaging to height of 2.5 meters and a minimum SWL. of 500 kgs			
	Lifting arrangement should not damage the test packing during release			
	Test package prior predetermined attitude of minimum 2.5 meters			
	Release mechanism to release the testing packaging in such a way that its fall is not obstructed by any way before falling to impact the surface.			
	Impact surface should be massive enough to be immovable and rigid enough to be non-deformable under test condition			
<b>D2</b>	<b>LEAKPROOFNESS TEST</b>	<b>6.1.5.4</b>	<b>Actual size</b>	
	Bath Size (water Tank) of capacity not less than 1.3m x 0.80 m x1 m		Capacity of compressor	Photograph to be attached
	Air compressor should have minimum capacity of 30 kpa			
<b>D3</b>	<b>INTERNAL PRESSURE (HYDRAULICHYDROSTATIC) TEST</b>	<b>6.1.5.5</b>		
	Capacity of Pressure Tester machine should be able to do testing not less than 350 Kpa		Capacity Pressure Tester machine	Photograph to be attached
<b>D4</b>	<b>STACKING TEST</b>	<b>6.1.5.6</b>		
	Temperature control should maintain temperature of 40 deg cels			Photograph to be attached
<b>D5</b>	<b>CORB TEST</b>	<b>6.1.4.12.1</b>		
	Check Cobb test apparatus  The apparatus consists of a rigid base with a smooth, planar surface, and a rigid metal cylinder of 112.8 mm 0.2 mm internal diameter (corresponding to a test area approximately 100 cm <sup>3</sup> ) and			Photograph to be attached

	with a means of clamping & firmly to the have plate. The edge of the cylinder in contact with the test piece shall be flat and machined smooth with a thickness sufficient to prevent the cylinder cutting into the test piece. The height of the cylinder important provided it is sufficient to contain a water depth of 10 mm			
	Timer (stop watch with capability of timing at least 30 min)			Photograph to be attached
	Weighing machine/Balance (with accuracy of 1mg)			Photograph to be attached
	Measuring beaker/ graduated cylinder for measuring			Photograph to be attached
	Metal roller with smooth face, 200 mm wide, a diameter of 90 mm +or-10mm and a mass of 10 Kg +or -0,5kg.			Photograph to be attached

**Below items are only to be filled if IBC packaging testing is carried out in the facility.**

<b>D6</b>	<b>TEST PROVISIONS FOR IBCS</b>	<b>6.5.6</b>	Photographs to be attached.	
	Tests to be carried out: - Vibration, Bottom lift, Top lift, Stacking, Leak-proofness test, Hydraulic pressure, Drop, Tear, Topple, Righting.	<b>6.5.6.3.5</b>		
	Fork Lift of SWL (min 10 T SWL)			
	Vibration test to have a machine platform with a vertical sinusoidal, double amplitude (peak-to-peak displacement) of 25 mm 5%. If necessary, restraining devices shall be attached to the platform to prevent the specimen from moving horizontally off the platform without restricting vertical movement			
	Metal shim used for Vibration test shall be at least 1.6 mm thick, 50 mm wide, and be of sufficient length to be inserted between the			

	IBC and the test platform a minimum of 100 mm to perform the test			
	Drop test equipment to be same as D1 above with SWL of 10 tonnes			
<b>D7</b>	<b>TEST REPORT FORMAT</b>	<b>6.1.5.7 Or 6.5.6.14 (for IBC)</b>		Sample certificate to be attached

Recommendations/ Comments of MMD surveyor:

List of enclosures-

- 1.
- 2
- 3
- 4
- 5
- 6
- 7

Recommendations/ Comments of Principal Officer:

Principal Officer MMD  
(Signature and Stamp)

Note- the Scrutiny sheet is to be forwarded through jurisdictional principal Officer.

### THIRD SCHEDULE

This Schedule gives effect to the requirement of Chapter VII- Regulation 6 of SOLAS, 1974 as amended from time to time and in accordance with IMO Resolution A.851(20), as amended time to time. Any subsequent amendments to the abovementioned provisions shall be deemed to be incorporated into and form part of this Schedule automatically, without the need for any further amendment to this Schedule.

#### Reporting of Incident Under Rule 8

(In accordance with Guidelines for Reporting Incidents Involving Dangerous Goods, Harmful Substances and/or Marine Pollutants, adopted by IMO Resolution A.851(20)

Report to be sent to DGCOMM Centre  
Tele: +91-22-22614646, +91-22-22610606  
FAX: +91-22-22613636  
Email: [dgcommcentre-dgs@nic.in](mailto:dgcommcentre-dgs@nic.in)

S.No		Particulars	Data
1	Vessel details	Vessel name	
		Flag	
		IMO No.	
		Call sign	
2	Vessel size and type	Length(m)	
		Breadth (m)	
		GT/NT	
		Type	
3	Date and time (DD/MM/YY)/ (State time zone)		
4	Position	Latitude: DD (Degree)MM (minutes) N/S (north/South)	
		Longitude: DD (Degree)MM (minutes) E/W (East/West)	

		Or Bearing (True) and Distance (NM) from identified Landmark	
5	Weather and sea conditions		
6	Radio communication Station/ frequencies Guarded		
7	Vessel's representative or Owner details	Name	
		Company	
		Phone	
		E-mail	
8	Vessel condition/ transfer capability:( in case of marine pollutant) (Structural damage, flooding, fire, stability concerns; ability to transfer cargo/ballast/fuel (Yes/No). If yes, state method (lightering, ship- to-ship, alongside) and constraints.		
9	Defects / Damage / Deficiencies/Limitations		
10	Details of Cargo on board	Correct technical name(s) (SDS Name)	
		UN number(s)	
		IMO hazard Class(es)	
		Manufacturer / Consignor / Consignee	
		Types of package / CTU details (package type; container/vehicle reg. No. or container no.) *including Identification Marks	

	Quantity	
	condition (intact/ leaking)	
	Behavior in sea (floated / sank/partially submerged/ emulsified)	
	Is loss continuing	
	Cause of loss	
11	Correct technical name(s) (SDS Name)	
	UN number(s)	
	IMO hazard Class(es)	
	Manufacturer / Consignor / Consignee	
	Types of package / CTU details (package type; container/vehicle reg. No. or container no.) *including Identification Marks	
	Quantity	
	condition (intact/ leaking)	
	Behavior in sea (floated / sank/partially submerged/ emulsified)	
	Is loss continuing	
	Cause of loss	

12	<b>Immediate action taken if any:</b>	Containment / mitigation	
		Rescue / Safety measures	
		Environmental monitoring	
		Salvage / assistance	
13	Any other information as appropriate. (details of incident and of other vessels involved either in incident, assistance or salvage)		
	<p><b>Notes:</b></p> <ol style="list-style-type: none"> <li>1. The initial report be forwarded at the earliest with available information, and remaining data be sent in follow-up report(s).</li> <li>2. Master of assisting/salvaging vessels should report items practicable and keep Coastal State informed.</li> <li>3. After the transmission of the information referred to above in the initial report, as much as possible of the information essential for the protection of the marine environment as is appropriate to the incident should be reported.</li> <li>4. The master should also keep the Coastal State informed of developments.</li> </ol>		

[F. No. \_\_\_\_\_]