

PART A

CHAPTER 9

DOCUMENT OF COMPLIANCE FOR THE CARRIAGE OF DANGEROUS GOODS

9.1 Legal Requirements

9.1.1 The requirements for ships to be surveyed for a Document of Compliance for the Carriage of Dangerous Goods (DGC) are contained in the:

- Merchant Shipping (Dangerous Goods and Marine Pollutants) Regulations 1997, SI 1997/2367, regulation 22;
- Merchant Shipping (Fire Protection) Regulations 2003, SI 2003/2950, which enact MCA's SOLAS 2002 Chapter II-2 publication regulation 19, which in turn equates to SOLAS 2000 Ch II-2 regulation 19, for ships built on or after 1 July 2002;
- Merchant Shipping (High Speed Craft) Regulations 2004, which enact the IMO High Speed Craft Code Chapter 7 Part D.

9.1.2 The above regulations, along with the Merchant Shipping (Fire Protection: Large Ships) Regulations 1998, SI 1998/1012 regulation 103 and the Merchant Shipping (Fire Protection: Small Ships) Regulations 1998, SI 1998/1011 regulation 45, require many ships carrying dangerous goods to comply with the ship arrangements given in MSN 1669(M), SOLAS 74 Ch II-2 regulation 54, the MCA's SOLAS 2002 Chapter II-2 publication regulation 19 (SOLAS II-2/19), or the High Speed Craft Code Chapter 7.17.

9.2 Definitions

9.2.1 Definitions of terms relating to the carriage of dangerous goods and surveys related to the issuance of a Document of Compliance are described in the statutory instruments listed at section 9.1 of this chapter.

9.2.2 Dangerous goods for the purposes of these requirements are those substances and articles, carried as cargo, which are listed or classified in the latest edition of the International Maritime Dangerous Goods (IMDG) Code as amended. Such substances and articles are ascribed with the primary hazard characteristics of a class in the IMDG Code or as solid substances in Appendix 1 of the International Maritime Solid Bulk Cargoes (IMSBC) Code, which would also be subject to the provisions of the IMDG Code when carried in packaged form.

9.2.3 "the MCA's SOLAS 2002 Chapter II-2 Publication" means the document "Construction - Fire Protection, Fire Detection and Fire Extinction

implementing SOLAS Chapter II-2, 2002" published by the MCA in November 2003.

9.3 Responsibility

9.3.1 This survey is intimately connected to the Safety Equipment, Passenger Ship, High Speed Craft or code vessel survey, and usually carried out concurrently; Part A Chapter 3.3 of these instructions, relating to Safety Equipment surveys, is therefore relevant for surveys of cargo ships. Surveys on passenger ships and code vessels should be conducted by the MCA.

9.3.2 On non ACS cargo ships a Class surveyor may be appointed by the MCA to carry out the survey. Upon completion of the survey, an interim Document of Compliance should be issued, with the survey reports and interim Document of Compliance being forwarded to the lead surveyor or customer service manager at the MCA.

9.3.3 The full term Document of Compliance is issued by the MCA. Documents of Compliance can be completed by Marine Office Surveyors or can be forwarded to Environmental Policy Branch in Headquarters for checking.

9.4 Surveys Required

9.4.1 The Harmonised System of Survey and Certification (HSSC) described in Part B Chapter 2 applies, in so far as expiry date is concerned, as this is a SOLAS certificate. MSC.1/Circ.1266 also refers. However the UK has taken the view that annual endorsement of the DGC is unnecessary and that annual survey should be undertaken as part of the annual Safety Equipment or code vessel survey as many items are common. Surveys required on cargo ships and code vessels are:

- an **Initial Survey**,
- an **Annual Survey**, in conjunction with SEC or SCV survey,
- a **Renewal Survey**.

9.4.2 Dangerous goods surveys of passenger ships should also mirror the HSSC for such ships, therefore the surveys required are:

- an **Initial Survey**,
- a **Renewal Survey**, in conjunction with the PC survey.

9.5 Pre-survey Actions

9.5.1 The following items shall be checked prior to commencing the survey:

- SIAS
- MCA Survey Files

- Exemption Certificates
- New Legislative requirements

Remarks from previous surveys and outstanding deficiencies must be resolved to the satisfaction of the surveyor before the issue of the Document of Compliance.

9.5.2 The surveyor/s should ensure that sufficient time will be available for the survey and should liaise with owners beforehand.

9.5.3 Where work is to be carried out on behalf of another administration a written request must be obtained from that administration requesting the MCA to carry out the work on their behalf. For REG ships fees are charged at the wider market rate (see Part C Ch2.3).

9.5.4 Surveys should only be commenced on receipt of a completed "Application for Survey" form (MSF 5100) and after sufficient fees have been received. Further guidance on fees is described in Part C, Chapter 2 of these instructions.

9.5.5 The relevant Business Support Unit administration team processes the application. CERS/SVD must be interrogated to ensure that the correct ship is on the system; if the vessel is not yet on the system (e.g. newbuild, flag-in), the Administrator (TST) should be contacted, who will check the details and arrange for the vessel to be added to the Single Vessel Database (SVD) if appropriate. A "job control sheet" (MSF 5108) is produced which is then tracked for charter standard purposes. This is then passed to the Manager, or other person nominated by them, who then appoints the Lead Surveyor (LS) for the survey.

9.6 Items to be surveyed

9.6.1 The survey is to be carried out using the relevant instructions, guidance notes and HQ advice, which may be found on MLD/SCMS. Surveyors should be mindful of their own health and safety during surveys and take account of all guidance provided by MCA as well as their professional judgement in relation to the prevailing circumstances.

9.6.2 Survey is required to confirm that the arrangement of the ship meets the requirements of MSN 1669(M), the MCA SOLAS 2002 Chapter II-2 publication, or the High Speed Craft Code, relevant to the type and age of ship and the dangerous goods intended to be carried.

9.6.3 There is no specific *aide memoire*, however special arrangements for carriage of dangerous goods are referenced in MSFs 5504, 5505 and 5506.

9.7 Post Survey Actions

9.7.1. Deficiencies

9.7.1.1 The lead surveyor is responsible for recording and closing out any deficiencies found during the survey/s in the SIAS database, in accordance with the requirements of Part C Chapter 4 of these instructions.

9.7.2 Declaration and Certificates

9.7.2.1 The requirements relating to the issue of certificates, i.e. type, format, issuing authority etc., are given in the Merchant Shipping (Dangerous Goods and Marine Pollutants) Regulations 1997, SI 1997/2367 regulation 22(3) and MSC.1/Circ.1266 "Document of compliance with the special requirements for ships carrying dangerous goods under the provisions of regulation II-2/19 of SOLAS 74, as amended and paragraph 7.17 of the 2000 HSC Code, as amended".

9.7.2.2 On completion of a survey, the lead surveyor prepares the certificate, following the guidance in Part C Chapter 3 of these instructions.

9.7.2.3 On completion of a satisfactory initial or renewal survey, a **Document of Compliance for the Carriage of Dangerous Goods** should be issued, with an expiry date harmonised with that of the Safety Equipment, **Passenger Ship¹**, **High Speed Craft** or **code vessel** certificate. There is currently no provision for endorsements in accordance with SOLAS Ch I Reg 14 and consequently **short-term** certificates need to be issued rather than extended in the event of delayed survey or completed resurvey.

9.7.2.4 Chapter II-2 of SOLAS was revised and reorganised in the 2000 amendments, so there are 2 forms of certificate which make reference to the applicable regulation:

- **MSF 3022** referring to SOLAS II-2 Reg 54 for ships built prior to 1 July 2002; and,
- **MSF 3023** referring to SOLAS II-2 Reg 19 for ships built on or after 1 July 2002.

For **offshore support vessels** forms **MSF 3019** (built pre-1 July 2002) or **3020** (built on or after 1 July 2002) should be used.

For **high-speed craft**, the appropriate certificate can be obtained from Environmental Policy Branch.

9.7.2.5 Environmental Policy Branch should be contacted for guidance on completing Documents of Compliance

¹ For passenger ships holding a Passenger Certificate/Passenger Ship Safety Certificate valid for 5 years, the Document of Compliance for the Carriage of Dangerous Goods may also have concurrent 5 year validity. For all other passenger ships (i.e. those to which SOLAS and Directive 2009/45/EC, as amended, apply) the validity of the Document of Compliance must be limited to 1 year.

9.7.3 Review of Exemptions

9.7.3.1 Any exemption or equivalents must be reviewed to ensure they are still current and that the qualifying conditions are complied with. Guidance on exemptions and equivalents are described in Part B Chapter 4 of these instructions.

9.7.4 Documentation and Records

9.7.4.1 The table below describes the minimum documents to be completed and filed following a survey.

Item	Record
Record on SIAS?	Yes MSF 1602/3 survey & inspection deficiencies
Place copy on registered file, CM.../28/01	Yes Document of Compliance for DG MSF 1602/3 Relevant test reports/ results Drawings Photographs Exemptions
Minute required on registered file?	Yes
Report Class Related deficiency to Survey Operations Branch?	Yes MSF 1923

9.7.4.2 Upon completion, files should be forwarded to Environmental Policy Branch prior to the file being sent to Information Assurance Records Management Branch (ex-Registry).

9.7.5 Fees

9.7.5.1 The Job Control Sheet must be closed out and sent to the relevant Business Support Unit so that fee accounts may be balanced and relevant refunds made to the customer.

9.8 Flow Chart (If helpful)

None

9.9 Special Instructions and Guidance

9.9.1 Application

9.9.1.1 The requirement to carry a Document of Compliance for the carriage of dangerous goods applies to:

- .1 any passenger ship built on or after 1 September 1984; or
- .2 any cargo ship of 500 gross tons or over built on or after 1 September 1984; or
- .3 any cargo ship of less than 500 gross tons built on or after 1 February 1992; or
- .4 any passenger or cargo high-speed craft built on or after 1 July 2002.

9.10 References

9.10.1 Further advice can be found in the following documents:

- MGN 21(M)
- MGN 36(M)
- Instructions for the Guidance of Surveyors on the 'Carriage of Cargoes - Volume 1'.

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