



# South African Maritime Safety Authority

Ref: SM6/5/2/2

Date: 26 June 2020

## Marine Notice No. 36 of 2020

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### SAMSA policy regarding the inspection and shipment of Dangerous Goods and specifically Class 1 Cargo in Closed Cargo Transport Units (CCTU)

TO ALL EXPORTERS AND SHIPPERS OF HAZARDOUS CONTAINERS, PRINCIPAL OFFICERS, MASTERS SHIP AGENTS AND OWNERS OF SHIPS LOADING HAZARDOUS CONTAINERS IN SOUTH AFRICAN PORTS.

*Marine Notices No. 31 of 1998 and 7 of 1999 are cancelled*

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#### *Summary*

The aim is to consolidate two marine notices dealing with dangerous goods issued previously into one document and to remind shippers of the IMDG Code Amendment 39-18 requirements.

1. THE APPROVAL OF CONTAINERS USED FOR THE CARRIAGE OF IMDG CARGOES.
2. INSPECTION OF THE STOWAGE WITHIN A CONTAINER CARRYING CLASS 1 DANGEROUS GOODS
3. TRAINING OF SHORE SIDE PERSONNEL

#### **DEFINITIONS**

***Closed cargo transport unit (CCTU) for class 1*** means a unit which fully encloses the contents by permanent structures, can be secured to the ship's structure and is, except for division 1.4, structurally serviceable as defined in this section. Cargo transport units with fabric sides or tops are not closed cargo transport units. The floor of any closed cargo transport unit shall either be constructed of wood, close-boarded, or so arranged that goods are stowed on sparged gratings, wooden pallets or dunnage.

***Structurally serviceable for class 1*** means the cargo transport unit shall not have major defects in its structural components, e.g. top and bottom rails, top and bottom end rails, door sill and header, floor cross-members, corner posts, and corner fittings in a freight container. Major defects are: dents or bends in the structural members greater than 19 mm in depth, regardless of length; cracks or breaks in structural members; more than one splice (e.g. a lapped splice) in top or bottom end rails or door headers; more than two splices in any one top or bottom side rail or any splice in a door sill or corner post; door hinges and hardware that are seized, twisted, broken, missing or otherwise inoperative; gaskets and seals that do not seal; or, for freight containers, any distortion of the overall configuration great enough to prevent proper alignment of handling equipment, mounting and securing on chassis or vehicle, or insertion into ship's cells. In addition, deterioration in any component of the cargo transport unit, regardless of the material of construction, such as rusted-out metal in sidewalls or disintegrated fibreglass, is unacceptable. Normal wear, however, including oxidation (rust), slight dents and scratches and other damage that does not affect serviceability or the weathertight integrity of the units, is acceptable

1. The International Convention for Safe Containers, 1972(CSC 1972) 2014 Edition (as amended) requires that all containers, new or existing, used in international maritime transport, be approved. Approval of containers is indicated by a Safety Approval Plate (CSC plate) affixed in the approved place.

The date of manufacture of a container is marked on the CSC plate and the date (month and year) before which an approved container shall undergo its first examination shall also be marked thereon. The interval from the date of manufacture to the date of first examination shall not exceed five years.

Subsequent examination of the container shall be at intervals of not more than 30 months or if the container falls under a continuous examination programme, a mark showing the letters ACEP (Approved Continuous Examination Program) and the identification of the Contracting Party, which has granted approval of the programme, shall be displayed on the container as close as practicable to the CSC plate.

The carriage of goods in containers which do not comply with above is prohibited.

**Any and every container being presented for shipment and inspected by SAMSA surveyors which does not have a CSC plate attached and every container more than 5 years old which does not show a record of maintenance dates or the ACEP letters, will be rejected outright.**

2. To ensure compliance with Merchant Shipping (Dangerous Goods) Regulations 1997, regulation 4(2) (b) it is required that a CCTU used for the carriage of Class 1 Dangerous Goods Explosive Substances and Articles is inspected by a SAMSA surveyor. Such an inspection must be undertaken before shipment of the CCTU but after it has been properly packed and contents secured at the packing depot. Where CCTUs are packed at a port, the exporter, shipper or their agent can request the attendance of a SAMSA surveyor from the local SAMSA office. Where CCTUs are packed in the Pretoria/ Gauteng area, the SAMSA Pretoria office must be contacted for the inspection. A service request form as per attached annexure must be accompanied by a Packing List for each CCTU.

Should a product not appear on the packing list sent to SAMSA during the time of application, but is present at the time of inspection, the SAMSA surveyor may refuse the inspection of the CCTU.

Non-Hazardous cargo shall not be stowed with Class 1 Dangerous Goods Explosive Substances and Articles in the same CCTU.

The inspecting surveyor will, in addition to the examination for proper stowage, segregation and securing of the contents inside the CCTU, make a visual external examination to confirm suitability for carriage of Class 1 Dangerous Goods. The SAMSA surveyor has the authority to refuse the issue of a certificate of inspection if he or she considers that the CCTU is substandard or unfit for service. The SAMSA surveyor will also ensure that the five exposed surfaces of the container are marked with appropriate labels and that the doors are subsequently sealed.

Notwithstanding the above, the onus is upon the shipper to ensure that any CCTU intended for the carriage of Class 1 hazardous cargoes is structurally serviceable for class 1 cargo and in 'cargo worthy' condition. If so requested, SAMSA may conduct a pre-loading inspection to ensure that the container is suitable for carriage of Class 1 Dangerous Goods.

The SAMSA surveyor will, if he or she is satisfied with the above-mentioned arrangements issue a certificate of inspection within 24 hours after completion of the inspection. It is important to ensure that this certificate of inspection is submitted when requesting service for the subsequent inspection before the CCTU is loaded on a ship. This is necessary to ensure the vessel is fit to carry Class 1 Dangerous Goods Explosive Substances and Articles and to ensure the stowage is in accordance with the IMDG Code stowage requirements. Attached as ANNEXURE 1 is the checklist that stipulates all necessary documents that need to be completed and submitted when requesting a SAMSA surveyor for the inspection. A second certificate of inspection will be issued to the master of the vessel if the

SAMSA surveyor at the port is satisfied that the vessel is fit to carry Class 1 Dangerous Goods Explosive Substances and Articles and that the stowage complies with the requirements of the IMDG Code.

3. Shippers are reminded of the mandatory training requirement of the International Maritime Dangerous Goods Code for shore side personnel involved with dangerous goods. The training shall be provided or verified upon employment and revalidated periodically. Records of the training shall be kept by both the employer and the employee.

Shippers are urged to use the latest IMDG Code (as amended) or risk dangerous goods shipments being rejected at the point of loading.

Additional information relevant to the carriage of IMDG cargo can be found in the following publications available on the SAMSA website:

- MERCHANT SHIPPING (SAFE CONTAINERS CONVENTION) ACT, 2011
- Marine Notice 28 of 2009: Dangerous Goods- Training of Shore Side Personnel
- Marine Notice 20 of 1993: Compulsory Reporting of Dangerous Goods
- Marine Notice 23 of 1993: Spillage of Harmful Substances

For convenience the following is a list of SAMSA offices with contact details:

**Pretoria**

Telephone No. (012) 366 2600  
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**Durban**

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**Cape Town**

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**Richards Bay**

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**Saldanha Bay**

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**East London**

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**Port Elizabeth**

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**Mossel Bay**

Telephone No. (044) 690 4201  
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**Port of Ngqura**

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**Annexure 1: [Report of Survey: Explosive Area Inspection IMDG Class 1 \(Explosives\)](#)**

**26 June 2020**

**SM 6/5/2/1**

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