

Merchant Shipping Notice No.: 23/1996



香港商船通告
HONG KONG MERCHANT SHIPPING NOTICE

**RECOMMENDATIONS ON
THE SAFE USE OF PESTICIDES IN SHIPS**

The attached *Recommendations on the Safe Use of Pesticides in Ships* consolidates amendments and revisions made by the International Maritime Organization up to 1996.

2. Masters of Hong Kong registered ships and fumigators in Hong Kong are advised to follow the attached consolidated *Recommendations on the Safe Use of Pesticides in Ships* when using pesticides in ships.

3. Previous recommendations issued under Merchant Shipping Notice No. 21/1993, 28/1993 and 26/1995 are hereby repealed by this Notice.

Marine Department
Multi-lateral Policy Division
3 October 1996

**RECOMMENDATIONS ON THE SAFE USE OF
PESTICIDES IN SHIPS
(Revised 1996)**

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3.4.3.19 During the final stages of discharge when it becomes necessary for personnel to enter the cargo spaces, such entry should only be permitted subsequent to verification that such cargo spaces are gas-free.

3.4.3.20 Upon completion of discharge and when the ship is found free of fumigants and certified as such, all warning signs should be removed. Any action in this respect should be recorded in the ship's log-book.

3.5 CARRIAGE OF FUMIGATED FREIGHT CONTAINERS, BARGES AND OTHER CARGO TRANSPORT UNITS ON A SHIP

3.5.1 *LOADED WITHOUT VENTILATION AFTER FUMIGATION*

3.5.1.1 If it is intended that freight containers, barges or cargo transport units containing cargo under fumigation should be taken on board ship without preliminary ventilation, their shipment must be considered as a Class 9 Hazard under the IMDG Code and as such the procedures should conform to the requirements as specified in the schedule for CARGO TRANSPORT UNIT UNDER FUMIGATION of the Code (see annex 4). The following special precautions, incorporating the IMDG requirements, are necessary:

- .1 A freight container, barge or cargo transport unit containing cargo under fumigation should not be allowed on board until sufficient time has elapsed to allow the attainment of a reasonably uniform gas concentration throughout the cargo. Because of variations due to types and amounts of fumigants and commodities and temperature levels, it is recommended that the period to elapse between fumigant application and loading should be determined locally for each country. Twenty-four hours is normally adequate for this purpose.
- .2 The master should be informed prior to loading of freight containers, barges and cargo transport units under fumigation. These should be identified with suitable warning signs* incorporating the identity of the fumigant, and the date and time of fumigation. Any freight container under fumigation must have the doors substantially secured before loading onto a ship. Plastic or lightweight metal seals are not sufficient for this purpose. The securing arrangement must be such as to allow only authorized entry to the freight container. If container doors are to be locked, the means of locking should be of such a construction that, in case of emergency, the doors could be opened without delay. Adequate instructions for disposal of any residual fumigant material should be provided.

* A specimen of such warning sign is given in annex 3.

- .3 Shipping documents for freight containers, barges or cargo transport units concerned should show the date of fumigation and the type and amount of fumigant used.
- .4 Stowage 'on deck' should be at least 6m away from vent intakes, crew quarters and regularly occupied spaces.
- .5 Stowage 'under deck' should only be undertaken when unavoidable and then in a cargo space equipped with mechanical ventilation sufficient to prevent the built-up of fumigant concentrations above the TLV. The ventilation rate of the mechanical ventilation system should be at least two air changes per hour, based on the empty cargo space. The provisions of section 3.4.3.13 should apply.
- .6 Equipment suitable for detecting the fumigant gas or gases used should be carried on the ship, with instructions for its use.
- .7 Where the stowage requirements in 3.5.1.1.5 above cannot be met, cargo spaces carrying fumigated freight containers, barges or cargo transport units should be treated as if under fumigation and the provisions of 3.4.3.3 to 3.4.3.13 should apply.

3.5.1.2 Prior to the arrival of the ship, generally not less than 24 hours in advance, the master should inform the appropriate authorities of the country of destination and ports of call that fumigation in transit is being carried out. The information should include the type of fumigant used, the date of fumigation and cargo spaces carrying fumigated freight containers, barges or cargo transport units. Upon arrival at the port of discharge, the master should also provide information as required in 3.4.3.6.2 and 3.4.3.7.2.

3.5.2 *FUMIGATED FREIGHT CONTAINERS, BARGES OR OTHER CARGO TRANSPORT UNITS VENTILATED BEFORE LOADING*

3.5.2.1 Freight containers, barges or cargo transport units that have been ventilated after fumigation to ensure that no harmful concentration of gas remains should have the warning signs removed and, whether empty or loaded, may be taken on board a ship without the precautions in 3.5.1.1.1 to 3.5.1.1.7.

3.5.3 *FUMIGATION AFTER LOADING ON BOARD A SHIP*

3.5.3.1 No person should fumigate the contents of a freight container, barge or cargo transport unit once it has been loaded aboard a ship.