

# **Memorandum of Understanding for the Transport of Packaged Dangerous Goods in the Baltic Sea**

**Concluded in Riga on 20 June 2002**

**- Version Riga -**

In general, the transport of dangerous goods by sea shall be effected in accordance with the provisions of SOLAS and of the International Maritime Dangerous Goods Code (IMDG Code). This Memorandum of Understanding (MoU) lays down the special provisions under which dangerous goods covered by the Regulations Concerning the International Carriage of Dangerous Goods by Rail (RID) and by the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) may be transported on board Ro/Ro ships in the Baltic Sea. The IMDG Code shall be the basis for all transport operations.

## **Section 1 Application**

(1) By derogation from the provisions of the IMDG Code, these provisions may be applied on all Ro/Ro ships operating within the Baltic Sea proper, the Gulf of Bothnia, the Gulf of Finland and the entrance to the Baltic Sea bounded in the north by the line Skaw-Lysekil provided that the requirements following below are met.

(2) Ro/Ro ships having been issued with a Document of Compliance in accordance with Section 8 below may carry, at the same time, cargo transport units (CTUs) which either fulfil the requirements of RID/ADR or of the IMDG Code.

(3) Dangerous goods, which either fulfil the requirements of the IMDG Code or RID or ADR may be loaded together in the same CTU (see Section 4).

## **Section 2 Definitions**

(1) The terms used in this MoU refer to the IMDG Code except those listed below in this section

(2) Shipowner means company as defined in the ISM Code.

(3) On-deck stowage means stowage on the weather deck.

(4) Under-deck stowage means stowage in an open ro/ro cargo space and/or in a closed ro/ro cargo space, as appropriate.

(5) Low Wave Height Area (LWHA) is a sea area where according to the Agreement concerning specific stability requirements for Ro/Ro passenger ships undertaking regular scheduled international voyages between or to or from designated ports in North West Europe and the Baltic Sea, 28 February 1996 (Stockholm Agreement), set into effect on 1 April 1997, the significant wave height does not exceed 2.3 metres more than 10 % of the year. Traffic in other areas can be considered as LWHA traffic by the competent authorities concerned if equivalent safety can be assured.

(6) The competent authorities in accordance with these provisions are:

Denmark	Danish Maritime Authority Vermundsgade 38 c DK-2100 COPENHAGEN O Email: info@dma.dk
Estonia	Estonian Maritime Administration Maritime Safety Division Valge 4 EST-11413 TALLINN Email: mot@vta.ee
Finland	Finnish Maritime Administration P.O. Box 171 FIN-00181 HELSINKI Email: Keskushallinto@fma.fi
Germany	Federal Ministry of Transport, Building and Housing P.O. Box 20 01 00 D-53170 BONN Email: Ref-A44@BMVBW.bund.de
Latvia	Maritime Administration of Latvia 5 Trijādibas iela LV-1048 RIGA Email: lja@lja.bkc.lv
Lithuania	Maritime Safety Administration Janonio 24, LT - 5800 Klaipeda Email: msa@msa.lt
Poland	Ministry of Transport and Maritime Economy Str. Chalubinskiego 4/6 PL-00928 WARSAW Email: nawigacja@ums.gov.pl
Sweden	Swedish Maritime Administration Maritime Safety Inspectorate S-601 78 NORRKÖPING

### **Section 3 Transport of dangerous goods**

- (1) Dangerous goods that are classified, packaged, marked, labelled, documented and loaded together on or in a CTU or unit load in accordance with the requirements of RID, ADR or the IMDG Code may be transported in accordance with the provisions of this MoU.
- (2) The application of packing instruction R001 of ADR or RID is allowed only for the traffic in LWHA.
- (3) Tanks should either comply with Chapter 4.2 ADR/RID/IMDG Code as amended or comply with Chapter 4.3 ADR/RID as amended. Tanks with open venting devices should not be permitted for transport on board of Ro/Ro ships.

### **Section 4 Loading and labelling of CTUs**

- (1) Packages (packagings, large packagings or IBCs) containing dangerous goods shall be segregated from each other within CTUs in accordance with the provisions of the IMDG Code. For traffic in LWHA packages with segregation categories 1 and 2 of table 7.2.1.16 of the IMDG Code may be loaded together in the same CTU.
- (2) Placarding and marking of CTUs containing dangerous goods shall be in accordance with the provisions of the IMDG Code or RID/ADR, see Section 5.  
CTUs containing Marine Pollutants have to be marked according to the IMDG Code.

### **Section 5 Transport of CTUs**

CTUs containing dangerous goods may be carried on Ro/Ro ships in accordance with the following provisions:

- (1) A container/vehicle packing certificate (CTU packing certificate) shall be issued for each CTU containing dangerous goods. The model CTU packing certificate shall comply with the IMO/ILO/UN ECE Guidelines<sup>1</sup> for packing of Cargo Transport Units (CTUs) referred to in Section 9 (2). For mixed loading for traffic in LWHA, the packing certificate shall state that any prohibition of mixed loading as specified in Section 4 (1) sentence 2, has been complied with. In that case the following has to be stated in the packing certificate: "Packed together according to MoU".
- (2) When dangerous goods are transported in accordance with Chapter 3.4 of RID or ADR the consignor or his representative shall provide the master with the following information: "Dangerous goods in limited quantities of class(es) ...".

When dangerous goods are transported in accordance with paragraphs 1.1.3.1, 1.1.3.2 or 1.1.3.4 of RID /ADR the consignor or his representative shall inform the master that these

---

<sup>1</sup> See IMDG Code, 5.4.2 and Supplement, 4.4.2.

paragraphs are used.

(3) CTUs as referred to in 1.1.3.4, 1.1.3.5 and 1.1.3.6 ADR shall display, on their fore and aft ends, a neutral orange-coloured plate as provided for in Chapter 5.3 of ADR from the time they are loaded on, until the time they are unloaded from a Ro/Ro ship. The responsibility for fitting such plate shall rest with the person actually placing the CTU ready for loading on board the Ro/Ro ship.

## **Section 6**

### **Stowage and segregation between CTUs**

(1) "Segregation between CTUs shall be in accordance with the provisions of the IMDG Code, except that for LWHA traffic no separation is required for segregation categories 1 and 2 in table 7.2.4.2 of the IMDG Code."

(2) The following tables shall apply to the stowage of CTUs containing dangerous goods:

**Table 1**

**Stowage table for CTUs containing packaged dangerous goods of class 1**  
**Note: Stowage shall also be in accordance with the Document of Compliance (SOLAS 1974, II-2/19) or the Letter of Compliance referred to in Section 8 of the MoU.**

Classification code according to IMDG Code/RID/ADR (division, compatibility group)	Cargo ships or passenger ships carrying not more than 12 passengers		Other passenger ships	
	On deck	Under deck	On deck	Under deck
Explosive substances and articles 1.1 B, 1.2 B	permitted	permitted <sup>*)</sup>	prohibited <sup>1)</sup>	prohibited
1.1 C, 1.2 C, 1.3 C, 1.1 D, 1.2 D, 1.5 D, 1.1 E, 1.2 E, 1.1 G, 1.2 G, 1.3 G, 1.6 N	permitted	permitted	prohibited <sup>2)</sup>	prohibited
1.1 A, 1.1 F, 1.2 F	permitted	permitted <sup>*)</sup>	prohibited	prohibited
1.2 H, 1.3 H	permitted <sup>**)</sup>	permitted <sup>**)</sup>	prohibited	prohibited
1.1 J, 1.2 J, 1.3 J	permitted <sup>**)</sup>	permitted <sup>**)</sup>	prohibited	prohibited
1.1 L, 1.2 L, 1.3 L	permitted	prohibited	prohibited	prohibited
1.4 B	permitted	permitted <sup>*)</sup>	prohibited <sup>1)</sup>	prohibited <sup>1)</sup>
1.4 C, 1.4 D, 1.4 E, 1.4 G	permitted	permitted	prohibited <sup>2)</sup>	prohibited <sup>2)</sup>
1.4 F	permitted	permitted <sup>*)</sup>	prohibited	prohibited
1.4 S	permitted	permitted	permitted	permitted

<sup>\*)</sup> Railtracks and stowage areas adjacent to the hull of the ships shall not be used.

<sup>\*\*)</sup> The net explosives mass shall not exceed 2.5 tons.

<sup>1)</sup> Permitted for a total net explosives mass not exceeding 5 kg per ship.

<sup>2)</sup> Permitted for a total net explosives mass not exceeding 10 kg per ship.

Note:

Explosive articles for life-saving purposes are permitted to be carried on passenger ships, if the total net explosives mass of these articles does not exceed 50 kg per ship.

**Table 2**

**Stowage table for CTUs containing packaged dangerous goods of classes 2 to 9**

**Note: Stowage shall also be in accordance with the Document of Compliance (SOLAS 1974, II-2/19) or the Letter of Compliance referred to in Section 8 of the MoU.**

Description and class as specified in IMDG Code/RID/ADR		Cargo ships or passenger ships carrying either not more than 25 passengers or 1 passenger per 3 metres of length, whichever is the greater number <sup>1)</sup>		Other passenger ships	
Description	Class	On deck	Under deck	On deck	Under deck
Gases	2				
-flammable gases.	2.1	permitted	prohibited	prohibited	prohibited
-non-flammable non-toxic gases.	2.2	permitted	permitted <sup>3</sup>	permitted <sup>3</sup>	permitted <sup>3</sup>
-toxic gases	2.3	permitted	prohibited	prohibited	prohibited
Flammable liquids	3				
- packing group I or II		permitted	permitted	permitted	prohibited
- packing group III		permitted	permitted	permitted	permitted
Flammable solids	4.1 <sup>2</sup>				
- UN No.1944, 1945, 2254, 2623		permitted	permitted	permitted	permitted
- other UN numbers		permitted	prohibited	permitted	prohibited
Substances liable to spontaneous combustion	4.2	permitted	prohibited	permitted	prohibited
Substances which give off flammable gases in contact with water	4.3	permitted <sup>1</sup>	prohibited	permitted <sup>1</sup>	prohibited
Oxidizing substances	5.1	permitted	permitted	permitted	prohibited
Organic peroxides	5.2 <sup>2</sup>	permitted	prohibited	prohibited	prohibited
Toxic substances	6.1				
- packing group I or II		permitted	prohibited	permitted	prohibited
- packing group III		permitted	permitted	permitted	permitted
Infectious substances	6.2	permitted	permitted	prohibited	prohibited
Radioactive materials	7	permitted	permitted	permitted	permitted
Corrosive substances	8				
- packing group I or II		permitted	prohibited	prohibited	prohibited
- liquids packing group III		permitted	permitted	permitted	prohibited
- solids packing group III		permitted	permitted	permitted	permitted
Miscellaneous dangerous substances and articles	9	permitted	permitted	permitted	permitted

<sup>1</sup> The carriage of ferrosilicon of UN number 1408 when transported in bulk packagings, in containers, road vehicles or rail wagons, tank containers or demountable tanks is allowed only when accompanied by a certificate stating that the material was stored under cover, but in the open air, and that the particle size is representative of the material stored.

<sup>2</sup> For the stowage of these substances, chapter 7.7 of the IMDG Code shall be complied with in addition to the provisions of ADR.

<sup>3</sup> Refrigerated gases of ADR or of stowage categorie "D" of the IMDG Code are prohibited.

<sup>1)</sup> The total number of passengers shall not be more than 1 person per 1 metre of the length of the ship.

Notes pertaining to Table 2 on the preceding page:

**Notes:**

A: If the stowage of dangerous goods is prohibited according to Table 2 for one item contained in a CTU loaded with mixed dangerous goods, this prohibition applies to the whole unit within that compartment.

B: Substances assigned to special provision SP 900 of the IMDG Code are prohibited.

C: If the stowage of dangerous goods is prohibited according to this Table, but is permitted under the provisions of the IMDG Code, the stowage requirements of the IMDG Code may be applied instead.

**Section 7  
Additional duties for the consignors.**

The consignor shall ensure that, in addition to the information required by the provisions of RID/ADR, the dangerous goods are identified as „MARINE POLLUTANT“, if applicable.

**Section 8  
Requirements applicable to ships**

(1) Ships shall, with regard to design and equipment, fulfil the requirements of regulation II-2/54 of SOLAS 74, as amended. For ships constructed on or after 1 July 2002 regulation II-2/19, SOLAS 74 as amended, shall be applicable. The Document of Compliance shall include an annex with information specifying the classes of dangerous goods which may be stowed in the individual cargo spaces of the ship.

(2) Ships built before 1 September 1984 may continue to transport dangerous goods in accordance with the requirements applicable at that time. However, these ships shall comply with the requirements of Chapter 7.4 of the IMDG Code.

(3) A Letter of Compliance issued in accordance with the MoU is considered to be equivalent as being specified in 7.4.5.7 of the IMDG Code.

**Section 9  
Additional requirements**

(1) During the voyage, CTUs containing dangerous goods shall be secured in compliance with the Cargo Securing Manual approved by the Administration. As far as practicable, IMO Resolution A.581(14) of 20 November 1985 shall be observed. CTUs without facilities for lashing may not be offered for transport under the provisions of this MoU.

(2) The IMO/ILO/UN/ECE Guidelines for Packing of Cargo Transport Units (CTUs) shall be observed for all cargo transport units.

(3) Ro/Ro vessels shall have on board current versions of:

- a) the International Maritime Dangerous Goods Code (IMDG Code);
- b) the Emergency Procedures for Ships Carrying Dangerous Goods (EmS);

- c) the Medical First Aid Guide (MFAG) for Use in Accidents Involving Dangerous Goods;
- d) the applicable Regulations Concerning the International Carriage of Dangerous Goods by Rail (RID) or Annexes A and B of the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR), as appropriate to the mode of transport.

(4) Shipowners shall ensure that the persons they appoint and who are involved in the transport of CTUs under the provisions of the present MoU are made familiar, through repeated training, with the application of the relevant provisions, in particular, with those of ADR or RID. They shall ensure that the persons involved will be issued with a certificate stating that they have been trained and informed accordingly.

(5) The competent authorities concerned may grant exemptions for a period of not more than 1 year, provided an equivalent level of safety is maintained. The MoU member states shall be notified of such exemptions.

(6) The competent authorities as listed in Section 2 above should arrange for a representative proportion of checks to be conducted on consignments using a checklist. Competent authorities may agree on the joint conduct of such inspections. Checks shall not exceed a reasonable length of time.

(7) The number and results of checks shall be presented at the MoU meetings and circulated to the competent authorities concerned.

## **Section 10**

### **Transitional regulations**

On board ships CTUs may be stowed under deck until 31 December 2003 under the conditions according to section 7 of the Memorandum of Understanding in the version of Würzburg (24 to 26 August 1999) by using the approval of the competent authority having granted such a stowage until 31 December 2002.



**Section 11**  
**Entry into force**

(1) This Memorandum of Understanding shall come into force not later than 1 January 2003. It shall replace the Memorandum of Understanding, version Rønne 1998, being revised in Würzburg from 24 to 26 August 1999.

(2) The German and English versions of this Memorandum of Understanding shall be equally authoritative.

Berlin, 5. 11. 2002

For the Minister  
of the Federal Ministry of  
Transport, Building  
and Housing, Germany

Ulrich Schüller