



LIFE09 ENV/GR/000291

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REACH Protocol for Emissions and Accident Scenarios in Supply  
and Distribution of Fuels and Petrochemical products

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*SUB ACTION 2.2 Transportation and loading/unloading of dangerous  
petrochemical products (with different modes: road, rail, sea, pipelines):  
Identification of legislation and standards related to users requirements and the  
implementation of related regulations*

**SUB ACTION 2.2**

**Executive Summary of IMDG Code in English (Chapter E)**



LIFE+ Environment Policy & Governance

## Executive summary

In this deliverable the International Maritime Dangerous Goods Code (IMDG Code) of the International Maritime Organization (IMO) is shortly described and the main legislative obligations of the parties involved in IMDG Code are recorded. IMDG Code was developed to supplement the regulations contained in the two international conventions developed by IMO, the International Convention SOLAS for the safety of life at sea and the International Convention MARPOL for the prevention of pollution from ships. The aim of IMDG Code is the enhancement of the safe carriage of dangerous goods, the protection of marine environment and the facilitation of the free movement of dangerous goods.

Since 1 January 2004 the implementation of IMDG Code became mandatory at international level, while since 1973 it became mandatory for transport of dangerous goods in Greece. The IMDG Code is mandatory for international voyages ships according to the Common Ministerial Decision 1218.74/95 since 1995.

IMDG Code is applied to all international voyages Greek ships, irrespective of tonnage, and to all foreign flagged ships, irrespective of tonnage, if they sail into Greek ports and bays, coming from a foreign port, or sailing away from Greek ports and bays with a foreign port destination.

For the transport of packed dangerous goods with passenger ships, Greece made a differentiation with the Ministerial Decision 1218.74/1/95 on Adaptation of the International Maritime Dangerous Goods Code (IMDG Code), laying down even stricter rules to passenger ships, which sail into Greek ports coming from a foreign port or sail away from Greek ports. Rules prohibit the simultaneous transport of dangerous goods and passengers, allowing only a small number of dangerous packed goods to be transported, e.g. those that are of low risk (belong to packing group 3). In addition dangerous goods are prohibited to be transported to enclosed spaces of ships (they are allowed to be transported only to ships that have open spaces, sheltered or non sheltered).

IMDG Code is amended and updated every two years, with each publication being valid for up to three years and there is a transitional period when either the current or newly published Amendment may be used. IMDG Code consists of seven Parts, that are presented in two Volumes (Volume 1 and 2) and a Supplement. The Supplement includes elements such as Emergency Response Procedures for ships carrying Dangerous Substances, Medical First Aid Guide, Reporting Procedures, IMO/ ILO/ UNECE Guidelines for Packing of Cargo Transport Units, etc.

In the deliverable all parties involved in IMDG Code, as well as the main legislative obligations of the competent authorities that are responsible for the implementation of IMDG Code, are recorded. The main parties include consignors, carriers, consignees, loaders, packers, fillers, tank-container/ portable tank operators and unloaders. The safety obligations of all participants concerning maritime transport of dangerous goods are summarised in the deliverable. In addition reference is made to general provisions of IMDG Code, basic definitions that are used by IMDG Code and training requirements for personnel involved (Part 1 of IMDG Code).

Moreover, reference is made to the classification requirements of dangerous substances and mixtures (Part 2 of IMDG Code) according to IMDG, the Dangerous Goods List (DGL) (Part 3 of IMDG Code), the packing and tank specifications (Part 4 of IMDG Code), the transport procedures (Part 5 of IMDG Code), the provisions for the construction and testing of packagings, intermediate bulk containers (IBCs), large packagings, portable tanks and tank vehicles (Part 6 of IMDG Code) and the provisions concerning transport operations (Part 7 of IMDG Code).

In conclusion, information is presented in Annexes concerning the following: a) International Conventions for the protection of marine environment (not only in the contexts of transports) that Greece has ratified and Informative Circulars of the Ministry of Mercantile Marine concerning special and dangerous cargos, b) direct information that shall be provided by ships with regular shipping services and which carry dangerous or polluting goods, c) Information concerning the Ships Inspection Report, d) measures that could be taken by Member States under international law (according to Annex III of Directive 93/75/EEC) and e) definitions according to IMDG Code.