

Imdg Code

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The Maritime Safety Committee adopted, by resolution MSC.266(84), the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code), which had been developed following a revision of the code adopted in 1983. Both amended requirements of the SOLAS Convention and experience gained were taken into account during the development of the new code. Particular attention was paid to the matter of trainees on training ships which lead to a comprehensive revision of the term "special personnel".--Publisher's description.

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Developed for the transport of dangerous goods, the IMDG Code covers packing, container traffic and stowage, with particular reference to the segregation of

incompatible substances. This edition incorporates amendment 30, which has involved the complete reformatting of the IMDG Code and revisions to various sections of the Code and to transport requirements for specific substances. The format is consistent with the UN recommendations (Orange book).

This publication contains several texts related to the IMDG Code, such as the Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide) and the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG). This edition supersedes the previous one with immediate effect.

The International Maritime Dangerous Goods Code is the standard guide to all aspects of handling dangerous goods and marine pollutants in sea transport. The Code lays down basic principles: detailed recommendations for individual substances, materials and articles, and a number of recommendations for good operational practice, including advice on terminology, packing, labelling, stowage, segregation and handling, and emergency response action. The Code has undergone many changes over the years, in both format and content, in order to keep up with the rapid expansion of the shipping industry. Amendment 40-20 includes revisions to various sections of the Code and to transport requirements for specific substances. It is mandatory as from 1 June 2022 but may be applied by Administrations in whole or in part on a voluntary basis from 1 January 2021. The International Maritime Dangerous Goods Code lays out the regulatory framework for all aspects of handling dangerous goods and marine pollutants in sea transport. Amendment 35-10 includes revisions to various sections of the Code and to transport requirements for specific substances. It was adopted by the International Maritime Organization's Maritime Safety Committee at its 87th session in May 2010. The Code as amended by Amendment 35-10 is mandatory as from 1 January 2012 but may be applied by Administrations in whole or in part on a voluntary basis from 1 January 2011. The provisions of the Code should be of interest to maritime administrations, shipping companies, manufacturers, packers, shippers, feeder services such as road and rail, and port authorities

---Publisher's description.

IMDG Code International Maritime Dangerous Goods Code, Incorporating Amendment 40-20

The International Maritime Dangerous Goods Code is the standard guide to all aspects of handling dangerous goods and marine pollutants in sea transport. The Code lays down basic principles: detailed recommendations for individual substances, materials and articles, and a number of recommendations for good operational practice, including advice on terminology, packing, labelling, stowage, segregation and handling, and emergency response action. The IMDG Code has undergone many changes over the years, in both format and content, in order to keep up with the rapid expansion of the shipping industry. Amendment 38-16 includes revisions to various sections of the Code and to transport requirements for specific substances. It was adopted by IMO's Maritime Safety Committee (MSC) at its ninety-sixth session in May 2016. Many maritime countries have taken steps to regulate the carriage of dangerous goods by sea, based on the safety considerations set out by the 1974 SOLAS Convention. More recently, as marine pollution has become a serious concern, countries have taken further steps to regulate the carriage of marine pollutants, as described in Annex III of MARPOL.

International Maritime Dangerous Goods Code lays down basic principles: detailed recommendations for individual substances, materials and articles; and a number of recommendations for good operational practice. This edition of the Code will be effective January 1, 2009, and mandatory January 1, 2010, at which time the provisions of the 2006 code will no longer apply.--Publisher's description.

The International Maritime Dangerous Goods Code is the standard guide to all aspects of handling dangerous goods and marine pollutants in sea transport. The Code lays down basic principles: detailed recommendations for individual substances, materials and articles, and a number of recommendations for good operational practice, including advice on terminology, packing, labelling, stowage, segregation and handling, and emergency response action. The Code has undergone many changes over the years, in both format and content, in order to keep up with the rapid expansion of the shipping industry. Amendment 39-18 includes revisions to various sections of the Code and to transport requirements for specific substances. It was adopted by IMO's Maritime Safety Committee (MSC) at its ninety-ninth session in May 2018. Amendment 39-18 of the Code is mandatory as from 1 January 2020 but may be applied by Administrations in whole or in part on a voluntary basis from 1 January 2019

Port work is still considered an occupation with very high accident rates. This essential code of practice, intended to replace both the second edition of the ILO Code of Practice on Safety and Health in Dock Work (1977) and the ILO Guide to Safety and Health in Dock Work (1976), provides valuable advice and assistance to all those charged with the management, operation, maintenance and development of ports and their safety. Offering many detailed technical illustrations and examples of good practice, the provisions of this code cover all aspects of port work where goods or passengers are loaded or unloaded to or from ships. It is not limited to international trade but applies equally to domestic operations, including those on inland waterways. New topics are: traffic and vehicular movements of all types; activities on shore and on ship; amended levels of lighting provision; personal protective equipment; ergonomics; provisions for disabled persons; and the specific handling of certain cargoes, for example logs, scrap metal and dangerous goods.

Ever-increasing numbers of dangerous goods are carried by sea today. Worldwide concern with the risk posed by this increased frequency has led to the adoption of international technical standards to promote maritime safety and the insertion of special provisions in the carriage contracts. Moreover, growing environmental awareness and concern with the economic cost implications of maritime casualties have given rise to the regulation of liability and compensation.

Der Inhalt: Stauen und Trennen, wie es im IMDG-Code steht! Der international geschätzte Storck Guide (in englischer Sprache) unterstützt Ladungsoffiziere, Stauplaner, Inspektionen und Kontrollorgane, Containerbelader und Terminals bei der Schiffs- und Containerbeladung mit gefährlichen Gütern. Was auch im neuen IMDG-Code immer noch auf über 1.200 Seiten verteilt hinsichtlich der Stauung und Trennung steht, findet man hier auf nur circa 150 Seiten übersichtlich zusammengefasst. Die aktualisierte 24. Auflage berücksichtigt die Vorschriften des IMDG-Codes in der Fassung des Amendments 37-14, die bereits ab 2015 angewendet werden dürfen und ab 2016 verbindlich anzuwenden sind. Der International Maritime Dangerous Goods Code (IMDG-Code) regelt weltweit die Beförderung gefährlicher Güter mit Seeschiffen. Klassenweise werden die generellen und speziellen Zusammenstauvorschriften mit anderen gefährlichen Gütern und Klassen (außer Klassen 1 und 7) aufgezeigt. Farbige

Trenntabellen dienen der Schnellinformation, ein praktisches Griffregister erleichtert den Zugriff.

The International Maritime Dangerous Goods (IMDG) Code, has become the standard international code for the safe transport of dangerous goods and marine pollutants by sea, based on the requirements of the 1974 International Convention for the Safety of Life at Sea (SOLAS Convention) and MARPOL 73/78. The IMDG Code, as amended, attained mandatory status from 1 January 2004 under the umbrella of the SOLAS Convention, although some parts continue to be recommendatory. This version of the Code, which incorporates amendment 32-04, comes into force from 1 January 2006, but in order to facilitate the multimodal carriage of packaged dangerous goods, its provisions may be applied on a voluntary basis from 1 January 2005. The publication is in two volumes and deals with: general provisions, definitions and training; classification; dangerous goods list and limited quantities exceptions; packing and tank provisions; consignment procedures; construction and testing of packagings, intermediate bulk containers, portable tanks and road tank vehicles; and transport operations.

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