



**TECHNICAL CIRCULAR No. 778 of 6<sup>th</sup> May 2023**

To	All Surveyors/Auditors. All flags
Title	<b>Carriage of Dangerous Goods</b>
Reference	SOLAS, Regulation II-2/15

**Carriage of Dangerous Goods**

For initial issuance of a document of compliance, shall be a drawing review in compliance with regulation II-2/19 or II-2/54, as amended, for the classes of dangerous goods (DG) to be carried. In the case of existing vessels, this process shall not be initiated if, at the time of survey:

- there are one or more Conditions of Class that may obstruct the completeness of the process
- there are one or more Conditions of Class that are interfering with the normal operation of the vessel
- the vessel has been issued Conditional Safety Construction, Safety Equipment, or Passenger Ship Safety Certificates.

**Task**

The surveyor is to verify compliance with Regulation II-2/15, as amended, for vessels subject to SOLAS constructed before 1 September 1984 or to vessels of less than 500 gross tonnes constructed before 1 February 1992.

The surveyor is to use the International Convention for the Safety of Life at Sea, 1974, as amended, for item to be examined and shall ensure compliance with applicable requirements of Regulation II-2/19 (II-2/54 as amended).

**Special Instructions**

**1. Israeli Ports**

Israel requires vessels loading or discharging dangerous goods in their ports to have documents of compliance issued in accordance with the requirements of SOLAS II-2/19 regardless of the year of construction.

**2. Italian Ports**

Italy requires vessels loading or discharging dangerous goods in their ports have documents of compliance issued in accordance with the requirements of SOLAS II-2/19. Additionally, the Italian Ministry of Transportation and Navigation requires that the following note be included on all DOCs issued to vessels subject to SOLAS built before 1 September 1984, and vessels less than 500 gross tonnes built before 1 February 1992:

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“Cargo Spaces are constructed and equipped in accordance with the special requirements contained in SOLAS II-2/19.3 as described in the 2000 amendments.”

As an alternative, this statement required by the Italian Coast Guard can be included in the SLC certificate, as applicable.

### 3 Irradiated Nuclear Fuel, INF CODE

The INF Code entered into force on 1 January 2001 and is applicable to all vessels (regardless of size or date built) that engage in the carriage of INF cargo (i.e., packaged irradiated nuclear fuel, plutonium, and high-level radioactive wastes carried as cargo in accordance with Class 7 of the International Maritime Dangerous Goods [IMDG] Code, schedule 10, 11, 12, or 13). A vessel is to have a valid “International Certificate of Fitness for the Carriage of INF Cargo” before it can carry INF Cargo.

The CONARINA Head Office is to be contacted prior to undertaking any surveys associated with the issuance of an “International Certificate of Fitness for the Carriage of INF Cargo”.

In all cases, unless specific instructions are contained in the Flag Process Instructions, the Flag is to be contacted for case-by-case authorization instructions and any requirements.

Final:

Upon satisfactory completion of the survey, the Document of Compliance for the Carriage of Dangerous Goods, Form DOC 1266, is to be issued.

#### REFERENCES:

- Document of Compliance for the Carriage of Dangerous Goods

ATTACHMENTS: No

Kindest Regards,  
CONARINA Technical Office

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