



The carriage of Dangerous Goods on Workboats

Good Practice Guide



June 2020

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Preamble

This publication is intended to give all direct stakeholders and others involved in the carriage of Dangerous Goods (DG) on board workboats a clear guide to the regulations; known as the International Maritime Dangerous Goods Code (IMDG), the operational management standards, and training of vessel crews expected by members of the Workboat Association (WA). It has been produced by WA members and related parties with considerable experience in this sector, for the benefit of operators, crew and stakeholders.

The Maritime and Coastguard Agency (MCA), who regulate both the vessels and the operational crews working for - or in UK, have expressed their support for the development of this guide to ensure appropriate standards of vessel operation, including the training and familiarisation of vessel crews are maintained.

Vessel construction standards are governed either by a vessel's Flag State regulations, such as the MCA's recently revised Code of Practice for Small Workboats (The Revised Workboat Code) or Class rules and are not covered in this guide.

Persons looking to charter Workboats for the carriage of DG should be aware of, and refer to the IMDG code within the contracted conditions of hire and it is recommended that a suitability survey be performed on board before engaging in active charter.

This publication is intended to be a live document and will be updated in line with regulation, industry trends, technical advancement and improved practices – we welcome any comments or suggested additions you may have. Any comments should be sent to;- admin@workboatassociation.org

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Segregation and Stowage

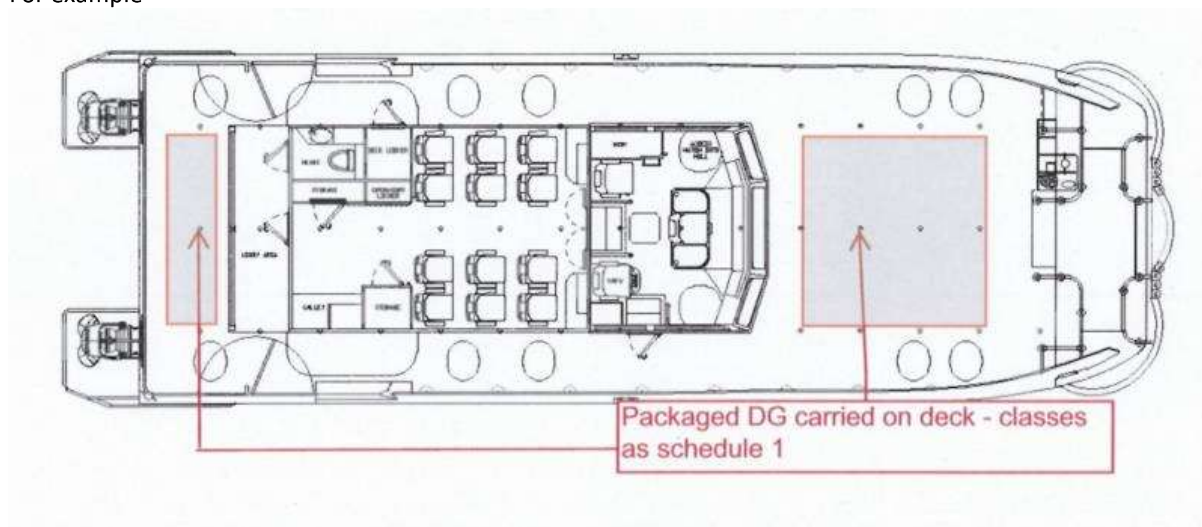
Segregation

Once Dangerous Goods have been delivered to a vessel and accepted for carriage on board, the crew need to be aware of, and arrange the correct segregation of the goods. This is generally easier to plan when the goods are still waiting on shore, though options for storage locations on board can often become very restricted due to a vessel's layout or permissible storage locations.

Permittable storage location(s)

The first step is to check where the vessel's permissible Dangerous Goods storage locations are; this information can be found displayed in a drawing on the vessel's Dangerous Goods Document of Compliance (DoC DG Certificate).

For example -



The area marked (highlighted with the **red** border in this document) is the vessel's permissible Dangerous Goods storage location, this will alter on all vessel design and types – factors taken into consideration by the surveyor award the Document of Compliance will be (amongst other considerations); deck space, access, vulnerability/ protection, heat sources, machinery and availability of suitable emergency response.