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DSC/Circ.8  
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## INCIDENT REPORTS INVOLVING DANGEROUS CARGOES

1 The Sub-Committee on Dangerous Goods, Solid Cargoes and Containers, (DSC) at its sixth session (16 to 20 July 2001), considered a number of reports on casualties and incidents involving dangerous cargoes submitted by Governments and international organizations concerned.

2 The Sub-Committee's attention was particularly drawn to:

- .1 an incident (DSC 5/7/6) on board a ship concerning an explosion involving cargo declared on the Bill of Lading as "Iron Oxide Fines" comprising 40% of the shipment, the remaining 60% being Direct Reduced Iron (DRI) fines. The requirements of the BC Code with respect to the transport of the cargoes concerned should be duly observed and complied with.
- .2 a recent inspection of Cargo Transport Units (CTUs) unloaded in ports (DSC 5/7) indicated that some were under fumigation, but not actually declared as such and in some cases, these aerated CTUs arrive with "Degas Certificates" stating that the fumigant has been removed and when opened, still have a high level of fumigant inside. The requirements of the IMDG Code with respect to the transport of CTUs under fumigation should be duly observed and complied with as improper procedures of fumigation and misdeclaration of CTUs under fumigation could have serious consequences, especially at final destinations where the container first get opened.
- .3 an incident (DSC 5/7/3) of a charcoal fire on board a ro-ro passenger ship. The lorry and its trailer were not reported to carry any dangerous goods. The crew found charcoal packed in paper bags and matches. MATCHES, SAFETY (UN1944) belong to class 4.1. CHARCOAL is sometimes dangerous, sometimes not. The provisions of the IMDG Code do not apply to a consignment of charcoal which passes the test for self-heating as reflected in the United Nations Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria and is accompanied by an appropriate certificate from a laboratory accredited by the competent authority. No such a certificate was found and the consignment of charcoal was not reported to be dangerous goods. Self-ignition of the charcoal is believed to have caused the fire.

3 Member Governments are invited to bring the above information to the attention of shipowners, ship operators, companies, shipmasters, shippers and all other parties concerned requesting that appropriate action be taken in accordance with the provisions of the relevant IMO instruments.