

---

4 ALBERT EMBANKMENT  
LONDON SE1 7SR  
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

DSC.1/Circ.68  
22 February 2012

**EXEMPTIONS GRANTED FROM THE PROVISIONS OF THE  
INTERNATIONAL MARITIME DANGEROUS GOODS (IMDG) CODE**

**Memorandum of Understanding for the Transport of Packaged  
Dangerous Goods in the Baltic Sea**

**Communication received from the Government of Lithuania**

1 The Maritime Safety Committee, at its seventy-seventh session (28 May to 6 June 2003), agreed that the unified interpretation, set forth in the annex to MSC/Circ.1075, contained appropriate guidance for the competent authorities acting in accordance with chapter 7.9 of the IMDG Code when granting exemptions not specifically covered under the approvals, permits, certificates and other authorizations already provided for by the provisions of chapter 7.9.

2 A communication has been received from the Government of Lithuania concerning exemptions authorized under the provisions of part A, paragraph 1 of MSC/Circ.1075.

3 In accordance with the provisions of part A, paragraph 3.1 of MSC/Circ.1075, the above-mentioned communication is circulated to SOLAS Contracting Governments for their information and appropriate action, if any.

4 This circular supersedes DSC.1/Circ.64.



**LIETUVOS SAUGIOS LAIVYBOS ADMINISTRACIJA  
LITHUANIAN MARITIME SAFETY ADMINISTRATION**

International Maritime Organization  
4, Albert Embankment  
London SE1 7SR  
United Kingdom

2011-12-21 No. *6(1.16)-S 4411*

**INFORMATION IN ACCORDANCE WITH CHAPTER 7.9 OF THE IMDG CODE  
(MSC/CIRC.1075) REGARDING EXEMPTIONS GRANTED FROM THE  
REQUIREMENTS OF THE CODE**

Whereas it has been decided by the representatives of Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden at the 33<sup>rd</sup> Conference of the Memorandum of Understanding for the Transport of Packaged Dangerous Goods on ro-ro ships in the Baltic Sea (hereafter – MoU) I would like to provide you with the text of the MoU adopted at the Conference.

The MoU is a multimodal agreement for the transport of packaged dangerous goods between Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden.

The MoU is applied when transporting dangerous goods on board ro-ro ships in sheltered sea areas in the Baltic Sea where the significant wave heights and their forces are limited.

Some differences between the MoU and the IMDG Code are as follows: mixed loading in CTUs, the number of passengers on board ro-ro passenger ships referred to in the stowage table, stowage and segregation, definition of low wave height area (LWHA).

Other additional requirements worth mentioning are: joint checks made of the competent authorities involved in the MoU, training of persons involved in the MoU.

The Klaipeda version of the MoU supersedes the Haapsalu version (it have been circulated by DSC.1/Circ.64).

The copy of this letter and full text of the MoU is sent by e-mail [info@imo.org](mailto:info@imo.org).

Director

Evaldas Zacharevičius



Code 188781973  
e-mail [msa@msa.lt](mailto:msa@msa.lt)

J. Janonio str. 24  
LT-92251 Klaipėda

phone +370 46 469 602  
fax +370 46 469 600

Annex 1  
as amended in Klaipėda  
8-9 September 2011

## **Memorandum of Understanding for the Transport of Packaged Dangerous Goods in the Baltic Sea**

### **Section 1 Application**

(1) By derogation from the provisions of the IMDG Code, these provisions may be applied on all ro-ro ships operating within the Baltic Sea proper, the Gulf of Bothnia, the Gulf of Finland and the entrance to the Baltic Sea bounded in the north by the line Skaw-Lysekil provided that the requirements following below are met.

(2) Ro-ro ships having been issued with a Document of Compliance in accordance with Section 8 below may carry, at the same time, cargo transport units (CTUs) which either fulfil the requirements of RID/ADR or of the IMDG Code.

(3) Dangerous goods, which either fulfil the requirements of the IMDG Code or RID or ADR may be loaded together in the same CTU (see Section 4).

### **Section 2 Definitions**

(1) The terms used in this MoU refer to the IMDG Code except those listed below in this section

(2) Shipowner means company as defined in the ISM Code.

(3) On-deck stowage means stowage on the weather deck.

(4) Under-deck stowage means stowage in a cargo space; in an open ro-ro cargo space, unless it is considered by a competent authority to be a weather deck; and/or in a closed ro-ro cargo space, as appropriate.

(5) Low Wave Height Area (LWHA) is a sea area where according to the Agreement concerning specific stability requirements for ro-ro passenger ships undertaking regular scheduled international voyages between or to or from designated ports in North West Europe and the Baltic Sea, 28 February 1996 (Stockholm Agreement), set into effect on 1 April 1997, the significant wave height does not exceed 2.3 metres more than 10 % of the year (see Appendix 1 of Annex 1). Traffic in other areas can be considered as LWHA traffic by the competent authorities concerned if equivalent safety can be assured.

(6) The competent authorities in accordance with these provisions are:

Denmark    Danish Maritime Authority  
              Vermundsgade 38 c  
              DK-2100 COPENHAGEN O  
              E-mail: info@dma.dk

Estonia     Estonian Maritime Administration  
              Maritime Safety Division  
              Valge 4  
              EE-11413 Tallinn  
              E-mail: mot@vta.ee

Finland     Finnish Transport Safety Agency  
              P.O. Box 320  
              FI-00101 HELSINKI  
              E-mail: kirjaamo@trafi.fi

Germany	Federal Ministry of Transport, Building and Urban Affairs P.O. Box 20 01 00 D-53170 BONN E-mail: Ref-UI33@bmvbs.bund.de
Lithuania	Lithuanian Maritime Safety Administration J. Janonio str. 24 LT-92251 KLAIPEDA E-mail: msa@msa.lt
Latvia	Maritime Administration of Latvia 5 Trijādibas str. LV-1048 RIGA E-mail: lja@lja.lv
Poland	Ministry of Infrastructure Ul. Chalubinskiego 4/6 PL-00928 WARSAW E-mail: info@mi.gov.pl
Sweden	Swedish Transport Agency Box 653 SE-601 15 NORRKÖPING E-mail: kontakt@transportstyrelsen.se

### **Section 3 Transport of dangerous goods**

(1) Dangerous goods that are classified, packaged, marked, labelled, documented and loaded together on or in a CTU or unit load in accordance with the requirements of RID, ADR or the IMDG Code may be transported in accordance with the provisions of this MoU.

(2) The application of packing instruction R001 or section 4.1.4 of ADR or RID is allowed only for the traffic in LWHA.

(3) Tanks shall either comply with chapter 4.2 ADR/RID/IMDG Code, as amended, or comply with chapter 4.3 ADR/RID, as amended. Tanks with open venting devices should not be permitted for transport on board of ro-ro ships.

(4) Bulk containers shall comply with chapter 7.3 ADR/RID, as amended, or 4.3 of the IMDG Code, as amended. For substances of class 4.3 only closed CTUs shall be used.

(5) Vehicles (UN 3166 or 3171) loaded in a closed or sheeted CTU may be carried provided that the consignor or his representative informs the master about the presence of the vehicle.

### **Section 4 Loading and placarding of CTUs**

(1) Packages (packagings, large packagings or IBCs) containing dangerous goods shall be segregated from each other within CTUs in accordance with the provisions of the IMDG Code. For traffic in LWHA packages with segregation categories 1 and 2 of table 7.2.1.16 of the IMDG Code may be loaded together in the same CTU. Paragraph 7.5.2.2 Note a of RID/ADR may be used for traffic in LWHA.

(2) Substances and articles assigned to class 1 or bearing a label of class 1 as subsidiary risk, shall be loaded and segregated in accordance with ADR/RID or the IMDG Code.

(3) Placarding and marking of CTUs containing dangerous goods shall be in accordance with the provisions of the IMDG Code or RID/ADR, see Section 5.  
CTUs containing Marine Pollutants have to be marked according to the IMDG Code, if they are not marked according to section 5.3.6 of RID/ADR.

## **Section 5 Transport of CTUs**

CTUs containing dangerous goods may be carried on ro-ro ships in accordance with the following provisions:

(1) A container/vehicle packing certificate (CTU packing certificate) shall be issued for each CTU containing dangerous goods. The model CTU packing certificate shall comply with the IMO/ILO/UN ECE Guidelines<sup>1</sup> for packing of Cargo Transport Units (CTUs) referred to in Section 9 (2). For mixed loading for traffic in LWHA, the packing certificate shall state that any prohibition of mixed loading as specified in Section 4 (1) sentence 2, has been complied with. In that case the following has to be stated in the packing certificate: "Packed together according to the MoU".

(2) When dangerous goods are transported in accordance with chapter 3.4 and/or 3.5 of RID or ADR the consignor or his representative shall provide the master with the following information: "Dangerous goods in limited and/or in excepted quantities of class(es)...".

When dangerous goods are transported in accordance with paragraphs 1.1.3.1 (b) – (f) or 1.1.3.2 (a) – (c) or (e) or 1.1.3.4.1 of RID /ADR, unless exempted by the IMDG Code, the consignor or his representative shall inform the master that these paragraphs are used.

(3) CTUs as referred to in 1.1.3.4.2 RID/ADR and 1.1.3.6 ADR shall display on two opposite sides a neutral orange-coloured plate from the time they have been checked in at the port facility and during the voyage, unless they are marked according to chapter 3.4 RID/ADR. The responsibility for fitting such plates shall rest with the person actually placing the CTU ready for loading on board the ro-ro ship.

(4) When the placarding and marking of trailers without a motor vehicle is not in accordance with the provisions of the IMDG Code, the trailers shall display, on two opposite sides a neutral orange-coloured plate, from the time they have been checked in at the port facility and during the voyage. The responsibility for fitting such plates shall rest with the person actually placing the trailer ready for loading on board the ro-ro ship.

(5) Orange-coloured plates mentioned in 5 (3) and 5 (4) means plates conforming to RID/ADR 5.3.2. Plates required only in the MoU shall be clearly visible and conform to RID/ADR 5.3.2.2.1 regarding size and colour. These plates may be replaced by self-adhesive sheets, by paint or by any other equivalent process.

## **Section 6 Stowage and segregation between CTUs**

(1) Segregation between CTUs shall be in accordance with the provisions of the IMDG Code, except that for LWHA traffic no separation is required for segregation categories 1 and 2 in table 7.2.4.2 of the IMDG Code.

(2) Stowage and segregation of class 1 shall be in accordance with the IMDG Code and the Document of Compliance (SOLAS 1974, II-2/19).

---

<sup>1</sup> See IMDG Code, 5.4.2 and Supplement, 4.4.2.

(3) The following table shall apply to the stowage of CTU containing dangerous goods:

**Stowage table for CTUs containing packaged dangerous goods of classes 2 to 9**  
**Note: Stowage shall also be in accordance with the Document of Compliance (SOLAS 1974, II-2/19) or the Letter of Compliance referred to in Section 8 of the MoU.**

Description and class as specified in IMDG Code/RID/ADR		Cargo ships or passenger ships carrying either not more than 25 passengers or 1 passenger per 3 metres of overall length <sup>*)</sup>		Other passenger ships	
Description	Class	On deck	Under deck	On deck	Under deck
Gases	2				
-flammable gases.	2.1	Permitted	Prohibited	Prohibited	Prohibited
-non-flammable non-toxic gases.	2.2	Permitted	Permitted <sup>3)</sup>	Permitted <sup>3)</sup>	Permitted <sup>3)</sup>
-toxic gases	2.3	Permitted	Prohibited	Prohibited	Prohibited
Flammable liquids	3				
- packing group I or II		Permitted	Permitted	Permitted	Prohibited
- packing group III		Permitted	Permitted	Permitted	Permitted
Flammable solids	4.1 <sup>2)</sup>				
- UN No. 1944, 1945, 2254, 2623		Permitted	Permitted	Permitted	Permitted
- other UN numbers		Permitted	Prohibited	Permitted	Prohibited
Substances liable to spontaneous combustion	4.2	Permitted	Prohibited	Permitted	Prohibited
Substances which give off flammable gases in contact with water	4.3	Permitted <sup>1)</sup>	Prohibited	Permitted <sup>1)</sup>	Prohibited
Oxidizing substances	5.1	Permitted	Permitted	Permitted	Prohibited
Organic peroxides	5.2 <sup>2)</sup>	Permitted	Prohibited	Prohibited	Prohibited
Toxic substances	6.1				
- packing group I or II		Permitted	Prohibited	Permitted	Prohibited
- packing group III		Permitted	Permitted	Permitted	Permitted
Infectious substances	6.2	Permitted	Permitted	Prohibited	Prohibited
Radioactive material	7	Permitted	Permitted	Permitted	Permitted
Corrosive substances	8				
- packing group I or II		Permitted	Prohibited	Prohibited	Prohibited
- liquids packing group III		Permitted	Permitted	Permitted	Prohibited
- solids packing group III		Permitted	Permitted	Permitted	Permitted
Miscellaneous dangerous substances and articles	9	Permitted	Permitted	Permitted	Permitted

- 1) The carriage of Aluminium ferrosilicon powder of UN number 1395, Aluminium silicon powder, uncoated of UN number 1398, Calcium silicide of UN number 1405 and Ferrosilicon of UN number 1408 when transported in bulk packagings, in containers, road vehicles or rail wagons, tank containers or demountable tanks is allowed only when accompanied by a certificate stating that the material was stored under cover, but in the open air, and that the particle size is representative of the material stored.
- 2) For the stowage of these substances, chapter 7.7 of the IMDG Code shall be complied with in addition to the provisions of ADR.
- 3) Refrigerated gases of ADR or of stowage category "D" of the IMDG Code are prohibited.
- \*) For the purpose of the MoU the total number of passengers may be extended to not more than 1 person per 1 metre of the overall length of the ship.

Notes pertaining to this table:

- A: If the stowage of dangerous goods is prohibited according to this table for one item contained in a CTU loaded with mixed dangerous goods, this prohibition applies to the whole unit within that compartment.

- B: Substances assigned to special provisions SP 349, 350, 351, 352, 353 or 900 of the IMDG Code are prohibited.
- C: If the stowage of dangerous goods is prohibited according to or not covered by this table, but is permitted under the provisions of the IMDG Code, the stowage requirements of the IMDG Code may be applied instead.

#### **Section 7 Additional duties for the consignors**

- (1) The consignor shall ensure that, in addition to the information required by the provisions of RID/ADR, the dangerous goods are identified within the documentation as „MARINE POLLUTANT“, if applicable.
- (2) If liquid dangerous goods to be transported having a flashpoint of 60°C or below (closed cup (c.c.)), the flashpoint range in accordance with the relevant packing group should be indicated. For substances to be transported under UN No 1133, 1139, 1169, 1197, 1210, 1263, 1266, 1286, 1287, 1306, 1866, 1993 or 1999 it shall be indicated if the flashpoint is below 23°C and cargo shall be stowed accordingly.

#### **Section 8 Requirements applicable to ships**

- (1) Ships shall, with regard to design and equipment, fulfil the requirements of regulation II-2/54 of SOLAS 74, as amended. For ships constructed on or after 1 July 2002 regulation II-2/19 SOLAS 74, as amended, shall be applicable. The Document of Compliance shall include information specifying the classes of dangerous goods, which may be stowed in the individual cargo spaces of the ship.
- (2) Ships constructed before 1 September 1984 already provided with a letter of compliance may continue to transport dangerous goods in accordance with the requirements applicable at the time, when the letter of compliance was issued. However, these ships shall comply with the requirements of chapter 7.4 of the IMDG Code.
- (3) A Letter of Compliance issued in accordance with the MoU is considered to be equivalent as being specified in 7.4.5.7 of the IMDG Code.

#### **Section 9 Additional requirements**

- (1) During the voyage, CTUs containing dangerous goods shall be secured in compliance with the Cargo Securing Manual approved by the Administration. As far as practicable, IMO Resolution A.581(14) of 20 November 1985 shall be observed. CTUs without facilities for lashing may not be offered for transport under the provisions of this MoU.
- (2) The IMO/ILO/UN ECE Guidelines for Packing of Cargo Transport Units (CTUs) shall be observed for all cargo transport units.
- (3) Ro-ro vessels shall have on board current versions of:
- a) the International Maritime Dangerous Goods Code (IMDG Code);
  - b) the Emergency Procedures for Ships Carrying Dangerous Goods (EmS);
  - c) the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG);
  - d) the applicable Regulations Concerning the International Carriage of Dangerous Goods by Rail (RID) or Annexes A and B of the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR), as appropriate to the mode of transport.
- (4) Shipowners shall ensure that the persons they appoint and who are involved in the transport of CTUs under the provisions of the present MoU are made familiar, through repeated training, with the application of the relevant provisions, in particular, with those of ADR or RID. They shall ensure that the persons involved will be issued with a certificate stating that they have been trained and informed accordingly.

(5) The competent authorities concerned may grant exemptions for a period of not more than 1 year, provided an equivalent level of safety is maintained. The MoU Member States shall be notified of such exemptions.

(6) The competent authorities as listed in Section 2 above should arrange for a representative proportion of checks to be conducted on consignments using a checklist (Appendix 2).

(7) The number and results of checks shall be presented at the MoU meetings and circulated to the competent authorities concerned.

#### **Section 10 Transitional Regulations**

On board cargo ships and passenger ships carrying not more than 1 passenger per 1 meter length of the ship, CTUs may be stowed under deck by using the approval of the competent authority having granted such a stowage until 31 December 2002. Segregation of the CTUs in this deck must be performed in compliance with the requirements in the IMDG Code, section 7.2.4.2 (Table of segregation of cargo units on board ro-ro ships).

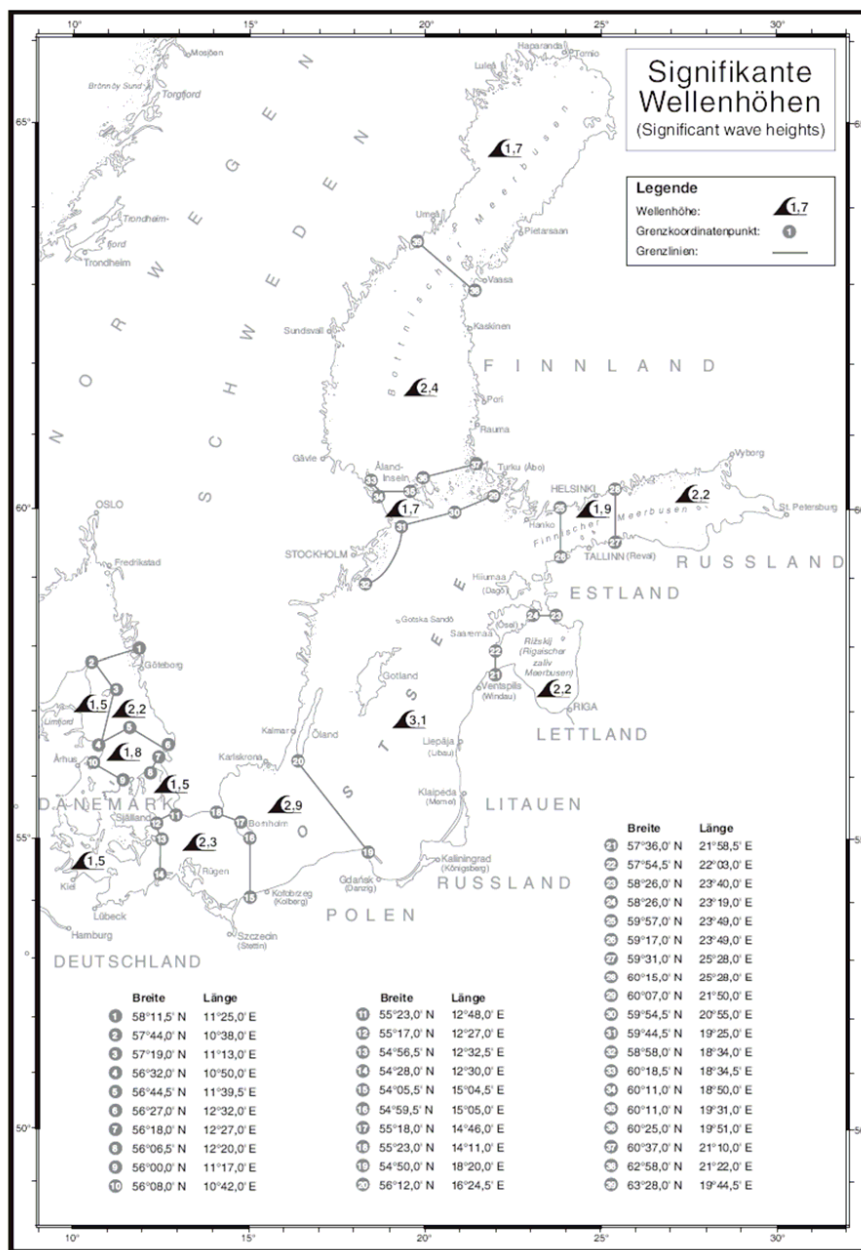
#### **Section 11 Entry into force**

(1) This amendment to the Memorandum of Understanding shall come into force not later than 1 January 2012.

(2) The German and English versions of this amendment to the Memorandum of Understanding shall be equally authoritative.



Appendix 1 of Annex 1 of the MoU



© Herausgegeben vom BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE, Hamburg - Rostock  
Alle Rechte vorbehalten

## **Appendix 2 of Annex 1 of the MoU**

Part 1 to 4:

- (1) Competent authorities
- (2) Checklist for (MoU dangerous goods) transport
- (3) Checklist for deficiency (MoU dangerous goods) transport
- (4) Report of competent authorities

## **Appendix 2 of the MoU Guidelines for joint checks according to section 9 (6) in the Memorandum of Understanding for the transport of dangerous goods in ro-ro ships in the Baltic Sea (MoU)**

### **1. Purpose**

To ensure safe international transport of dangerous goods in connection with ro-ro transport, and to coordinate joint checks carried out in ports within the area covered by the MoU.

### **2. Application/Scope**

- 2.1 This guideline is applicable to the participating countries' competent authorities (listed in Part (1) performing joint checks on transport of dangerous goods.
- 2.2 Joint checks on dangerous goods should be performed in accordance with the checklist for road transport (Part 2) under the provisions of Directive 95/50/EC as amended by Directive 2004/112/EC or with the checklist for transport of dangerous goods in ro-ro ships in the Baltic (Part 3).

### **3. Definitions**

- 3.1 Joint checks are checks, which are agreed upon by the Member States with connecting ship routes. Joint checks concerns export traffic only.
- 3.2 Competent authority: any national authority related to check of dangerous goods.

### **4. Procedures of joint checks**

- 4.1 Each Member State should perform four joint checks annually.
- 4.2 Member States should exchange plans for joint checks annually on December 1<sup>st</sup> at the latest. Plans should be submitted between Member States with connecting ship routes and the authorities should agree to a mutual timetable for joint checks for one year at a time.
- 4.3 The execution of the joint checks should be coordinated between the competent authorities of Member States with connecting ship routes.
- 4.4 Joint checks should, in general, be unannounced.
- 4.5 Joint checks should be performed on basis of checklists for road transport and/or sea transport. (Part 2/3)
- 4.6 Coordination should ensure that the same transport unit is only checked by one competent authority on any joint check.
- 4.7 Competent authorities within the MoU can participate in joint checks as observers in any check performed by other Member States.
- 4.8 At the end of each joint check, the competent authority submits a report containing information as stipulated in Part 4, which is in accordance with the MSC/Circ. 859, to the responsible Administration appointed by MoU conference.
- 4.9 The responsible administration submits an annual report of the joint checks to the MoU conference and IMO, on behalf of the Member States.
- 4.10 The report should be evaluated at the MoU conference and action should be taken as appropriate.

### **5. Others**

- 5.1 Member States, which do not follow this guideline, have to secure a safe international transport of dangerous goods on equivalent base. They inform the responsible administration (4.8) about their activities.
- 5.2 Joint checks should be performed in accordance with the requirements of Chapter XI-2 of SOLAS in conjunction with the International Ship and Port Facility Security (ISPS) Code.

Part 1 of Appendix of Annex 1

## COMPETENT AUTHORITIES

### Denmark

Inspection of transports of dangerous goods on board Danish ships and on board all ships in Danish ports. Regulations pertaining to carriage of dangerous goods in packaged form by sea.

Danish Maritime Authority  
Centre for Ships  
Vermundsgade 38C  
DK-2100 Copenhagen Ø  
Tel.: +45 3917 4400  
Tel.: +45 3917 4699 (Outside of office hours)  
Fax: +45 3917 4401  
E-mail: csa@dma.dk

Danish Maritime Authority  
Centre for Maritime Regulation  
Vermundsgade 38 C  
DK-2100 København  
Tel.: +45 3917 4400  
Fax: +45 3917 4401  
E-mail: cmr@dma.dk

Arne Thykjær, tel. +45 3917 4483  
E-mail: atc@dma.dk

Steen Nielsen, tel. +45 3917 4591  
E-mail: sn@dma.dk

Dangerous Goods by Rail (RID)  
Legislation and co-ordination:

Dangerous Goods by Road (ADR)  
Land based controls and legal proceedings:

National Rail Authority  
Adelgade 13  
DK-1304 Copenhagen K  
Tel.: +45 7226 7000  
Fax: +45 7226 7070  
E-mail: info@trafikstyrelsen.dk

National Commission of the Danish Police  
Traffic Police  
Ellebjergvej 52,2  
DK-2450 Copenhagen SV  
Tel.: +45 33 910 910  
Fax: +45 3343 0159  
E-mail: rpchi-tvs@politi.dk

Steen Riis Thomsen, tel. +45 7226 7061  
E-mail: srt@trafikstyrelsen.dk

Torkil Hansen, tel. +45 2275 2599  
E-mail: tkh002@politi.dk  
Freddy Agerskov, tlf. +45 2555 1120  
E-mail: fpa001@politi.dk

### Estonia

Mr Jaak Arro  
Head of Dangerous Goods Section  
Ship Control Department  
Estonian Maritime Administration  
Valge 4  
11413 Tallinn  
ESTONIA  
Tel.: +372 620 5715  
Fax: +372 620 5706  
E-mail: jaak.arro@vta.ee

### Finland

Finnish Transport Safety Agency  
Marine Technology Department  
Marine Environment Protection Unit  
Dr. Jyrki Vähätalo  
P.O. Box 320  
FI-00101 Helsinki  
Tel: +358 204 618 6470  
E-mail: jyrki.vahatalo@trafi.fi

Finnish Transport Safety Agency  
Inspections Department  
Southern Inspection Unit  
Captain Dan Stenbäck  
P.O. Box 320  
FI-00101 Helsinki  
Tel. +358 20 618 6462  
Fax +358 20 618 6596  
E-mail: dan.stenback@trafi.fi

Finnish Transport Safety Agency  
Inspections Department  
Western Inspection Unit  
Mr Seppo Nousiainen  
P.O. Box 209  
FI-20101 Turku  
Tel.: +358 20 618 6605  
Fax: + 358 20 618 6619  
E-mail: seppo.nousiainen@trafi.fi

Finnish Transport Safety Agency  
Inspections Department  
Northern Inspection Unit  
Mr. Tomas Lindström  
P.O. Box 31  
FI-65101 Vaasa  
Tel: +358 20 618 6674  
Fax: +358 20 618 6679  
E-mail tomas.lindstrom@trafi.fi

Finnish Transport Safety Agency  
Inspections Department  
Eastern Inspection Unit  
Kotka office  
Captain Ilpo Ruokonen  
P.O. Box 36  
FI-48101 Kotka  
Tel. +358 20 618 6632  
Fax +358 20 618 6639  
E-mail: ilpo.ruokonen@trafi.fi

Finnish Transport Safety Agency  
Inspections Department  
Western Inspection Unit  
Mariehamn office  
Mr. Henrik Karlsson  
Hamngatan 4  
AX-22100 Mariehamn  
Tel: +358 20 618 6621  
Fax: +358 20 618 6629  
E-mail: henrik.karlsson@trafi.fi

Finnish Transport Safety Agency  
Inspections Department  
Northern Inspection Unit  
Oulu office  
Captain Jarmo Kokko  
P.O. Box 58  
FI-90101 Oulu  
Tel: +358 20 618 6681  
Fax: +358 20 618 6689  
E-mail jarmo.kokko@trafi.fi

#### **Germany Mecklenburg-Pommerania**

Innenministerium Mecklenburg-Vorpommern  
Referat Einsatz/Lagezentrum  
Alexandrinestraße 1  
19055 Schwerin  
Tel: +49 385/588 2439  
Fax: +49 385/588 2480  
E-mail: nils.wenzek@im.mv-regierung.de

Ministerium für Verkehr, Bau und Landesentwicklung  
Mecklenburg-Vorpommern  
Referat 210  
Schloßstraße 6 - 8  
19053 Schwerin  
Tel.: +49 385/588 8217  
Fax: +49 385/588 8278  
E-mail: monika.blumberg@vm.mv-regierung.de

Landeswasserschutzpolizeiamt  
Mecklenburg-Vorpommern  
Gefährliche Güter/Umweltschutz  
Hohen Tannen 10  
18196 Waldeck  
Tel.: +49 38208/887 3164  
Fax: +49 38208/887 3116  
E-mail: gefahrgut@lwspa-mv.de

Hansestadt Rostock  
Der Oberbürgermeister  
Hafen- und Seemannsamt Rostock  
Am Seehafen 2  
18147 Rostock  
Tel.: +49 381/381 8790  
Fax: +49 381/381 8735  
E-mail: port.authority@rostock.de

Stadt Sassnitz/Rügen  
Der Bürgermeister  
Hafenamt  
Waldmeisterstr. 6  
18546 Sassnitz  
Tel.: +49 38392/55312  
Fax: +49 38392/55313  
E-mail: hafenamt@sassnitz.de

#### **Germany Schleswig-Holstein**

Innenministerium  
des Landes Schleswig-Holstein  
Herr Ralf Kock  
IV 426  
Düsternbrooker Weg 92  
24105 Kiel  
Tel.: +49 431/988 3169  
Fax: +49 431/988 614 3169  
E-mail: Ralf.Kock@im.landsh.de  
Polizeiliche Grundsatzangelegenheiten

Ministerium für Wissenschaft, Wirtschaft und  
Verkehr des Landes Schleswig-Holstein  
Herr Holger Kotte  
VII 426  
Düsternbrooker Weg 94  
24105 Kiel  
Tel.: +49 431/988 4740  
Fax: +49 431/988 4700  
E-mail: holger.kotte@wimi.landsh.de  
Grundsatzangelegenheiten, Einzelfragen

Landespolizeiamt Schleswig-Holstein  
Abteilung 4 - Wasserschutzpolizei  
SG 412  
Mühlenweg 166 / Haus 10  
24116 Kiel  
Tel.: +49 431/160 64120  
Fax: +49 431/160 64119  
E-mail: Kiel.LPA412@polizei.landsh.de

Wasserschutzpolizeirevier Kiel  
Hafensicherheitsdienst  
Düsternbrooker Weg 82  
24105 Kiel  
Tel.: +49 431/160 1640/1610  
Fax: +49 431/160 1609

Hafen- und Seemannsamt der Landeshauptstadt Kiel  
Hafenkapitän Jürgen Melzer  
Bollhörnkai 1  
24103 Kiel  
Tel.: +49 431/901 1073  
Fax: +49 431/94477

Außenstelle Ostuferhafen  
Ostuferrhafen 15  
24149 Kiel  
Tel.: + 49 431/205261  
Fax: +49 431/26127  
E-mail: kiel.wsprv@polizei.landsh.de

Wasserschutzpolizeistation Puttgarden  
Fährhafen  
23769 Puttgarden  
Tel.: +49 4371/864 1810  
Fax: +49 4347/864 1819

Wasserschutzpolizeirevier Lübeck-  
Travemünde  
Hafensicherheitsdienst/Zentrale Gefahrgut-  
Auskunftsstelle  
Zum Hafenplatz 1  
23570 Lübeck-Travemünde  
Tel.: +49 4502/880880  
Fax: +49 4502/8808819  
E-mail: zga.luebeck.wsr@polizei.landsh.de

Lübeck Port Authority  
Abt. 1.691.4 Hafen- und Seemannsamt  
Schüsselbuden 16  
23552 Lübeck  
Tel.: +49 451/122 5918  
Fax: +49 451/122 5924  
E-mail: luebeck-port-authority@luebeck.de

**Latvia**

Maritime Administration of Latvia  
Maritime Safety Department  
Dangerous Cargo and Bulk Cargo Inspectorate  
5 Triijadibas str.  
LV 1048, Riga  
Tel.: +371 67062101  
Fax: +371 67860082  
E-mail: lja@lja.lv

**Lithuania**

Lithuanian Maritime Safety Administration  
J. Janonio str. 24  
LT-92251 Klaipeda,  
Director – Evaldas Zacharevičius  
Tel.: + 370 469 602  
Fax: + 370 469 600  
E-mail: msa@msa.lt

**Poland**

Ministry of Infrastructure  
Shipping Safety Department  
Mr Grzegorz Grządka  
Ul. Chałubińskiego 4/6  
PL-00928 WARSAW  
Tel. +48 22 630 18 74  
Fax +48 22 630 14 97  
E-mail: ggrzadka@mi.gov.pl

**Sweden**

Swedish Transport Agency  
Caroline Petrini  
Box 653  
SE-601 15 Norrköping  
SWEDEN  
Tel.: +46 10 495 3250  
Fax: +46 11 23 99 34  
E-mail: caroline.petrini@transportstyrelsen.se

Swedish Coast Guard, HQ  
Jimmy Leijonfalk  
Box 536  
SE- 37123 KARLSKRONA  
SWEDEN  
Tel.: +46 45 5353400  
Mobil: +46 70 690 60 33  
E-mail: jimmy.leijonfalk@coastguard.se

Part 2 of Appendix of Annex 1

**CHECKLIST FOR INSPECTIONS IN ACCORDANCE WITH THE MOU**

2. Date

3. Time

1	Place of check					1.1 Terminal	1.3 Company/system	
						1.2 Harbour	1.4 Theme	
4	Vehi- cle	4.1 Nationality	4.2 Reg. number	5	trailer/semi- trailer/	5.1	5.2 Reg. number.	1.5 Road
6	Carrier/address							
7	Driver					Driver's assistant		
	Address					Address		
8 <sup>1</sup>	Consignor					Place of loading		
	Address							
9 <sup>1</sup>	consignee					Place of discharge		
	Address							
10	Total quantity of dangerous good per transport unit kg							
11	ADR 1.1.3.6 quantity limit exceeded <input type="checkbox"/> 11.1 yes <input type="checkbox"/> 11.2 no					Calculated value	LQ	EQ
12	Transport with <input type="checkbox"/> 12.1 Tank <input type="checkbox"/> 12.2 Bulk <input type="checkbox"/> 12.3 Package <input type="checkbox"/> 12.2 Other							
	Transport in accordance <input type="checkbox"/> 12.9 RID <input type="checkbox"/> 12.10 national road <input type="checkbox"/> 12.11 IMDG Code <input type="checkbox"/> 12.12 ICAO-TI <input type="checkbox"/> 12.13 RID <input type="checkbox"/> 12.14 national rail <input type="checkbox"/> 12.15 MoU <input type="checkbox"/> 12.16 Other							
	*A) Checked B) Not in acc. with the rules C) NA					*A)	*B)	*C)
						Risk-category		Note
Documents on board	13	13.1 DGD (5.4)	13.2 Stowage plan	13.3 CPC (5.4.2)				
	14	Instructions in writing (ADR 5.4.3 & ADR 8.1.2.1(b))						
	15	Bilateral	Multilateral	Nat.Auth				
	16	Cert. of app. for vehicle 16.1 vehicle 16.2 ship						
17	17.1 Driver's training certificate (ADR 8.2.1, 8.2.2)							
	17.2 Other dangerous goods training (1.3, ADR 8.2.3)							
Transport operation	18	Cargo authorized for transport						
	19	19.1 vehicle/CTU	19.2 ship permitted for the cargo					
	20	Provisions related to the mode of transport (bulk, package, tank)						
	21	Mixed load prohibition						
	22	22.1 Handling <sup>2</sup>						
		22.2 Loading/stowage <sup>2</sup>						
		22.3 Cargo securing <sup>2</sup>						
	23	23.1 Leakage <sup>2</sup>						
		23.2 Damage to package/vehicle <sup>2</sup>						
	24	Approval markings packaging/tank/container						
25	25.1 Package marking (5.2.1)							
	25.2 Package labelling (5.2.2)							
26	Tank/vehicle placarding (5.3.1)							
27	Marking of cargo transport units (5.3.2- ADR/RID 5.5)							
Equipment on board	28	General purpose safety equipment (ADR 8.1.5 a))		28.1 Wheel chock				
				28.2 Warning equipment				
				28.3 Warning vest				
				28.4 Handlamp(s)				
29	Additional equipment (ADR 8.1.5.3)		Eye rinsing liquid (ADR 8.1.5.2)					
30								
31	Fire extinguisher		31.1 Type A (ADR 8.1.4.1a)/8.1.4.2)					
			31.2 Type B (ADR 8.1.4.1b, c))					
40	Remarks							
39	The most serious risk category of established infringements					<input type="checkbox"/> cat. I	<input type="checkbox"/> cat. II	<input type="checkbox"/> cat. III
41	Authority/officer having carried out the inspection (sign)					Clarification of signature		

<sup>1</sup> To be filled only if relevant for an infringement

<sup>2</sup> Check of visible violation

**CHECKLIST DEFICIENCY IN ACCORDANCE WITH THE MoU**

2. Date

3. Time

\_\_\_\_\_

Goods	Pos.	UN-nr.	Goods description	Class	PG	Amount	Declaration nr.	LQ
	A							
	B							
	C							
	D							
	E							
	F							
	G							
	H							
	I							
	J							
	K							
	L							

Deficiency	Nr.	Goods Pos.	Remarks	Note	



Part 4 of Appendix of Annex 1

**Report of the joint controls 200X**

**Date:**

**Submitted:**

	Country of origin of CTU's									Total
	D	Dk	Est	Fin	Lv	Lt	Pol	Se	Other	
1 Number of CTUs examined (with DG)										
2 Number of CTUs with deficiencies total										
3 in particular (Position in checklist)										
3.1 Placarding and marking (Pos. 26 and 27)										
3.2 Labeling (of packages) (Pos. 25)										
3.3 Documentation (Pos. 13)										
3.4 Packaging (inappropriate or damaged) (Pos. 23)										
3.5 Portable tank or road tank vehicles (Pos. 20 and 24)										
3.6 Stowage/securing inside CTUs (Pos 22)										
3.7 Segregation of cargo (Pos. 21)										
3.8 Container Safety Convention (CSC) Safety Approval Plate (Pos. 40)										
3.9 Tie down attachments of road vehicle (Pos. 40)										
3.10 Other										

### **Principles for amending the Memorandum**

#### **General**

- 1) The MoU may be amended at a conference or through a written procedure.
- 2) Conferences or written procedures should be so scheduled that amendments to the international transport regulations (ADR, RID and the IMDG Code) can be taken into account.
- 3) A conference or a written procedure should be hosted by one of the Member States.
- 4) Each Member State or observer state/organisation may propose amendments to the MoU. The Member States should agree on the amendments by consensus.
- 5) The revised MoU, including the agreed amendments, should be reproduced and circulated by the hosting Member State when new amendments have been adopted. The amended parts of the text should be indicated in the margin.
- 6) The revised MoU including the new amendments shall come into force six months after the new text is available or as otherwise decided.
- 7) Distribution and communication in general should be performed by electronic means.

#### **Conference**

- 8) Proposals should be sent to the Member State hosting the next conference at least 3 months before the conference takes place. The hosting Member State should distribute the proposals to all Member States and observer states/organizations at least 1 month before the conference. All Member States and observer states/organizations shall have the opportunity to respond to the documents presented within a period of 2 weeks after the distribution. Preferably, this distribution should be done by e-mail.
- 9) Working groups for special issues may be arranged in the time between the conferences. The reports or proposals from such working groups should be presented at the conference in the same way as other proposals. Working groups may also take place during a conference, and this should, if possible, be notified in advance.

#### **Written procedure**

- 10) A written procedure can be used as an alternative to a conference providing this is proposed by the Member State designated to host the next conference. In such case the designated Member State will host the written procedure.
- 11) A written procedure can also be initiated if at least 3 Member States request it. In such case the designated Member State hosting the latest conference should host the written procedure.
- 12) The Member State hosting the written procedure shall distribute proposals and/or proposed amendments to the competent authorities in the Member States and announce the schedule for written comments. All Member States should respond to the documents presented within a period of 6 weeks. If the initial proposal is amended on the basis of comments of the Member States, the revised proposal should be distributed again to the competent authorities in the Member States. From the time when the revised proposal is distributed the Member States shall declare within 4 weeks whether they agree to the amended text of the MoU.
- 13) The amendments are adopted if supported by all Member States. The Member State hosting the written procedure shall notify the adoption of the amendments and reproduce and circulate the revised MoU in accordance with section 5.

14) In such case all Member States shall sign and return to the host State a hard copy of the agreed amendment. The signed hard copies shall be kept by the host of the written procedure for at least five years or until it may be recognised by a conference, whatever may come first.

---