



Australian Chamber of Shipping Ltd.

FACT SHEET

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CARRIAGE OF HAY IN SHIPPING CONTAINERS

**INFORMATION FOR SHIPPERS, SHIPPING LINES
AND THEIR AGENTS**

Amendment 29-98 to the International Maritime Dangerous Goods (IMDG) Code was recently approved by the International Maritime Organisation (IMO) came into force on 1 January 1999, with a six month transitional period until 1 July 1999.

Hay, which ignites readily and is liable to spontaneous combustion when wet, damp or contaminated with oil, is categorised as a Flammable Solid, Class 4.1, UN No. 1327, should be stowed "Away from" animal or vegetable oils.

However, with the introduction of the new amendment, the provision of the IMDG Code does not apply to consignments of compressed baled hay with a moisture content of less than 14%, shipped in closed containers and accompanied by a certificate from the shipper stating that the product does not present any Class 4.1, UN No. 1327 hazard in transport and its moisture content is less than 14%.

Unless the cargo is accompanied by an exemption certificate issued by the shipper, then such cargo will be treated as Class 4.1, declarations made to that effect and documentation prepared and tendered accordingly.

Additionally, if the cargo has been treated with an anti-fumigant (e.g. Methyl Bromide) the cargo should be treated as an additional Class 9 hazard unless the container has been properly aired. 24 hours is normally considered to be adequate for this purpose.

It is of paramount importance that a declaration is made to the Shipping Line, at the time of booking space on a vessel, well in advance of the arrival of vessel to carry out loading operations as to the nature of the cargo (whether it is hazardous or non-hazardous). Early advice enables the Shipping Line to obtain transit and discharge clearance from ports of transit and discharge.

In accordance with IMO regulations, an extensive declaration of hazardous cargo loaded is required to be held on board the carrying vessel at all times. Failure to do so will result in heavy penalties

being imposed on the Vessel. This could also place the vessel and its cargo at risk.

Failure to provide **all** relevant information may result in the cargo being short shipped and all costs incurred by the Shipping Line or its Agent as a consequence, being passed on to the account of the Shipper.

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