

KONTROL SONUÇLARI TABLOSU

Yıl / Dönem /	Sayı	Yüzdelik
<i>Kontrol edilen paketler:</i>			
<i>Kusurlu paketler:</i>			
. toplam			
. yurt içinde doldurulmuş			
. yurt dışında doldurulmuş			
<i>Kusurlar:</i>			
Dokümantasyon:			
. Tehlikeli Yük Deklarasyonu			
. Konteyner/Araç Paketleme Sertifikası			
Plakalama ve markalama			
Konteyner Güvenlik Sözleşmesi onay levhası			
Ciddi yapısal kusurlar			
Kara tankerleri bağlama eklentileri			
Taşınabilir tank veya kara tankerleri (<i>uygunsuz veya hasarlı</i>)			
Etiketleme (paketler için)			
Paketleme (<i>uygunsuz veya hasarlı</i>)			
Yükün segregasyonu			
Paketin içinin istiflenmesi / bağlanması			

Hazırlayan (Liman İşletmesi veya Bölge):



IMO

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Ref. T3/1.01

MSC.1/Circ.1202
14 June 2006

INSPECTION PROGRAMMES FOR CARGO TRANSPORT UNITS (CTUs) CARRYING DANGEROUS GOODS

1 The Maritime Safety Committee, at its sixty-ninth session (11 to 20 May 1998), noted with concern that Member Government reports on inspection programmes carried out on cargo transport units carrying dangerous goods have shown that there is still a lack of general compliance with applicable IMO standards.

2 Noting, however, that in those countries where regular inspection programmes have been implemented, a considerable improvement has been experienced in the general compliance with those standards, the Committee decided to urge Governments, especially those who have not yet done so, to implement such inspection programmes on a regular basis, using the relevant IMO codes and guidelines as standards.

3 To avoid the diverting of dangerous goods to ports where inspections are not carried out, a regional approach should be taken.

4 The following items should, as a minimum, be covered by the inspection programme referred to above:

- .1 placarding and marking;
- .2 labelling (of packages);
- .3 documentation;
- .4 packaging (inappropriate or damaged);
- .5 portable tank or road tank vehicles (inappropriate or damaged);
- .6 stowage/securing inside the freight containers, vehicles and other CTUs;
- .7 segregation of cargo;
- .8 Container Safety Convention (CSC) Safety Approval Plate;
- .9 serious structural deficiencies*; and
- .10 tie down attachments of road tank vehicles.

* On this issue only, the inspection programme should be extended to cover all CSC containers. For the determination of specific deficiencies, the guidance on serious structural deficiencies in containers given in CSC/Circ.134 should be applied. In addition, the provisions of 7.4.6.4.2 in the IMDG Code apply to CSC containers carrying class 1 dangerous goods.

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5 To aid the Organization in evaluating the reports received, Governments are invited to submit them in a structured manner, preferably using the standard format given in the annex, containing at least the following information:

- .1 number of freight containers, vehicles and other CTUs examined;
- .2 number of freight containers, vehicles and other CTUs with deficiencies; and
- .3 number of deficiencies relating to each inspection item as referred to in paragraph 4.

6 This circular replaces MSC/Circ.859 dated 22 May 1998.

ANNEX

RESULTS OF INSPECTION PROGRAMMES

Country _____

Item	Number	Percentage
<i>Inspected units (5.1)</i>		
<i>Units with deficiencies (5.2):</i>		
– total		
– stuffed inside the country		
– stuffed outside the country		
<i>Deficiencies (5.3):</i>		
Documentation (4.3):		
– Dangerous Goods Declaration		
– Container/Vehicle Packing Certificate		
Placarding and marking (4.1)		
CSC Convention Safety Approval Plate (4.8)		
Serious structural deficiencies (4.9)		
Tie down attachments of road tank vehicles (4.10)		
Portable tank or road tank vehicles (inappropriate or damaged) (4.5)		
Labelling (of packages) (4.2)		
Packaging (inappropriate or damaged) (4.4)		
Segregation of cargo (4.7)		
Stowage/securing inside the unit (4.6)		

“Unit” means “freight containers, vehicles and other CTUs”.