

## COMMITTEE OF FUMIGATION COMPANIES TECHNICAL NOTE Nº 002/2022

### Safety Kit delivered to ships

#### Introduction

For in transit fumigation, which is the one started at the loading port, continued during the voyage, and ended at the destination, the fumigation company that starts the service, must check if the ship has the safety equipment for the fumigation procedures to ensure safety during the trip.

#### Normative:

According to IMO (MSC.1/Circ.1264 27 May 2008) the ship must contain the following equipment:

3.3.2.7 The ship should carry:

1 gas-detection equipment and adequate fresh supplies of service items for the fumigant(s) concerned as required by 3.3.2.12, together with instructions for its use and the occupational exposure limit values set by the flag State regulations for safe working conditions;

2 instructions on disposal of residual fumigant material;

3 at least four sets of adequate respiratory protective equipment; and

4 a copy of the latest version of the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG), including appropriate medicines and medical equipment.

According to GAFTA standards:

10.1.9 In the event that sufficient quantities of effective safety equipment are not on-board, the Fumigator must remind the Master in writing of his responsibility to carry this and must assist the Master wherever possible by either supplying the equipment **at the owner's cost** or making arrangements for it to be supplied so that the ship fulfils its responsibility to carry sufficient items. (Refer also to point 1.9)

#### Security kit financial responsibility:

The IMO regulation says that the ship "must contain", not stating that it must be provided by the fumigation company but giving the fumigation company the responsibility to check if the ship has the necessary equipment for fumigation in transit.

In addition, GAFTA in its manual explicitly informs that in case the ship does not have sufficient safety equipment, the fumigation company must alert the captain and help him to obtain the supplies, making it clear that the financial responsibility for this equipment should not be borne by the fumigator but by the ship's owner.

If there is a need to assist/help the ship's master to obtain the safety kits, the fumigation company may do so, by negotiating the supplies.

#### Conclusion:

Based on the above and always aiming the safety of the services provided on board bulk carriers, this committee of fumigation companies with extensive expertise in fumigation of ship holds, understands that the SAFETY KIT as mentioned in the IMO and recommended by GAFTA, is responsibility of the shipowners and master of the vessel. In case there is not one on board, it will be provided by the fumigation company and the costs will be passed on to the vessel or those entitled.



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