



Maritime and Coastguard Agency

An executive agency of the Department for Transport

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Our Ref: MS 116/57/017 Part 35

Date: 30th January 2012

UNITED KINGDOM

OFFSHORE INDUSTRY SPECIFIC

MARINE COMPETENT AUTHORITY APPROVAL

Approval Number: 008/12

Date of Expiry: 31 December 2013

In accordance with the provisions of the International Maritime Dangerous Goods (IMDG) Code, as amended, this is to confirm that the Maritime and Coastguard Agency has no objection to the **United Kingdom Offshore Oil Industry** carrying by sea within the United Kingdom sector the following:

Proper Shipping Name	:	DANGEROUS GOODS IN MACHINERY
UN Number	:	UN 3363
Class	:	9
Packing Group	:	--

The following additional conditions shall apply to the goods offered for carriage or taken aboard ship:

1. This approval applies only to machinery containing dangerous goods being moved to and from offshore installations by sea within the United Kingdom Sector.
2. The machinery is permitted to contain a maximum limit of 250 litres, of UN 1202 DIESEL FUEL per unit when being shipped by sea.
3. All batteries shall be disconnected and fuel tank valves closed when the unit is being shipped by sea.
4. The Dangerous Goods Note accompanying the machinery, completed in accordance with the IMDG Code, shall provide the following information:-
 - .1 The unique machinery identification number; and
 - .2 Any additional dangerous goods, associated with the machinery, shall be declared using its UN Number and Proper Shipping name.

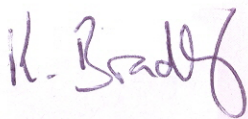
Additional conditions are given overleaf:

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5. Dangerous goods contained in the machinery shall be installed, contained, secured or cushioned to prevent their breakage or leakage during normal conditions of transport.
6. The equipment shall be placarded with a Class 9 on all four sides.
7. Any incident which occurs after goods have been offered for carriage by sea resulting in loss or potential loss of containment of the cargo, loss overboard, or other situations with possible or actual increased hazard to the ship or its personnel, shall be reported to the Environmental Policy Branch without delay, detailing the circumstances. The attention of the carrier and the consignee is drawn to this requirement.
8. This document shall not be used as documentary proof of correct classification. Correct classification remains the responsibility of the shipper.
9. Documentary proof must be held as evidence that a competent person or body has correctly classified the goods in accordance with the IMDG Code, as amended. This information shall be made available at any time at the discretion of the Maritime and Coastguard Agency.
10. In all other respects the relevant requirements of the IMDG Code shall be followed.
11. A copy of this approval is to be attached to the Dangerous Goods Declaration and shall be presented to anyone having a legitimate interest in the carriage of these goods.
12. This approval is valid until the date of expiry, provided no changes are made to the IMDG Code, which would affect this approval in the intervening period.
13. The Agency may withdraw this approval for failure to observe any of the above conditions, or for any other reason which the agency judges sufficient.

Signed



Keith Bradley
Hazardous Cargoes Adviser
Environmental Policy Branch

