

APPROVED  
By the Order  
of the Ministry of Transport of Russia,  
April 21, 2003, No. VR-I/p  
Registered  
by the Ministry of Justice of Russia,  
June 27, 2003, № 4835  
Come into force from November 20, 2003

## I General provisions

1 Rules for safe carriage of cargoes by sea (hereinafter referred to as Rules) have been elaborated in accordance with paragraph 2 of article 5 and article 2 of Federal Law No. 81-FZ of April 30, 1999 "Merchant Shipping Code of the Russian Federation" (hereinafter referred to as MSC of Russia), and also are aimed to execute the duties of the Russian Federation on the International Convention for the Safety of Life at Sea 1974 as amended (hereinafter referred to as SOLAS-74).

2 The present Rules shall be applied when transporting different break bulk cargoes, metal cargoes of all kinds, vehicles (self-propelled and not self-propelled, a wheel-based or caterpillar-based, ferro-concrete products and frameworks, containers, break bulk cargoes, packaged cargoes, bulky and heavyweight cargoes, timber cargoes (hereinafter referred to as general cargoes).

For the cargoes under the present Rules and simultaneously entered into the list of dangerous goods, the requirements on safe sea carriage of dangerous goods also have to be observed.

3 The Rules establish general requirements to loading-unloading of ships, providing safety when transporting general cargoes, including packaged dangerous substances, heavyweight and bulky cargoes, which due to their inherent properties and peculiarities can create during carriage by sea a threat to life and health of people, result in damages of ships and carried cargoes.

4 Cargoes, which need to be packed into packaging and package, to provide their entire safety when transporting, shall be presented in proper packaging and package for transport. Packaging and package for which State Standards and Technical Requirements are established shall comply with them. The same requirements shall be applied to containers presented by the shipper (paragraph 1 of article 139 of MSC of Russia).

5 The shipper shall timely deliver the carrier all the required documents concerned the cargo in accordance with port, custom, sanitary or other administrative rules. The shipper shall bear responsibility to the carrier for the losses, caused by improper delivery, unauthenticity or incompleteness of such documents (Article 141 of MSC of Russia).

6 The shipper shall label the cargo in a proper way and provide the carrier with appropriate information on it (paragraph 2 of Article 139 of MSC of Russia; SOLAS-74 Regulation VI/2.1). For this purpose the shipper in advance of loading shall submit information on the cargo in writing form as given in Annex No. 1 to the present Rules.

7 The shipper shall entrust the recognized organization (IMO Resolution A.739(18)) with elaboration of the information on the cargo to provide trustworthiness and completeness of the information on cargoes, which are of the utmost danger when transporting by sea (packaged dangerous substances, bulky, heavyweight and metal cargoes, timber cargoes).

8 Cargo information may be used within the duration limit established by the elaborator due to the character and dynamics of change of transport characteristics and properties of the cargo.

9 Cargo, cargo units and cargo transport units including containers shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual. The State Maritime Administration of the Ministry of Transport of the Russian Federation approves a Cargo Securing Manual for a ship entitled to fly the flag of the Russian Federation.

10 Normative technical statements and also methodical documents on safe sea carriage of cargoes of particular kinds of general cargo with regard to which Cargo Securing Manuals are elaborated for particular ships shall be issued in accordance with the established order.

11 Loading – unloading operations aboard the ship shall be carried out in accordance with the Cargo Securing Manual (SOLAS-74 Regulation VI/5.6) on working technological documentation which is elaborated and approved in accordance with the established order.

12 Before commencing the loading the Master together with the organization, performing cargo handling, may draw up a checklist on readiness of the vessel for loading in the recommended form, given in Annex No. 2 to the present Rules.

13 The shipper of the cargoes which are of the utmost danger when transporting by sea shall arrange, by the forces of the recognized organization, control of execution of the requirements of the cargo information giving the Master a certificate on safe stowage and securing of the cargo, taking into consideration the recommended form, given in annex No. 3 to the present Rules. In the case of a cargo being carried on deck and/or performing works on its securing by ship crew, the carrier shall be entrusted with obtaining of such a certificate which confirms display of respective care to provide safe and secure carriage of cargo.

14 To obtain permission for leaving the port for a ship with cargoes of the utmost danger when transporting by sea aboard (packaged dangerous substances, bulky, heavyweight and metal cargoes, timber cargoes) the Master shall deliver to the Harbour Master the Cargo Information and the Certificate on its safe stowage and securing, obtained from the recognized organization (SOLAS-74 Regulation VI/1/2).