

Title	IMDG Code 2016 / SUPPLEMENT / Recommendations on the Safe Use of Pesticides in Ships / Annex 4
Effective Date	1-1-2012
Invalid from	1-1-2014
Note	Incorporating Amendment 35-10

ANNEX 4

Model checklist for in-transit fumigation with phosphine

Date:

Port: Terminal/Quay:

Ship's name:

Type of fumigant: Method of application:

Date & time fumigation commenced:

Name of fumigator/company:

The master and fumigator-in-charge, or their representatives, should complete the checklist jointly. The purpose of this checklist is to ensure that the responsibilities and requirements of 3.4.3.11, and 3.4.3.12 are carried out fully for in-transit fumigation under section 3.4.3.9.

Safety of operations requires that all questions should be answered affirmatively by ticking the appropriate boxes. If this is not possible, the reason should be given and agreement reached upon precautions to be taken between ship and fumigator-in-charge. If a question is considered to be not applicable write "n/a", explaining why if appropriate.

PART A: BEFORE FUMIGATION

	SHIP	FUMIGATOR- IN-CHARGE
1 The inspection required before loading has been performed (3.4.3.4)	☐	☐
2 All the cargo spaces to be fumigated are satisfactory for fumigation	☐	☐
3 Spaces, where found not to be satisfactory, have been sealed	☐	☐
4 The master or his trained representatives have been made aware of the specific areas to be checked for gas concentrations throughout the fumigation period	☐	☐
5 The master or his trained representatives have been made familiar with the fumigant label, detection methods, safety procedures and emergency procedures (refer to 3.4.3.6)	☐	☐
6 The fumigator-in-charge has ensured that gas-detection and respiratory protection equipment carried on the ship is in good order, and that adequate fresh supplies of consumable items for this equipment are available to allow sampling as required by 3.4.3.13.	☐	☐
7 The master has been notified in writing of:		
a) the spaces containing cargo to be fumigated	☐	☐
b) any other spaces that are considered unsafe to enter during the fumigation	☐	☐

PART B: AFTER FUMIGATION

The following procedure should be carried out after application of fumigant and closing and sealing of cargo spaces.

	SHIP	FUMIGATOR- IN-CHARGE
8 Presence of gas has been confirmed inside each hold under fumigation	☐	☐
9 Each hold has been checked for leakage and sealed properly	☐	☐
10 Spaces adjacent to the treated cargo spaces have been checked and found gas-free	☐	☐
11 The responsible crew members have been shown how to take gas readings properly when gas is present and they are fully conversant with the use of gas-detection equipment provided	☐	☐
12 Methods of application:		
a) Surface application method	☐	☐
Initial rapid build-up of the gas in the upper regions of hold airspace with subsequent penetration downward of the gas over a longer period		
or		
b) Deep probing	☐	☐
More rapid dispersion of gas than in (a) with lower concentrations in upper regions of airspace in the hold		
or		
c) Recirculation	☐	☐
Rapid dispersion of gas throughout hold but at lower initial gas levels with subsequent build-up of gas levels which, however, may be lower due to even distribution		
or		
d) Other	☐	☐
13 The master or trained representatives have been briefed fully on the method of application and the spread of the gas throughout the hold	☐	☐

14	The master or trained representatives have been made:		
	a) aware that even though the initial check may not indicate any leaks, it is essential that monitoring is to be continued in the accommodation, engine-room, etc. because gas concentrations may reach their highest levels after several days	[]	[]
	b) aware of the possibility of the spreading of gas throughout the duct keel and/or ballast tanks	[]	[]
15	The fumigator-in-charge has supplied a signed statement to the master conforming to the requirements of 3.4.3.12 for his retention		
		[]	[]

The above has been agreed:

Time:

Date:

For Ship:

Fumigator-in-charge:

Rank: