Facility safety officers to stop hazards by Tory Black

Article published on February 22nd 2012 | Marketing

There are numerous standards like IMDG or International Maritime Dangerous Goods which protect people associated with maritime transportation. As per the rules, a FSO or Facility Safety Officer should assist in any kind of trouble regarding hazardous materials.

Transportation through waterways is now a big business and is growing fast. These are not only cheaper than other forms but can carry large amounts of load. To ensure safety and security one has to learn and follow the various codes. These are specially meant for the ships and vessels which carry dangerous goods between countries.

As per the IMDG codes, a FSO should be present in a ship every time an exchange occurs. These people are highly trained and know what to do in case a disaster happens. A team is also present in the docks and ports to assist the officer in case something unexpected turns out. These officers are required to pass special training offered through various institutions.

A ship which would carry hazardous materials is required to pass tests from time to time. These tests check the capability of the vessel for carrying for a long distance. Also periodic lessons are given to the crew regarding the matter so that they can assist the FSO in case of an emergency.

There are other rules like SOLAS and MARPOL which are taught to the students and are followed in the real world. These are additional safety standards in operation between numerous countries. Despite all these, disasters do occur and ultimately damage the sea water. The coastal regions and the marine lives are affected to a huge extent.

If you want to get into this world, then a number of institutes will help you. Getting an entry is as tough as passing the tests. Search for the best organizations in the internet and give it a go. Remember, it will take some time and you must know every rules and regulations regarding the matter.

There are two ways through which the officer will help. First he will be personally present inside the ship or when the vessel reaches near a port or dock, he enters with the help of pilot ships. He should be given complete freedom for operating. Also the FSO must be physically present when such goods are loaded or unloaded from the vessel. If IMDG codes are followed properly there is a less chance of a catastrophe.

Article Source:
http://www.articleside.com/marketing-articles/facility-safety-officers-to-stop-hazards.htm - Article Side

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Tory Black has over 5 years of field and operations experience in transportation, specializing in IMDG, dangerous goods and FSO. Our experienced consultants have first-hand knowledge of security operations. To know more please visit http://www.learnhazmat.com/.

Article Keywords:
IMDG,FSO

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