

11. Dangerous cargo

11.1 General

Gladstone Ports Corporation is responsible for the management of dangerous goods in port, including the loading and unloading of ships alongside and movement across the wharf.

Maritime Safety Queensland is responsible for monitoring and managing the safe movement of ships in Queensland waters. The Regional Harbour Master will assist the port authority in controlling traffic movement in the port, maintaining on-water safety distances, and responding to any emergency situation.

Maritime Safety Queensland and other relevant authorities operate under the codes and guidelines of:

- IMO – IMDG Code
- Oil Companies International Marine Forum
- Society of International Gas Tankers and Terminals (SIGTO)
- Australian Standard AS 3846-2005
- AMSA – Australian Annex to the IMDG Code – Marine Orders 41
- Transport Infrastructure Act 1994.

11.1.1 Notification

Chapter 5 Part 4 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) outlines the duties of owners and masters of vessels in relation to the carriage of dangerous goods. The regulation requires that ships carrying dangerous goods and bulk liquids must comply with the appropriate directions of the IMDG code and AS3846 and are to notify the port authority and the Regional Harbour Master of the intent to bring dangerous cargo into or depart from a pilotage area.

This must be done by lodging the [Dangerous Cargo Report](#) which is to be accompanied by either a copy of the ship's dangerous cargo manifest or a list of dangerous cargo/bulk liquid in an approved form. These requirements apply to dangerous goods and cargoes that remain onboard a ship or are loaded or handled during a port visit.

The Regional Harbour Master and port authority will acknowledge receipt of the notification and the dangerous goods list and return to the agent/master with any applicable conditions noted. Minimum notification times for the scheduled movement or handling of dangerous cargo in a pilotage area are as follows:

Movement	Minimum notification
Ship inbound	48 hours prior to scheduled arrival at pilot boarding ground
Ship departure or removal	3 hours
Ship to ship transfer	24 hours
Loading, removal or handling alongside	24 hours
Operation of a local marine service	48 hours (See section 90 &91 <i>Transport Operations (Marine Safety) Regulation 2016</i>)

Table 13 - Dangerous cargo minimum notification times

There is no direct rail link at the port however these cargoes may be transported by road to Bajool (26 kilometres from the port) and then transferred to rail at the Bajool siding.

11.2 Dangerous cargo information (courtesy Gladstone Ports Corporation)

Port Alma can handle large quantities of ammonium nitrate and explosives compared with other ports. The following information provides an overview only of facilities and requirements. Port users should refer to Gladstone Ports Corporation's Notices for details.

11.2.1 Allowable limits

The quantities of ammonium nitrate and explosives permitted to be handled in Port Alma are restricted by the [Transport Operations \(Marine Safety\) Act 1994](#) which places obligations on certain persons and shipping operations. These limits are currently gazetted at 15,000 tonnes for ammonium nitrate and 1,500 tonnes for explosives.

As a guide, the handbook provides for shipment up to 1500 tonnes of explosives Class 1, and 8000 tonnes of ammonium nitrate Class 5.1 (with provision for larger quantities of ammonium nitrate subject to prior approval by Gladstone Ports Corporation). An Australian Standard, AS 3846, for the Storage, Handling and Transport of Dangerous Cargoes in Port Areas applies as well as the requirements of other authorities such as the Chief Inspector of Explosives, Australian Maritime Safety Authority and so on.

As the limits for a normal berth are typically 400 tonnes for ammonium nitrate and 25 kilograms for explosives, Port Alma offers a very cost effective port facility for these cargoes. Not surprisingly, special procedures apply including, for example, restricted access to the wharf area and 24 hour fire prevention and detection services. It is very important that port users, shippers and agents consult with Gladstone Ports Corporation prior to such shipments, particularly if such persons have not used Port Alma previously.

Gladstone Ports Corporation welcomes the opportunity to accommodate special requirements or review procedures and limits, but it is stressed that considerable lead time can be required.

11.3 Dangerous cargo events

Section 93 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) defines a dangerous cargo event as:

- the loss, or likely loss, of the cargo from a ship into Queensland waters
- a breach, or danger of a breach, of the containment of the cargo that could endanger marine safety
- anything else involving, or that could involve, the cargo that causes risk of explosion, fire, a person's death, or grievous bodily harm of a person
- for a cargo that is a materials hazardous only in bulk (MHB) – an event that causes risk of explosion, fire, a person's death, or grievous bodily harm to a person.

The master and or the person-in-charge of a place where a dangerous cargo event has occurred are required to report the event immediately to the VTS centre or relevant authority.

A full written report is to be submitted on form [Dangerous Cargo Event Report \(form 3220\)](#) to the Regional Harbour Master as soon as reasonably practical.

Emergency procedures for vessels carrying explosives and ammonium nitrate cargoes are detailed in section [Emergency procedures for vessels carrying explosives and ammonium nitrate](#).