

11. Dangerous cargo

11.1 General

NQBPC 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 (Cairns), will assist the port authority NQBP 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
- International Chamber of Shipping Oil Companies, International Marine Forum
- Society of International Gas Tankers and Terminals (ISGOTT)
- Australian Standard AS 3846-2005
- AMSA – Australian Annexe to the IMDG Code – Marine Orders Part 41
- AAPMA – dangerous substances guidelines.

11.1.1 Notification

Section 90 & 91 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) requires owners or masters to report all proposed handling or carriage of dangerous goods within a pilotage area. Reports are to be made to the Regional Harbour Master at least 48 hours prior to the arrival of the ship. The [Dangerous Cargo Report](#) should be faxed to the Regional Harbour Master and the port authority. The North Queensland Bulk Ports Corporation duty officer will issue a permit for the handling of the cargo within the jurisdiction of the port authority.

Accompanying the dangerous cargo report should be a copy of the dangerous cargo manifest (giving the correct technical name as listed in the IMDG code, the UN number, the IMDG class and particulars regarding stowage and marks of each parcel of dangerous goods).

Under no circumstances are security sensitive ammonium nitrate, class 5.1, oxidising substances and explosives as classified in the IMDG code under the United Nations classification as Class 1 explosives be bought into the port without first notifying the port authority.

Minimum notification times for the scheduled movement or handling of dangerous cargo in a pilotage area are as follows:

Table 15 Dangerous cargo minimum notification times

Movement	Minimum notification
Ship inbound	48 hours prior to scheduled arrival at pilot boarding ground
Ship departure or removal	Three hours
Ship to ship transfer	24 hours
Loading, removal or handling alongside	24 hours
Operation of a local marine service	48 hours (See sec.90&91 TO(MS) Reg. 2016)

11.1.2 Dangerous cargo limits

The [port operator](#) will promulgate the limits that apply to the class of dangerous cargo loaded and unloaded in the port, including the maximum permissible types and quantities for approved berths.

11.1.3 Dangerous cargo events

Section 9 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; and
- 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 port control centre or relevant authority.

A full written report is to be submitted on [Dangerous Cargo Event Report – From F3220](#) to the Regional Harbour Master (Cairns) as soon as reasonably practical.