

11. Dangerous cargo

1.1 General

The port authority, Port of Townsville Limited (POTL) 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:

- International Maritime Organisation — IMDG Code
- International Chamber of Shipping Oil Companies, International Marine Forum
- Society of International Gas Tankers and Terminals (ISGOTT)
- Australian Standard AS 3846 — 2005
- Australian Maritime Safety Authority — Australian annex to the IMDG Code – Marine Orders Part 41
- AAPMA — Dangerous Substances Guidelines.

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 AS 3846 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.

The [Dangerous goods declaration form](#) notification must be lodged either by email or via facsimile to the Regional Harbour Master and Port of Townsville Limited accompanied by a copy of the ship's dangerous cargo manifest. These requirements apply to dangerous goods and cargoes that remain onboard a ship or are loaded or handled during a port visit.

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

Movement	Minimum notification
Operation of a local marine service	48 hours (see section 140 of the regulation)

Table 12 — Notification of dangerous goods

11.1.2 Dangerous cargo limits

Refer to the [Port of Townsville](#) website (port notices).

11.2 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; the report should contain the following information:

- correct technical name or names of goods
- UN number or numbers
- IMO hazard class or classes
- names of manufacturers of goods when known, or consignee or consignor
- types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit
- an estimate of the quantity and likely condition of the goods
- whether lost goods floated or sank
- whether loss is continuing
- cause of loss
- 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 is required to report the event immediately to the VTS centre or relevant authority.

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

11.2.1 Ore bulk oil (OBO) ships

Ore bulk oil ships must declare their previous cargo and must provide a gas free certificate that is not more than 24 hours old.