

# 11. Dangerous cargo

## 11.1 General

The port authority 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;
- 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; and
- AAPMA – Dangerous Substances Guidelines.

### 11.1.1 Notification

Section 90 and 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 form should be emailed to the Regional Harbour Master and the port authority. The FNQPCL 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, 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 to be brought 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:

| 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 section 90 &91 TO(MS) Reg 2016)                |

**Table 23 Dangerous goods notification**

### 11.1.2 Dangerous Cargo Limits

The port authority 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. Master/owners should check the port authority website regarding the latest limitations.

### 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 VTS centre or relevant authority.

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