

## 7 Dangerous cargo

### 7.1 General

This requirement to notify the harbour master that a vessel has dangerous goods on board applies to vessels proceeding to berths and anchorages within the pilotage area. Local marine traffic should refer to section 7.3.

Maritime Safety Queensland is responsible for monitoring and managing the safe movement of ships in Queensland Waters. Maritime Safety Queensland and other relevant authorities operate under the codes and guidelines of:

- IMO — IMDG Code
- Australian Standard AS 3846-2005
- AMSA — Australian Annexe to the IMDG Code — Marine Orders Part 41
- AAPMA — Dangerous substances guidelines.

#### 7.1.1 Notification

[Nature Conservation \(Animals\) Regulation 2020 Chapter 6 Part 1](#) 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 Regional Harbour Master of the intent to bring dangerous cargo into or depart from a pilotage area.

The [Dangerous Cargo Report](#) form must be lodged either by email or via fax to the Regional Harbour Master 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 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 sec.90 &91 TO(MS) Regulation 2016)

Table 20 – Movement Notification

### 7.2 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

- 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 Regional Harbour Master.

A full written report is to be submitted on form F3220 to the harbour master as soon as reasonably practical.

### 7.3 Reporting requirements for local marine services

A local marine service is defined as a shipping service in which a ship is operated on Queensland intrastate voyages (including island ferries) and handles dangerous cargo.

A person who is the owner or master of a ship on a local marine service operating within the pilotage area must report to the Regional Harbour Master the following matters in the approved form — at least 48 hours before the start of the local marine service; and for subsequent voyages that are part of the service — at intervals not exceeding six months:

- voyages under the service;
- the nature of the dangerous cargo to be handled.

A person who is the owner or master of a ship operating on a local marine service must notify the Regional Harbour Master general manager of Maritime Safety Queensland within 14 days of the cessation the service.

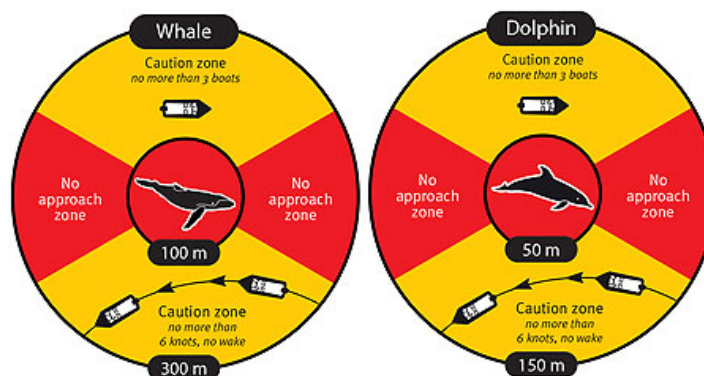
For local marine services operating within Queensland waters but outside of a designated pilotage area this notification should be made to the general manager.

#### 7.3.1 Advisory Note - Interaction with Marine Mammals

The presence of whales or marine mammals indicates that our ports are seen as environmentally attractive places.

The safety of life and the security of the environment from ship based incidents is paramount.

All vessel masters are required to fully comply with relevant marine mammal legislation, such as the provisions of the [Nature Conservation \(Wildlife Management\) Regulation 2006](#) part 5A which prescribes minimum approach distances and maximum speeds within proximity to whales as illustrated in the diagram below:



When whales or marine mammals are reported in the vicinity of port areas and a risk to marine mammals is perceived, then every possible endeavour will be undertaken to manage shipping movements around the marine mammals to keep them safe, provided the safety of life, the ship and other environmental protection objectives are not threatened. Such action may include not commencing transits until the mammals are deemed clear.

In situations where a vessel is underway and restricted in its ability to manoeuvre or constrained to a channel and marine mammals are reported in the vicinity of the transit and a risk to marine mammals is perceived, the master must take all reasonable action necessary to keep them safe, without endangering the vessel, crew and the environment. Such action may include the reduction of speed to the minimum safe speed to safely navigate the channels.

Masters are required to report collisions with marine mammals to VTS and Department of Environment and Science **1300 130 372**

[Marine wildlife strandings | Environment, land and water | Queensland Government](#)

References:

*Nature Conservation (Wildlife Management) Regulation 2006 part 5A, Sections 338A to 338L.*

*North East shipping Management Plan- Sections 5.5, 5.6 and 9.5*