

# 11. Dangerous cargo

## 11.1 General

North Queensland Bulk Ports Corporation (NQBP) 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 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
- 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 Harbour Master at least 48 hours prior to the arrival of the ship. The [Dangerous goods declaration form](#) must be lodged either by email to the Regional Harbour Master and NQBP accompanied by a copy of the ship's dangerous cargo manifest giving the correct technical name as listed in the IMDG Code, the UN No, IMDG Class and particulars regarding stowage and marks of each parcel of dangerous goods.

These requirements apply to dangerous goods and cargoes that remain on-board 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  |
| Operation of a local marine service    | 48 hours (see <a href="#">section.90&amp;91 Transport Operations(Marine Safety) Regulation 2016</a> ) |

Table 13 – Notification of dangerous goods

## 11.1.2 Dangerous cargo limits

Class 1 substances are not permitted in this port.

Ammonium nitrate cargo is restricted to 400 tonnes and organic peroxides to 125 kilograms. Consult the port authority for complete details on dangerous cargo limits and restrictions.

## 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

OBO ships must declare their previous cargo and must provide a [gas free certificate](#) that is not more than 24 hours old.