

11. Dangerous cargoes

11.1 General

North Queensland Bulk Ports Ltd and the respective terminals are responsible for the management of dangerous goods when alongside, 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 RHM will assist the Port Authority in controlling traffic movement in the port, maintaining on-water safety distances, and responding to any emergency.

Maritime Safety Queensland and other relevant authorities operate under the codes and guidelines of:

- [International Maritime Organisation \(IMO\) — International Maritime Dangerous Goods \(IMDG\) Code](#),
- [International Chamber of Shipping \(ICS\)](#),
- [The Oil Companies International Marine Forum \(OCIMF\)](#),
- [International Oil Tanker and Terminal Safety Guide \(ISGOTT\)](#),
- Australian Standard AS 3846-2005: The Handling and Transport of Dangerous Cargoes in Port Areas,
- [The Australian Maritime Safety Authority \(AMSA\)- Marine Orders Part 41](#),
- [The Australian Dangerous Goods Code](#) (This code sets out the requirements for transporting dangerous goods by road or rail in Australia).

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 RHM at least 48 hours prior to the arrival of the ship. The [Dangerous Cargo Report Form F3217](#) should be submitted to VTS via QSHIPS.

Accompanying the form 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, the quantity and particulars regarding stowage and marks of each parcel of dangerous goods.

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 place |
| 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 of the Regulation 2016) |

Table 25 - Dangerous goods notification

11.1.2 Dangerous Cargo Limits

[North Queensland Bulk Ports Corporation Limited](#) 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.

Refer to Australian standard *AS 3846-2005: The Handling and Transport of Dangerous Cargoes in Port Areas*.

11.1.3 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; 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 [Dangerous cargo event report Form F3220](#) to the RHM as soon as reasonably practical.