

11. Dangerous cargo

11.1 General

The Far North Queensland Ports Corporation Limited is responsible for the management of dangerous goods in Cape Flattery and Cooktown, 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.

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 AS3846 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.

This must be done by lodging the [Dangerous Cargo Report](#) which must be accompanied by either a copy of the ship's dangerous cargo manifest or a list of dangerous cargo/bulk liquid in an approved form. These requirements apply to dangerous goods and cargoes that remain onboard a ship or are loaded or handled during a port visit.

The Regional Harbour Master and port authority will acknowledge receipt of the notification and the dangerous goods list and return to the agent/master with any applicable conditions noted.

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 be brought into the port without first being granted approval by the port authority.

Minimum notification times for the scheduled movement or handling of dangerous cargo in a pilotage area are as follows:

Table 11 Minimum Movement Notification

Movement	Minimum notification
Ship inbound	48 hours prior to scheduled arrival at pilot boarding ground

Movement	Minimum notification
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 sec.90&91 TO(MS) Reg 2016)

11.1.2 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 VTS centre or relevant authority.

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