

11. Dangerous cargo

11.1 General

The Port of Townsville Limited 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 Port of Townsville Limited 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 Annex 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 notification of transporting and handling dangerous goods form should be submitted to the Regional Harbour Master who will note and forward the form to the Port of Townsville Limited. The duty officer will issue a permit for the handling of the cargo within the jurisdiction of the Port of Townsville Limited.

Accompanying the [Notification of Transporting Handling Dangerous Goods \(marine\)](#) should be 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.

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 section 90 & 91 TO(MS) Reg 2016)

Table 21 – Notification

11.1.2 Dangerous cargo limits

Port of Townsville Limited has established tonnage limits that apply to some classes of dangerous cargo loaded and unloaded in the port, including the maximum permissible types and

quantities for the approved berths. Specific limits apply to the storage, handling and transport of dangerous goods Class 1 (Explosives), and dangerous goods Class 5.1, Class 9 and Calcium Ammonium Nitrate (SSAN). These can be found in the Port of Townsville Port Notices.

All containers used for the transportation of ammonium nitrate shall be constructed and labelled in accordance with the IMDG Code and will be in good condition.

Written permission from POTL must be obtained at least 48 hours prior to moving, handling or storing, Dangerous Goods on or throughout the Port

Refer to Australian Standard – AS3846 – 2005 in relation to the handling and transport of dangerous cargoes in port areas.

11.1.3 Check list of required conditions when handling Class 1.1 and 5.1 cargoes.

There are special precautions, tasks and controls required for the storage, handling and transport of dangerous goods Class 1.1 (Explosives), and dangerous goods Class 5.1 Ammonium Nitrate over set thresholds.

Written permission from POTL must be obtained at least 48 hours prior to moving, handling or storing, Dangerous Goods on or throughout the Port

11.1.4 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.