11. Dangerous Cargo

11.1 General

The Gladstone Ports Corporation 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 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
- Oil Companies, International Marine Forum
- Society of International Gas Tankers and Terminals (SIGTO)
- Australian Standard AS 3846-2005
- AMSA – Australian Annexe to the IMDG Code – Marine Order 41
- *Transport Infrastructure Act 1994*.

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 Gladstone Ports Corporation 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 is to 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 will not acknowledge receipt of the notification and the dangerous goods list will be returned to the agent/master only if any applicable conditions are noted. Minimum notification times for the scheduled movement or handling of dangerous cargo in a pilotage area are as follows:

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Table 29 Dangerous cargo minimum notification times

Movement	Minimum notification
Ship inbound	48 hours prior to scheduled arrival at pilot boarding ground
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 TO(MS) Reg 2016)

11.1.2 Dangerous Cargo Limits

The Gladstone Ports Corporation promulgates 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.

Explosives will only be handled at Auckland Point 4 berth and must not exceed 25 kg net explosive mass (NEM).

The maximum quantity of ammonium nitrate carried on-board vessels calling at Gladstone for bunkers is 1400 tonnes.

Any vessel with a quantity in excess of 1400 tonnes will not be permitted to enter the port for bunkers or any other reason.

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

- 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 Gladstone VTS or relevant authority.

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

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