

Dangerous Goods and Cargoes

Port Notice

PN/003

Work Safe. Live Safe.

VERSION CONTROL

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SECTION 1 INTRODUCTION

1.1. Legislation, Codes, Standards and Recommendations

The following documents were referenced in developing this Port Notice.

International

- IMO Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas
- IMDG Code

National

- AS 3846-2005 The Handling of Dangerous Cargoes in Port Areas
- The Australian Dangerous Goods Code (ADG Code)
- ARPANSA Code of Practice: Safe Transport of Radioactive Material 2008
- The Australian Code of Transport of Explosives by Road and Rail

Northern Territory

- *Ports Management Act*
- *Dangerous Goods Act*
- *Dangerous Goods Regulations*
- *Marine Act*
- *Radioactive Ores and Concentrates (Packaging and Transport) Act*

1.2. Note

Nothing in this Port Notice relieves the consignor (shipper) or anyone else involved in the handling of Dangerous Goods or Cargoes of their responsibility under International, Commonwealth and Northern Territory legislation and requirements. Notification to the Darwin Port Operator does not relieve a consignor of their obligation to notify the competent authority or other relevant authority or organisation and does not constitute approval by the competent authority to ship a dangerous good or cargo.

1.3. Purpose

The purpose of this Port Notice is to set out the requirements for transporting Dangerous Goods and Cargoes through the Port of Darwin.

1.4. Scope

This Port Notice applies the transport and handling of Dangerous Goods and Cargoes within the Gazetted Port Limits of Darwin. Figure 1 illustrates the Port Limits of Darwin.

1.5. Authority

This Port Notice is issued pursuant to Section 57 of the *Ports Management Act*.

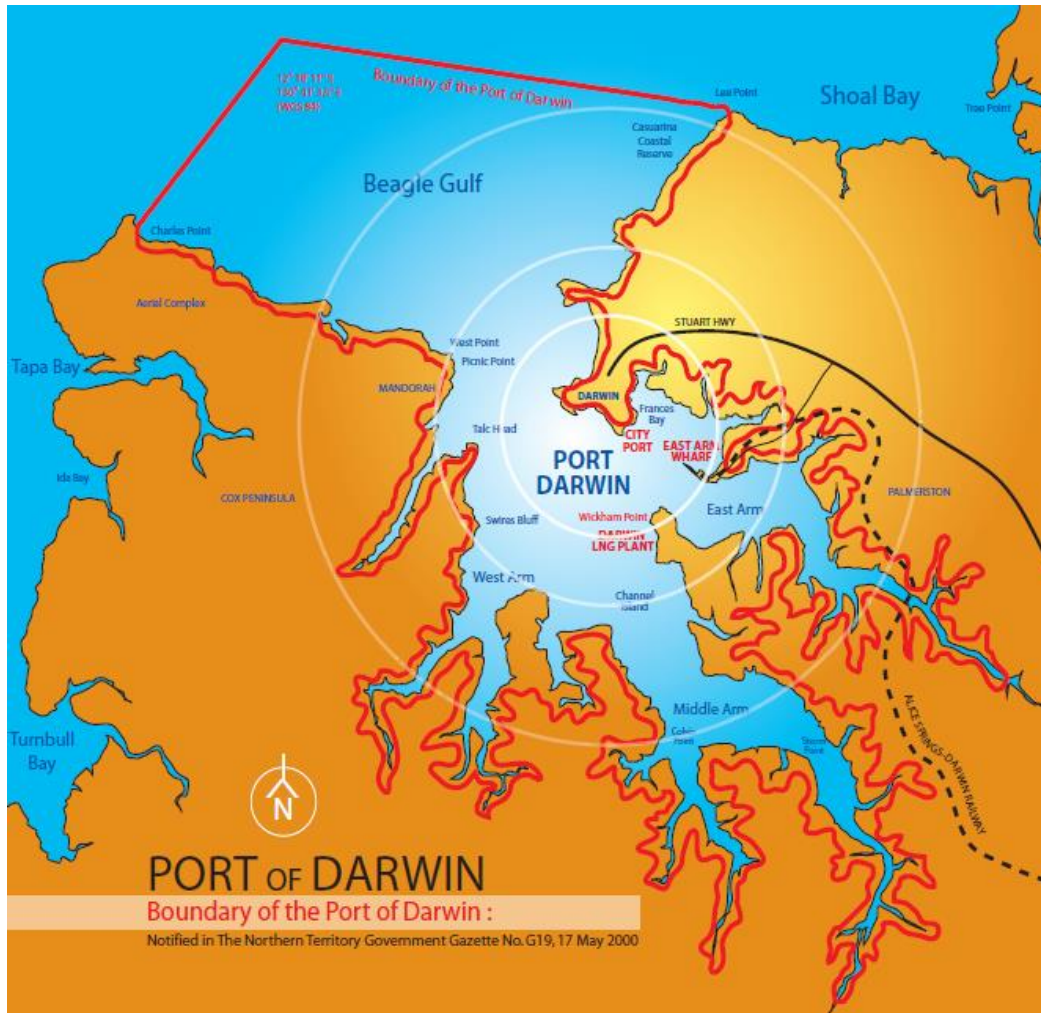


Figure 1 – Darwin Port Limits

This Port Notice does not apply to Department of Defence ammunition transfers at Department of Defence facilities, designated anchorages, the East Arm Hardened Boat Ramp or the Submarine Buoy. All ammunition transfers at these locations must be conducted in accordance with current Department of Defence legislation, policies and procedures.

This Port Notice does apply to Department of Defence dangerous goods transfers at Darwin facilities and anchorages with the exception of ships' stores.

1.6. Definitions

Port of Darwin is defined in the Northern Territory Government Gazette No G19 of 17 May 2000.

Port Area, as used in AS 3846-2005, is defined being coincident with the Port of Darwin.

Dangerous Cargoes are defined in accordance with AS 3846-2005 and any of the following cargoes, whether packaged, in bulk containers or in bulk;

- Oils covered by Annex I of MARPOL 73/78.
- Gases covered by the Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk.
- Noxious liquid substances or chemicals, including wastes, covered by the Codes for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk and Annex II of MARPOL 73/78

- Dangerous goods, hazardous and harmful substances, materials and articles including environmentally hazardous substances (marine pollutants) and wastes, covered by the International Maritime Dangerous Goods Code (IMDG Code).
- Solid bulk materials possessing chemical hazards and solid bulk materials hazardous only in bulk (MHBs), including wastes, covered by the Code of Safe Practice for Solid Bulk Cargoes (BC Code).

Note: The term 'dangerous cargoes' includes any empty uncleaned packaging e.g. tank-containers, receptacles, intermediate bulk containers (IBCs) or bulk containers.

Dangerous Goods are defined as substances and articles that;

- Satisfy the UN tests and criteria for determining whether they are dangerous goods; or
- Are listed in the ADG Code; or
- Are determined to be dangerous goods by the competent authority

Bulk is defined as cargoes that are intended to be carried without any intermediate form of containment, in a cargo space that is a structural part of a ship, or in a tank permanently fixed in or on a ship. This definition is derived from AS 3846-2005.

Net Explosive Quantity (NEQ) is defined as the mass of explosive material contained in an explosive substance without packaging or casings.

Ordinary Berth is defined as a berth where ships with general cargo operate, and which is not nominated as a special berth.

Packing Group is defined as one of the three hazard groups to which dangerous goods (excluding classes 1, 2, 6.2 and 7) are assigned in the IMDG Code in decreasing order of hazard as follows;

- I. High Danger
- II. Medium danger
- III. Low danger

Proper Shipping Name means the entry specified in the IMDG Code, that is the entry that most accurately describes the goods in table A in Chapter 3.2.

Protected Place is defined as the following;

- A dwelling, place of worship, public building, school or college, hospital, theatre or any building or open area in which persons are accustomed to assemble, whether within or outside the port area.
- A factory, workshop, office, store, warehouse, shop or building where people are employed that is outside the boundary of the site where the dangerous goods or cargoes are handled.
- A vessel lying at permanent berthing facilities.
- Any storage facility for dangerous goods or cargoes that is outside the property area of the port area.

N.O.S means Not Otherwise Specified.

Special Berth is defined as a berth sufficiently separated, controlled and specifically designated for handling dangerous cargoes.

Red Line Cargo is defined as cargo not permitted to remain within the Port Area for greater than twelve hours. Cargoes covered by this are outlined in Section 3

Green Line Cargo is defined as cargo that is permitted to remain within the Port Area for up to 5 days. This is based on AS 3846-2005 and is subject to Port Operator approval and operational requirements on the wharf.

Transport Index in relation to Class 7 radioactive dangerous goods, a single number assigned to a package, over pack, tank or freight container, or to unpackaged LSA-1 or SCO-1 material, which is used to provide control over both nuclear criticality safety and radiation exposure.

Low Specific Activity (LSA) material is defined as radioactive material which by its nature has a limited specific activity or radioactive material for which limits of estimated average specific activity apply.

Surface Contaminate Object (SCO) is defined as a solid object that is not itself radioactive but that has radioactive material distributed on its surfaces.

Ship's Stores mean materials which are on board a ship for the upkeep, maintenance, safety, operation or navigation of the ship (except for fuel and compressed air used for the ship's primary propulsion machinery or for the fixed auxiliary equipment) or for the safety or comfort of the ship's passengers or crew. Materials which are intended for use in commercial operations by a ship are not considered to be ship's stores.

Ship (in the context of this Port Notice) means any seagoing or non-seagoing water craft used for the transport of dangerous cargoes.

Fort Hill Wharf West is defined as to the west of metre mark 140 (metre marks greater than 140).

Fort Hill Wharf East is defined as to the east of metre mark 140 (metre marks less than 140).

Vehicle is defined as a truck, car or train whilst moving under its own power, transporting dangerous goods

SECTION 2 NOTIFICATION

2.1. Required Notification

The Darwin Port Operator requires a minimum of forty eight (48) hours notification of dangerous goods or cargoes entering the Port of Darwin including

- Load
- Unload
- Transit

Notification is not required for ship's stores. Please note that this does not include materials which are intended for use in commercial operations by a ship.

Dangerous good notification is to be submitted to dangerousgoods@darwinport.com.au.

Where a dangerous goods application has been submitted and an amendment is required, the update must be submitted prior to the entry of the Dangerous good or cargo into the port area.

Note 1: Darwin Marine Supply Base (DMSB) also has DG reporting requirements in place, refer DMSB Handbook at - http://www.ascoworld.com/sites/default/files/documents/dmsb_handbook_-_final_1.2.2016-2.pdf for further information.

Note 2: The Port Operator may reduce the notification period to 24 hours for dangerous goods or cargoes being loaded in Darwin for an intra-state voyage provided the dangerous goods or cargoes do not exceed the relevant time limit in Table 3.

Due to reduced passage times, dangerous goods notifications will be accepted and acknowledged from rig tenders that are engaged in the servicing of oil and gas facilities and permit areas in the Bayu/Undan, Blacktip, Barossa, Heron and Blackwood fields, a minimum of 18 hours prior to the vessel entering the Port of Darwin.

2.2. Failure to Notify

If the required notification is not provided, ships may be refused entry.

2.3. Packaged Dangerous Goods

For packaged dangerous goods the following must be provided on the form in Annex A;

- The name and Lloyds/IMO Number of the ship
- ETA of dangerous goods into port limits
- Name of Agent, contact name and telephone number
- If containerised, the container identification number
- Number and type of packages
- Proper Shipping name/ correct technical name
- IMDG Code Classification and any subsidiary risk classification
- UN Number (where applicable)
- Packing group (where applicable)
- Flash point (if applicable)
- Quantity
- The condition of the dangerous cargo,

- Any known defect that may adversely affect the safety of the port area, ship or environment
- Marine pollutant (where applicable)
- Date and times of the cargo operations

If a UN Number or Packing Group is allocated in the IMDG Code it must be provided in the application.

When applying for Class 1 dangerous goods the following shall be included;

- UN Number
- Proper Shipping Name
- Division
- NEQ
- Compatibility Group

When applying for Class 7 dangerous goods the following shall be included;

- UN Number
- Proper Shipping Name
- Type of packaging
- The Hazard category of the package
- The Transport Index (TI)
- The names and activity of the radio nuclides

A detailed description of the packaging or freight container must be included to allow for an assessment of the risk of a spill and if an appropriate spill kit is available.

Class 6.2 Infectious Substances are not normally conveyed through the port area. Class 6.2 will be considered on a case by case basis and requires a written application outlining the following;

- UN Number
- Proper Shipping Name
- Microorganism Name
- IMDG Code Category
- Packaging description
- MSDS
- Transport plan
- Emergency Management and
- Spill Response Plan

The application must be submitted well in advance of the dangerous good arriving in the port area to allow for a risk assessment and for approval from the competent authority.

2.4. Bulk Dangerous Goods or Cargoes

For packaged dangerous goods the following must be provided on the form in Annex B;

- The name and Lloyds/IMO Number of the ship
- ETA of dangerous goods into port limits
- Name of Agent, contact name and telephone number
- Proper shipping name/correct technical name
- UN Number
- IMDG Code Classification and any subsidiary risk classification, with Packing Group or MARPOL NLS category and flash point as appropriate
- Quantity of cargoes to be unloaded/ loaded and those left on board

- For solid bulk dangerous cargoes, a certificate of manufacture
- For liquids and liquefied gases, whether the ship holds the following valid certificated as appropriate;
 - International Oil Pollution Prevention Certificate
 - International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk
 - Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk
 - Certificate of Fitness (Gas Carrier Code)
 - International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk
 - Cargo inhibitor certificate (where applicable)
- The condition of the dangerous cargo and any known defect in the cargo containment handling system, equipment or instrumentation that is related to the bulk cargo and that could lead to an abnormal hazard
- Any known defect that could adversely affect the safety of the port area, the ship or environment

2.5. Liquid Natural Gas (LNG) Ships

LNG ships loading cargo within the Port of Darwin must, in addition to the Dangerous Goods Application form, submit the LNG Questionnaire 48 hours prior to entering Port Limits. The LNG Questionnaire is at Annex C.

2.6. Transferring Small Arms and Light Weapons

A minimum of one working days' notice is required for the transfer of small arms. The shipper is responsible for all security aspects of the transfer. Prior to the transfer, The Port Operator must acknowledge the intention to conduct the transfer.

All small arms must be clear of ammunition whilst within the port area with the exception of transfers by the Department of Defence at Department of Defence facilities, designated anchorages, the East Arm Hardened Boat Ramp or the Submarine Buoy.

2.7. Dangerous Goods and Cargoes Enquiries

All enquiries relating to dangerous goods are to be directed to the Port Operator and must include sufficient detail to make an assessment of the risk posed and any additional restrictions that may be appropriate. At a minimum the following are to be included;

- UN Number
- Proper Shipping Name
- Packing Group
- For class 1 and class 7 the requirements outlined above must be included

All enquiries are to be submitted via email to: dangerousgoods@darwinport.com.au

SECTION 3 GENERAL PRECAUTIONS FOR HANDLING DANGEROUS GOODS AND CARGOES

This section outlines the minimum general precautions required for the handling of Dangerous goods within the Port of Darwin.

3.1. Stokes Hill Wharf

Dangerous goods or cargoes will not be handled at Stokes Hill Wharf with the exception of ships' stores and Class 1 division 1.4 (after approval).

3.2. Marking and Packaging

All dangerous goods and cargoes delivered to or from the port area shall be packaged, marked, labelled and placarded in accordance with the IMDG Code. Where the dangerous goods or cargoes are to be loaded on to a ship, their packaging shall comply with the IMDG Code.

3.3. Documentation and Notification

All documentation must comply with the requirements of the IMDG code. Notification must be submitted on the applicable Dangerous Goods and Cargoes Forms in Annexes A, B and C as applicable.

3.4. Stowage and Segregation

Dangerous goods and cargoes whilst within the port area must be segregated as follows;

- Whilst loaded on a ship in accordance with the IMDG Code
- Whilst stored within the port area in accordance with AS 3846
- Whilst loaded on a truck in accordance with the ADG Code

3.5. Trained Personnel

All personnel involved in the transport and the handling of Dangerous goods or cargoes must be trained to the appropriate level as specified in the IMDG Code and by AMSA.

3.6. Handling

All dangerous goods must be handled in a safe and efficient manner. Personnel must wear appropriate Personal Protective Equipment at all time.

3.7. Emergency Plan

The ship loading, unloading or transiting shall have an emergency plan for dealing with dangerous situations arising from handling or transporting dangerous goods. Where appropriate a spill kit shall be immediately available whilst the dangerous good or cargo is within the port area.

3.8. Maintenance Activities

The following activities require approval or notification;

- Immobilisation
- Hot Work

Confined space entry and cold work do not require a permit and are to be managed internally via the ship's safety management system.

3.9. Signals

All ships carrying dangerous goods or cargoes whilst within the Port of Darwin shall fly flag B.

3.10. Segregation of Dangerous Cargoes in Port Area

Table 1 outlines the required segregation for DG within the port area

Description	Class	Segregation Code												
		Class												
		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9	
Flammable Gases	2.1	0	0	0	S	A	S	0	S	S	0	A	0	
Non toxic, non flammable gases	2.2	0	0	0	A	0	A	0	0	A	0	0	0	
Toxic gases	2.3	0	0	0	S	0	S	0	0	S	0	0	0	
Flammable liquids	3	S	A	S	0	0	S	A	S	S	0	0	0	
Flammable solids	4.1	A	0	0	0	0	A	0	A	S	0	A	0	
Spontaneously combustible substances	4.2	S	A	S	S	A	0	A	S	S	A	A	0	
Substances which are dangerous when wet	4.3	0	0	0	A	0	A	0	S	S	0	A	0	
Oxidizing substances	5.1	S	0	0	S	A	S	S	0	S	A	S	0	
Organic peroxides	5.2	S	A	S	S	S	S	S	S	0	A	S	0	
Toxic substances	6.1	0	0	0	0	0	A	0	A	A	0	0	0	
Corrosive substances	8	A	0	0	0	A	A	A	S	S	0	0	0	
Miscellaneous dangerous substances and articles	9	0	0	0	0	0	0	0	0	0	0	0	0	

Table 1

Packaging	Segregation Code 0	Segregation Code A	Segregation Code S
IBC Flat racks Platform Open top container	No segregation	Separated by at least 3 metres	6m in open 12 m in sheds
Closed container Portable tanks Closed road vehicle	No segregation	Away from, no separation required	3m in open 6m in shed

Table 2

SECTION 4 TIME LIMITS

4.1. Time Limits

The following time limits apply for load and unload cargoes within port limits;

Time Limit	Class and Packing Group (PG)	Comments
2 hours	Class 1 Explosives	Class 1 cannot be stored within the Port area (see note below)
12 hours (Redline)	Class 2.1 Flammable Gases Class 2.3 Toxic Gases Class 3 PG I Flammable Liquids Class 4.1 PG I Flammable Solids Class 4.2 PG I Substances liable to spontaneous combustion Class 4.3 PG I Substances which in contact with water emit flammable gases Class 5.1 PG 1 Oxidizing Substances Class 6.1 PG I Toxic Substances Class 8 PG I Corrosive Substances	Where the quantity exceed <i>500 kg</i> . (If quantities are less than <i>500kg</i> then the consignee may apply in writing for the dangerous goods to remain within a restricted zone for up to 5 days dependant on operational requirement).
24 hours	Class 7 Radioactive Substances	This restriction applies without exception
5 days (Green Line)	All dangerous goods of Class 2, 3, 4, 5, 6, 8 or 9 other than those mentioned above	A nominal period of 5 days may be extended to green line dangerous goods depending on the operational requirements of the wharf.

Table 3

Where the dangerous goods are to be loaded in bulk the time limits apply from the completion of loading. Where the dangerous goods are being unloaded in bulk and transit cargo is on board, the time limits apply (for transit cargo) on completion of unloading.

Note: The Port Operator may approve small arms ammunition of division 1.4 S (UN0012 and UN 0014) to be stored at within the port area in an appropriate magazine or storage container for a period not exceeding 5 days.

SECTION 5 CLASS ONE EXPLOSIVES

5.1. Introduction

Class 1 comprises;

- Explosive substances, except those which are too dangerous to transport or those where the predominant hazard is one appropriate to another class.
- Explosive article, except devices containing explosive substances in such quantity or of such a character that their or accidental ignition or initiation during transport shall not cause any effect external to the device either by projection, fire, smoke, heat or loud noise
- Substances and articles not mentioned above which are manufactured with a view to producing a practical, explosive or pyrotechnic effect.

Class 1 is divided into six divisions based on the risk posed as follows

- Division 1.1 – Explosives with a mass explosion hazard.
- Division 1.2 – Explosives with a projection hazard but not a mass explosion hazard.
- Division 1.3 – Explosives with a fire hazard and either minor blast or projection hazard or both but not a mass explosion hazard.
- Division 1.4 – Explosives which present no significant hazard.
- Division 1.5 – Very insensitive substances which have a mass explosion hazard.
- Division 1.6 – Articles containing very insensitive explosives

Explosive substances not covered by the IMDG Code shall not be conveyed through the port area.

5.2. Berth Limits

Table 4 outlines the berth limits for Class 1 dangerous Goods

Berth	Maximum Separation Distance	Maximum NEQ Division 1.1, 1.5 and 1.6	Maximum NEQ Division 1.2	Maximum NEQ Division 1.3	Maximum NEQ Division 1.4
East Arm Wharf	50m	185kg	100kg	2 255kg	250 000kg
Fort Hill Wharf Western End	25m	50 kg	Nil	2 095kg	250 000kg
Fort Hill Wharf Eastern End	35m	110kg	Nil	2162kg	250 000kg
Stokes Hill Wharf	10m	Nil	Nil	Nil	40 000kg
Fishermans and Raptis Wharf	20m	40kg	Nil	2 060kg	250 000kg
Toll International	150m	1000kg	1000kg	12 500kg	250 000kg
Toll Communities	85m	425kg	425kg	2 490kg	250 000kg

Table 4

An anchorage may be made available for the handling of Class 1 Explosives on application.

5.3. Mixed Consignments

Where two or more divisions of Class 1 Explosives are to be handled the separation distance relating to the division with the most risk (greatest separation distance) is applied.

5.4. Handling and Transport Requirement

The following precautions must be observed when handling Class 1;

- Class 1 of all divisions shall not be brought onto a berth for loading until the ship is ready to receive them. And shall be the last cargo loaded prior to departure.
- Class 1 of all divisions shall not be unloaded from a ship unless the means of transport by which they are to be removed from the port area is ready to receive them. And must be the first cargo discharged.
- Class 1 shall not remain within the port area for more than 2 hours (with the exception of Division 1.4S on application)
- Class 1 Division 1.4S shall not remain within port areas for more than 24 hours
- The separation distance shall be clearly marked and access controlled. Where the separation distance is less than 15 metres, the area on the wharf of 15 metres shall be cleared and marked (This requirement does not apply for Class 1 Division 1.4 at SHW).
- Explosives shall be handled in a safe, efficient and secure manner.
- Explosives shall be unloaded as soon as reasonably practicable.
- Repairs involving Hot Work shall not be permitted on the ship or in the case of city wharves on the berth until the explosives have been removed. In the case of EAW, hot work shall not be conducted within two times the separation distance.
- Smoking shall be prohibited on the ship and the berth, except in safe areas. Notices shall be prominently displayed on the ship and on the berth.
- Adequate and appropriate firefighting equipment shall be available immediately and throughout the period of the transfer.
- Explosives not classified in accordance with the IMDG Code shall not be handled within the port area.
- Road vehicles carrying explosives shall remain at least 100 metres apart.
- Forklifts used in the handling of Explosives shall not be petrol powered, must be fitted with spark arresters where appropriate and shall be inspected before use to ensure they are free from leaks
- Unattended vehicles shall not be within the separation distance or 15 metres of explosives (whichever is greater).
- When more than 100 kg NEQ of explosives is handled, other than Division 1.4, a consignee's representative shall be present and have access to expert technical advice in the event of an incident.
- Explosives shall not be handled during an electrical storm.
- Bunkering shall not take place within the separation distance and on the ship loading or unloading explosives during the handling of explosives.

5.5. Ship requirements;

The following precautions must be observed when handling Class 1;

- The ship's engines and ancillary equipment shall be kept ready at all time, so that the ship can leave the berth at short notice.
- The ship shall, so far as is practicable, be berthed in a direction that allows the quickest departure from the berth.

- Class 1 shall be stowed and segregated in accordance with the requirements of the IMDG code whilst on-board a ship.
- Whilst handling Class 1, with the exception of Division 1.4, adequate and appropriate firefighting equipment and water shall be immediately available on the ship. Fire hoses shall be run out and ready for immediate use.

5.6. Scheduling Ships

For ships loading or unloading explosives, adjacent ships are to be berthed so that the accommodation quarters are as far away from the Class 1 as practicable.

5.7. Ordinary Berths

Unless a special berth is declared, all berths shall be considered ordinary berths.

Class 1 divisions 1.1, 1.2, 1.3, 1.4 and 1.5 shall be separated from protected places, other ships accommodation spaces and bunkering vessels in accordance with the requirements in Table 5. With the approval of the Port Operator the separation distance may be halved to main roads and railways.

Class 1 Division 1.6 shall be separated from protected places, other ships' accommodation spaces and bunkering vessels in accordance with the requirements in Table 5. A reduction in separation distance to main roads and railways shall not be permitted.

Class 1 Division 1.4S is not restricted in the amount that can be handled or remain on-board a ship as transit cargo.

5.8. Transit Cargo

Where the NEQ of transit Cargo exceeds the limit in table 5, or the separation distance to adjacent ship's accommodation cannot be maintained a special berth is required.

5.9. Special Berths

For quantities of NEQ exceeding the limits above, an anchorage or special berth may be made available on application. An application for a special berth shall be submitted well in advance of the cargo arriving in the port area. Applications for special berths shall be made in accordance with the requirements of section 8.

Section 8 details the Special berth requirements and application process.

NEQ kg	Separation Distance in metres			
	Division			
	1.1, 1.5, 1.6	1.2	1.3	1.4
25	10	50	10	10
50	25			
100	33			
200	52			
300	68			
400	82			
500	95			
1 000	150			
1 500	191			
2 000	240			
2 500	257	220	87	
3 000	284	225	92	
4 000	350	235	105	
5 000	380	245	110	
7 500	424	265	125	
10 000	480	280	140	
15 000	546	300	158	
20 000	610	320	175	
25 000	650	340	186	
30 000	689	340	199	
40 000	762	360	218	
50 000	820	375	240	
75 000	940	400	273	
100 000	1 040	410	300	20
150 000	1 180		345	
200 000	1 300		375	
250 000	1 400		405	

Table 5

SECTION 6 AMMONIUM NITRATE

6.1. Introduction

The requirements in this section apply to ammonium nitrate and ammonium nitrate based fertilizer listed as Class 5.1 in the IMDG code (UN Numbers 2067, 3375, 2426 and 1942). Ammonium Nitrate supports combustion and significantly increases the risk of explosion during a fire. The key to safe handling is to isolate ammonium nitrate from sources of excessive heat and contamination.

Ammonium Nitrate must be removed from the port area once unloaded. Regardless of packaging, Ammonium Nitrate cannot be stored on the wharf or within the Port area.

6.2. Berth Limits

The Port Operator has evaluated the risks associated with Ammonium Nitrate within port limits and determined the maximum quantities permissible. These are shown in table 6.

For quantities of Ammonium Nitrate exceeding 400 tonnes in freight containers or 150 tonnes in other packaging, but not exceeding the limits in Table 6, an application for a special berth must be submitted as outlined in section 8.

Berth	Limit
EAW	6,000 tonnes
FHW	10 tonnes
Toll	40 tonnes (see note)
Hudson Creek	2,000 tonnes

Table 6

Note: 40 tonnes may be handled at the Toll facility provided it proceeds directly to the wharf space located to the East of the Toll facility, does not exceed the appropriate time limit in table 3 and each container is segregated by no less than 6 meters. Where these conditions cannot be met a maximum of 30 tonnes shall be handled at the Toll facility.

SECTION 7 CLASS 7 RADIOACTIVE SUBSTANCES

This section outlines the requirements for handling Class 7 dangerous goods

7.1. General Requirements

Whilst within the port area the following apply;

- Trucks carrying radioactive substances shall be scheduled so as to avoid waiting within the port area.
- Radioactive substances shall not remain within the port area for greater than 24 hours

7.2. Packaging and Documentation

No Class 7 radioactive substances shall be brought into the port area unless the packages or freight containers comply with the Code of Practice for the Safe Transport of Radioactive Material.

All documentation shall comply with the Code of Practice for the Safe Transport of Radioactive Material, including the consignor's declaration. The consignor shall provide the emergency arrangements appropriate to the consignment with the Dangerous Goods application. If the emergency arrangements are not included the consignment shall not enter the port area.

7.3. Radiation Monitoring

Radiation monitoring shall be carried out in accordance with regulatory requirements. The dose limit for personnel in the port area shall not exceed 1 millisievert (mSv) per year.

7.4. Spill Kits

Where appropriate to the nature of the cargo a spill kit shall be immediately available for the duration the Class 7 is within the port area. Where a spill kit is not available the consignor is to provide, in writing, a statement outlining the nature of the cargo, the nature of the packaging or freight container and why a spill kit is not appropriate.

7.5. Transport Index Greater than 50

Where the Transport Index (TI) is greater than 50 the freight container the following restrictions apply;

- The freight container shall be transported under the conditions for a "Full Load" or exclusive use as set out in the Australian Code of Practice for the Safe Transport of Radioactive Material.
- Radiation shall not exceed 2mSv/h at any point and 0.1mSv/h at 2 metres from the outside of the freight container.
- None of the outer dimensions of the freight container shall be less than 1.5 metres and the internal volume shall be greater than 3 cubic metres.
- The freight container shall be taken directly to or from a ship and not be stored on the berth.

7.6. Requirements for Hardstand Storage

When Class 7 is stored within the port area the following requirements apply;

- Packages and freight containers shall be arranged and stacked so as to eliminate the risk of criticality hazard.
- A separation distance of 6 metres shall apply to all yellow label consignments.

- Class 7 packages and freight containers shall be separated from areas frequented by person in accordance with table 7
- Stacks of packages or freight containers shall be separated from places occupied by person (rest rooms and offices) by a minimum of 13 metres. Where the separation distance in table 7 is greater than 13 metres, the 13 metres shall be added to the distance in table.
- A clear distance of 6 metres shall be maintained between stacks of packages or freight containers.
- The TI of stacks of packaged or freight containers (other than LSA materials) shall not exceed 50.
- Access to the area where Class 7 is stored shall be limited to essential duties only and the time spent handling the packages shall be kept to a minimum.
- The area shall be illuminated at night
- Sufficient equipment, which is to be supplied by the shipper in the case of exports or consignee in the case of imports, shall be readily available at the berth to clean up any spillage or accident involving radioactive substances

7.7. Actions in the Event of a Spill or Damage

In the event of spillage or damage to the package or freight container the following immediate steps shall be taken;

- All personnel shall, be evacuated to a position up wind of the radioactive material
- The Port Operator Cargo department and the Harbour Control shall be immediately notified.
- WorkSafe NT and ARPANSA shall be notified of the spill
- Only properly trained personnel with appropriate PPE and equipment shall respond to the spill

Sum of Transport Indices	Minimum Separation Distance
≤ 5	4 metres
>5 ≤10	6 metres
>10 ≤20	8 metres
>20 ≤30	10 metres
>30 ≤40	12 metres
>40 ≤50	13 metres
>50 ≤100	18 metres
>100 ≤150	22 metres
>150 ≤200	26 metres

Table 7

SECTION 8 SPECIAL BERTHS

Darwin does not have a designated special berth. Where the quantity or NEQ requires a special berth, the consignor or representative may make an application in writing to the Port Operator outlining the following;

- UN Number
- Packing Group
- Proper shipping name
- Division and Compatibility Group (for Class 1)
- Place of Origin
- Number of Consignments per annum
- A Cargo Handling plan outlining how the DG will be discharged and handled on the wharf

A detailed risk assessment will be conducted and where the risks and the impacts on other operators are acceptable, the application will be forwarded to the Competent Authority.

SECTION 9 REVIEW STATEMENT

This Port Notice will be reviewed biannually by a Port Management Officer.

TERRY O'CONNOR
Port Operator
12 May 2016

DANGEROUS GOODS NOTIFICATION – PACKAGED GOODS

Vessel and Agent Details

Vessel Name:	
Lloyds/IMO Number:	
ETA:	Berth:
Agent Name:	Agency:
Mobile Number:	Phone Number:
Email:	
Date for Cargo Operations:	Times:

Type of Cargo Operation: Load Unload Transit

Dangerous Goods and Cargoes Manifest

Note: a manifest must be attached including all dangerous goods or cargoes including transit cargo. The manifest must include a container number, UN Number, packing group, proper shipping name, flash point, quantity, number of packages and identify if the dangerous good is a marine pollutant. Transit cargo must be clearly identified.

For Class 1 Dangerous Goods

UN Number:	Division:
Proper Shipping Name:	
NEQ:	Compatibility Group:

For Class 7 Dangerous Goods

UN Number:	Hazard Category:
Proper Shipping Name:	
Transport Index (TI):	
Type of Packaging:	
The Name and activity of the Radio Active Nuclides:	

Condition of Cargo - Please select the most appropriate statement below

All Containers are free from leaks: Yes N/A
 Containers have suffered damage or are leaking: Yes N/A

Note: Where containers are damaged or leaking a report outlining the damage is to be submitted.

Declaration

I confirm that all dangerous goods have been declared and that all dangerous goods are packaged, placarded and stowed in accordance with the requirements of the IMDG Code.

Signed (Master, Owner or Agent):	
Name:	Date:

DANGEROUS GOODS APPLICATION - BULK

Vessel And Agent Details

Vessel Name:	
Lloyds/IMO Number:	
ETA:	Berth
Agent Name:	Agency:
Mobile Number:	Phone Number:
Email:	
Date for Cargo Operations:	Times:

Type of Cargo Operation: Load Unload Transit

Bulk Dangerous Good

UN Number:	IMDG Classification:
Packing Group:	MARPOL NLS Category:
Flash Point:	Subsidiary Risk:
Quantity Discharged:	Quantity Remaining Onboard:
Quantity Loaded:	Certificate of Manufacture:

Vessel Certificate Details

Vessel Certificates	Expiry Date
International Oil Pollution Prevention Certificate	
International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk	
Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk	
Certificate of Fitness (Gas Carrier Code)	
International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk	
Cargo Inhibitor Certificate	

Status of Cargo and Cargo Handling System Declaration

Are there any defects with the cargo containment or transfer systems:

Does the condition of the cargo present a hazard to the port area:

Are there any defects on the vessel presenting a danger to the port area or environment:

Declaration

The information contained above is truthful and accurate. The condition of the cargo, containment, handling system and the vessel do not present a hazard to the port area or the environment.

Signed (Master, Owner or Agent):

Name:	Date:
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LNG Questionnaire

The LNG Questionnaire is to be completed and submitted 48 hours prior to the ship's arrival. All questions must be answered.

1. Is the vessel free from tank leakage?
2. Is the inert gas system fully operational?
3. Are there any defects the on the vessel machinery and equipment that may affect safe pilotage, berthing, cargo or ballast operation?
4. Have stress calculations for the envisaged program of cargo handling and ballasting been made, and is the full stress calculated within the safety limits?
5. Are the cargo tanks and lines free of air?
6. Is the boil off control equipment in good working order?
7. Are all gas detection analysers calibrated and operating correctly?
8. Are all cargo system emergency stops, with associated alarms and interlocks, tested and operating correctly?
9. Are all independent tanks high level alarms tested and operating correctly?
10. Are all high and low pressure alarms tested and operating correctly?