



Dangerous Goods Safety information sheet

Overview of Goods in Port Regulations

Introduction

This document is for guidance only and the definitive statutory requirements are contained in the *Dangerous Goods Safety Act 2004* and Dangerous Goods Safety (Goods in Ports) Regulations 2007 (the Goods in Ports Regulations).

The objective of the Goods in Port Regulations is to provide for the safe handling and transport of dangerous goods that are dangerous cargoes in ports.

The Australian Standard AS 3846:2005 *The handling and transport of dangerous cargoes in port areas* (the Standard) forms the basis of the Goods in Ports Regulations, which adopt the technical requirements of the Standard and allocate a responsible person to all of them.

Dangerous cargoes are defined in the Standard and include dangerous goods as determined by the United Nations criteria as a major subset of dangerous cargoes.

The dangerous goods covered in the Standard include:

Class 1	Explosives (e.g. gelignite, detonators, fireworks)
Division 2.1	Flammable Gases (e.g. LPG, acetylene, natural gas)
Division 2.2	Compressed non-flammable gases (e.g. nitrogen, argon)
Division 2.3	Toxic gases (e.g. chlorine, sulphur dioxide, ammonia)
Class 3	Flammable liquids (e.g. petrol, kerosene, solvents)
Class 4	Flammable solids (e.g. xanthates, calcium carbide, sulphur)
Division 5.1	Oxidising substances (e.g. ammonium nitrate, solid pool chlorine)
Division 5.2	Organic peroxides (e.g. methyl ethyl ketone peroxide – MEKP)
Division 6.1	Toxic substances (e.g. sodium cyanide, pesticides)
Division 6.2	Infectious substances (e.g. medical waste)
Class 7	Radioactive substances (e.g. monazite, uranium)
Class 8	Corrosive Substances (e.g. sulphuric acid, caustic soda, hydrofluoric acid)
Class 9	Miscellaneous Dangerous Goods (e.g. dry ice)

DMP does not administer legislation to cover Division 6.2 infectious substances or Class 7 radioactive substances.

Responsible persons

The following people are responsible for key areas of the Standard (see tabulated summary):

- berth operator;
- master and owner of a vessel;
- consignor;

- consignee; and
- prime contractor.

Summary of responsibilities under Goods in Ports Regulations

Key area	AS 3846 Clause	Regn.
Berth operator		
Fire fighting resources	10.3, 10.4, 10.5, 10.6, 10.7 Appendix G (paragraphs G3.2.4, G3.2.6, G4, G5)	15
Explosives <ul style="list-style-type: none"> • General requirements • Special berth conditions 	4.3.1 other than paragraphs (e), (h), (m); 4.3.3(a); 4.3.4; 4.3.5; 4.3.6	24
Packaged Classes 2–9 <ul style="list-style-type: none"> • Time limits • Restricted Areas 	5.2 other than 5.2.5; 5.3	30
Ammonium nitrate, calcium hypochlorite, emulsion precursors <ul style="list-style-type: none"> • Maximum quantity for ordinary berths • Handling • Special berth • Approval conditions 	Table 6.1 6.4, 6.5.1(b), 6.5.1(c), 6.8.3, 6.6.1, 6.6.3	35(1) 35(2) 35(3) 35(4) 35(5)
Bulk liquids and liquefied gases <ul style="list-style-type: none"> • Emergency procedures • Documentation • Security • Moorings • Precautions • Discharge operations 	8.2.1, 8.2.2.2; 8.2.2.3, 8.2.2.4, 8.2.2.7, 8.2.2.8; 8.2.3.1(a), 8.2.3.2, 8.2.4, 8.2.5, 8.2.8, 8.2.11, 8.2.12.1, 8.2.12.2, 8.3.4, 8.3.6, 8.3.7.1, 8.3.7.3, 8.4, 8.5.2, 8.5.3, 8.5.4, 8.5.5, 8.6	37
Bulk solids <ul style="list-style-type: none"> • Information • Emergency equipment and procedures • Handling 	9.2, 9.3, 9.4, 9.5, 9.6, 9.7, 9.8	41, 42
Berth emergency plan <ul style="list-style-type: none"> • Procedures and information • Equipment • Special Berth procedures • Review of emergency plan 	Appendix D (paragraphs D1, D3), 6.7	45
Risk assessment		46
Master		
Repair work <ul style="list-style-type: none"> • Immobilisation of a ship • Classification of hot or cold work • Hot work permit • Entry Permit 	11.2, 11.3, 11.4, 11.5	16

Key area	AS 3846 Clause	Regn.
Explosives <ul style="list-style-type: none"> Handling and precautions Requirements relating to a ship 	4.3.1(b), (d), (f), (h), (k), (l);, (n), (o), (p); 4.4	25
Ammonium nitrate or calcium hypochlorite <ul style="list-style-type: none"> Handling and requirements relating to a ship 	6.6.1 (b), (e), (f), (g), (i), (j), (k), (l); 6.6.2	36
Bulk liquids or liquefied gases <ul style="list-style-type: none"> Readiness to move under own power Handling Ship shore safety checklist Warning signs 	8.2.1, 8.2.2.5, 8.2.2.6, 8.2.2.7, 8.2.3.1(b), 8.2.3.3, 8.2.4, 8.2.5, 8.2.6, 8.2.7, 8.2.8, 8.2.9, 8.2.10, 8.2.12, 8.3.2, 8.3.3, 8.3.4, 8.3.5, 8.3.7, 8.4, 8.5.2, 8.5.5, 8.6	38
Bulk solids <ul style="list-style-type: none"> Handling and safety 	9.3, 9.4, 9.5, 9.6, 9.7, 9.8	43
Emergency plan <ul style="list-style-type: none"> Procedures and resources 		48
Consignor		
General safety <ul style="list-style-type: none"> Classification 	4.3.5	21
Ammonium nitrate <ul style="list-style-type: none"> Packaging and tests 	6.8.1	34
Bulk solids <ul style="list-style-type: none"> Material safety data sheets (MSDS) List of special equipment Information 	9.2.1(a)	41
Consignee		
Explosives <ul style="list-style-type: none"> Representative to be present 	4.3.5	22
Prime contractor		
General <ul style="list-style-type: none"> Notification 	Section 3	12
Explosives <ul style="list-style-type: none"> Segregation Handling 	4.2; 4.3.1(j), (k), (l), (m)	23
Packaged Classes 2–9 <ul style="list-style-type: none"> Time limits 	5.2.1, 5.2.2	29

Special berth approvals

Special berth approvals are required for larger quantities of ammonium nitrate, ammonium nitrate emulsions and explosives. The Goods in Ports Regulations formalise and support the existing administrative arrangements regarding the approval and declaration of 'special berths', as described in the Standard. Regulations 20 and 33 give the Chief Officer the power to require a risk assessment necessary to implement the Standard's intent for special berth approvals.

The responsibilities of berth operators for safety management systems and emergency planning harmonise with similar requirement for safety management systems in the Storage and Handling of Non-explosives and Major Hazard Facilities Regulations.

Other important dangerous goods safety regulations for ports

Security risk substances

A security risk substance is any substance that contains more than 45% ammonium nitrate unless it is an explosive; or an aqueous solution being a homogenous mixture of two or more components in a single phase. This definition captures ammonium nitrate emulsions and fertilisers, and some non-dangerous goods such as calcium ammonium nitrate.

People handling security risk substances (SRS) have additional licensing and security responsibilities under the SRS Regulations.

The SRS Regulations focus on security, and people handling SRS need to consider whether personnel require a dangerous goods security card.

Note: A maritime security identification card (MSIC) cannot be used in lieu of the dangerous goods security card as the approval criteria are different.

Dangerous goods storage

People storing dangerous goods in a port area other than the berth areas covered by the Goods in Ports Regulations have responsibilities under the Storage and Handling of Non-Explosives Regulations.

Dangerous goods transport

Importers and exporters of dangerous goods have responsibilities under the Road and Rail Transport of Non-explosives Regulations when the goods are transported by road or rail to the port area.

Prime contractors or rail operators who transport placard loads of dangerous goods must now be accredited as an 'approved emergency responder' for the category of dangerous goods being transported, or have a contract with a person or company who is an approved emergency responder for those dangerous goods. An approved responder provides risk mitigation and clean-up services in response to dangerous situations resulting from incidents involving vehicles transporting dangerous goods. They must have the necessary expertise, procedures, and equipment to respond to emergencies at any location within Western Australia where the client company transports dangerous goods. More information on approved responders is available on the Resources Safety website.

There is an exemption from 'marking' a freight container in accordance with the *Australian Dangerous Goods Code*, 7th Edition (ADG7) if:

- the container is imported into or exported from Australia;
- it is placarded in accordance with the International Maritime Dangerous Goods Code (IMDG Code); and
- no dangerous goods have been removed from or added to the freight container since
 - its arrival in Australia or
 - the load was first consigned for transport to the place from which it is to be exported.